Town of Miami Trail System Study

Evaluation of Recommended Path Improvements

November 2025

ARIZONA DEPARTMENT OF TRANSPORTATION

Contents

Background

The Town of Miami Trail System Study (Study) purpose is to prepare a plan to improve walking, biking and rolling (e-scooters, wheelchairs and mobility devices) for the Miami community. With funding and support from the Arizona Department of Transportation (ADOT), the Town of Miami (Town) identified a conceptual alignment that extends from Bullion Plaza Cultural Center and Museum to the Miami Unified School District (MUSD). Guiding factors for the Study include increasing safety for vulnerable road users (those who walk, bike and roll), improving connectivity to key community destinations and providing economic development opportunities.

In March 2025, the Study team completed an Existing and Future Conditions report that provides an overview of current and future socioeconomic and demographic conditions in Miami, reviewed past studies and assessed existing physical conditions along the route alignment. An in-person public meeting for the project was held on April 17, 2025, at the Miami Unified School District to engage the community and get their input.

A Needs and Gap Analysis white paper was prepared in June 2025. This document built on the Existing and Future Conditions report, identifying needed improvements and network gaps along the route alignment. The Needs and Gap Analysis also included information on preliminary evaluation criteria to assess potential improvements and develop final recommendations. A key element of the route included a rails-to-trails concept following a portion of the Arizona Eastern Railroad alignment that is out of service.

A July 17, 2025 meeting with the Town and project stakeholders to discuss the proposed alignment identified issues with the use of railroad right-of-way through the town. Issues were also identified with the plan to access the railroad right-of-way adjacent to the existing Salt River Project (SRP) substation (located east of Miami Avenue). While access across the SRP property was ultimately resolved, the use of the out-of-service railroad right-of-way for a trail alignment west of Latham Boulevard does not appear to be a viable alternative. Arizona Eastern Railroad actively uses the tracks east of Latham Boulevard for rail car storage, and plans for the area anticipate increased mining activity and related rail system usage.

With no viable trail alignment outside of the railroad right-of-way, plans for a rails-to-trails type project were suspended. This alignment will continue to be shown as a consideration, should this option become available in the future.

Due to the steep topography through this area and private land ownership, there is no alternative to US 60 for a route connecting between Bullion Plaza Cultural Center and Museum and the Miami Unified School District. As a result, the original concept was modified to include US 60, from Miami Avenue east to S Calle de Loma. At S Calle de Loma, the plan moves active transportation off of US 60 and returns to the initial trail concept, which uses a combination of Railroad Avenue and Locomotive Drive to access the school sites.

This places pedestrians on the sidewalk directly adjacent to US 60 for approximately 1 mile, with only a two- to six-foot (variable) edge strip between the eastbound travel lane of US 60 and the gutter pan of the curb. Immediately behind the curb is a 5-foot sidewalk. ADOT's Bicycle User Map identifies this segment as having "high traffic volume" and a shoulder width ranging from less than and greater than 4-feet.

Recommended Path Improvements

This working paper provides an evaluation of recommended path improvements for the Study.

The improvements are identified along 10 distinct segments, extending from the Bullion Plaza Cultural Center and Museum to the west to the Miami Unified School District to the east. The segment along US 60, connecting Miami Avenue to S Calle de Loma, was not initially evaluated, as the preferred route followed the railroad alignment, parallel and south of US 60. Therefore, this segment is not reflected in the data presented in the Existing and Future Conditions, nor in the subsequent Needs and Gap Analysis working paper.

The 10 segments listed below are described in more detail in the following pages.

1. Sullivan Street – Bullion Plaza Cultural Center and Museum
2. Sullivan Street – Plaza Avenue to Davis Canyon Road
3. Sullivan Street – Davis Canyon Road to Miami Avenue
4. Miami Avenue – Sullivan Street to US 60
5. US 60 – Miami Avenue to S Calle de Loma
6. S Calle de Loma – US 60 to Railroad Avenue
7. Railroad Avenue – S Calle de Loma to Pineway Street
8. Locomotive Drive – Pineway Street to Old Oak Street
9. Railroad Avenue – Old Oak Street to Maple Leaf Street
10. Railroad Avenue – Maple Leaf Street to Ragus Road

The initial proposed alignment, in addition to improvements adjacent to public streets in the Town of Miami and unincorporated Gila County, included segments where a 10-foot multiuse path was envisioned that would accommodate walkers, rollers and bicyclists in a shared facility. However, changes to the alignment (discussed in the Background section) have removed this facility from consideration.

The proposed path improvements include various treatments. These improvements include sidewalks and sharrows, as well as signage (safety/wayfinding), lighting, fencing, drainage, signing and marking.

These facilities are generally described on the following pages.

Path improvements

Sidewalks

Sidewalks act as conduits for pedestrian movement and access; they enhance connectivity and promote walking. There are existing sidewalks in portions of the Town of Miami. However, there are sidewalk gaps and where sidewalks exist, there are areas that exhibit deterioration. Due to the age of the sidewalk facilities throughout the town, many of the existing sidewalks also have American with Disabilities Act (ADA) issues.

Sidewalks should be delineated by a vertical and horizontal separation from moving traffic to provide an adequate buffer space and a sense of safety for pedestrians. Where sidewalks exist in the town, they are typically delineated by a vertical separation, with no separation from the curb (see Figure 1). An exception of this is Sullivan Street, from Bullion Plaza Cultural Center and Museum to approximately Davis Canyon Road (see Figure 2). In this segment there is a parkway strip, a strip of groundcover consisting of grass and sometimes also shrubs and trees, located between a roadway and a sidewalk.

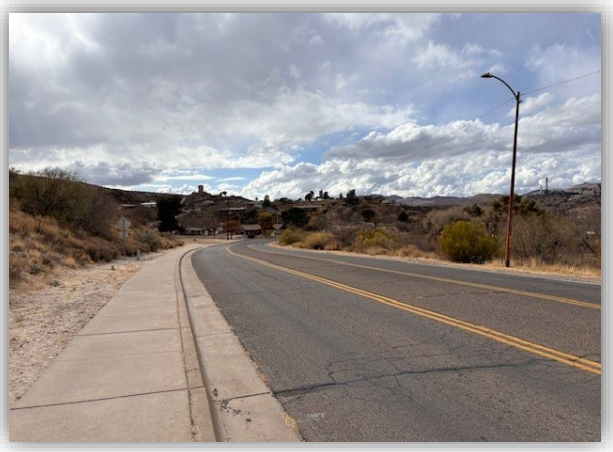

Figure 1 | Railroad Avenue looking west. This is an example of a sidewalk immediately behind the curb.

Figure 2 | Sullivan Street looking west. The parkway strip is shown between the sidewalk and curb, and provides planting space for landscaping and shade trees.

Sharrows

Shared Lane Markings (or Sharrows – short for shared-use arrows) are pavement markings designed to remind motorists and bicyclists where bicyclists should generally ride when sharing a standard travel lane with other traffic.

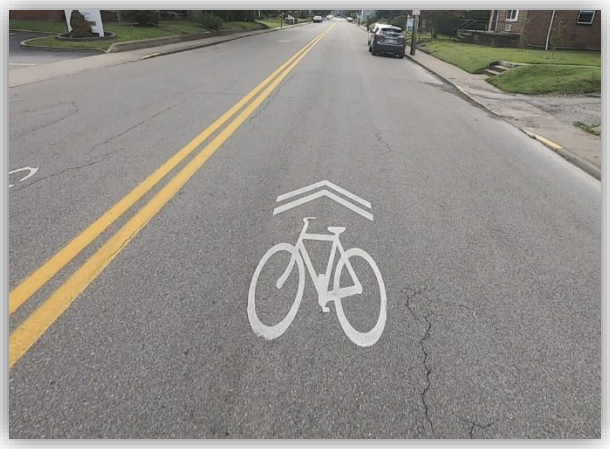

Figure 3 | Sharrow.
Sharrow markings alert drivers to the potential presence of bicyclists in the roadway.

A Sharrow is a designation indicating to both bicyclists and motor vehicle drivers that a bicyclist should ride closer to the center of a lane (thereby avoiding potential conflict with opening doors of parked vehicles). It is represented by a bicycle stencil with two chevrons painted in the travel lane (in the area where bicyclists are recommended to ride). Reasons for placing a sharrow stencil in the roadway include a substandard travel lane width, or where bicyclists must ride towards the middle of a lane to avoid the hazard of drivers opening doors in front of bicyclists. Sharrows work best on lower speed streets (less than 25 miles per hour).

Sharrows help bicyclists position themselves to be visible and to avoid parked cars while riding in the street. Sharrows also help to remind motorists to look for bicyclists. It is important to note that even when sharrows aren't present, bicyclists are legally allowed to ride in the travel lane.

Active Transportation Amenities

Signage

Signage increases safety on active transportation routes by alerting both motor vehicle drivers and active transportation users alike of designated active transportation routes and crossings. Signage also improves the user experience by providing wayfinding and creating a cohesive identity for active transportation networks.

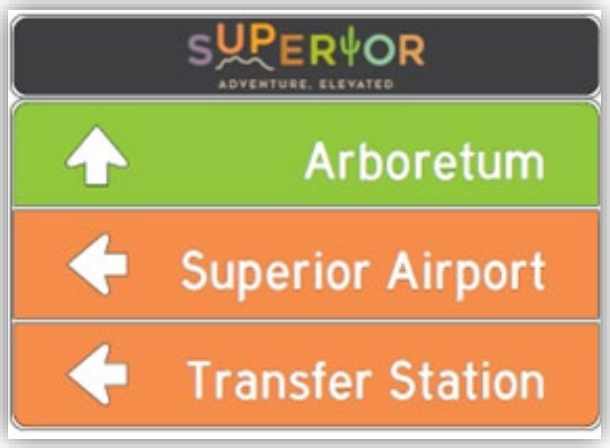

Figure 4 | Wayfinding sign.
Example of wayfinding sign. (Source: ADOT)

Signage should be posted at access points (e.g., the eastern and western limits of the route) or key intersections where users may join the route (e.g., local cross streets that provide connectivity to neighborhoods).

Consistency and visibility is key for route signage. Safety signage such as advanced warning signs (e.g., Bike/Pedestrian Crossing) should use uniform, highly visible colors that comply with Manual on Uniform Traffic Control Devices (MUTCD) guidance. Signage should be readable at the pedestrian scale but also provide clear guidance for motor vehicle users.

Branded trailhead signs and directional signs (with distance or time estimates) that guide users to key destinations such as the historic staircases and recreational facilities may also enhance the user experience.

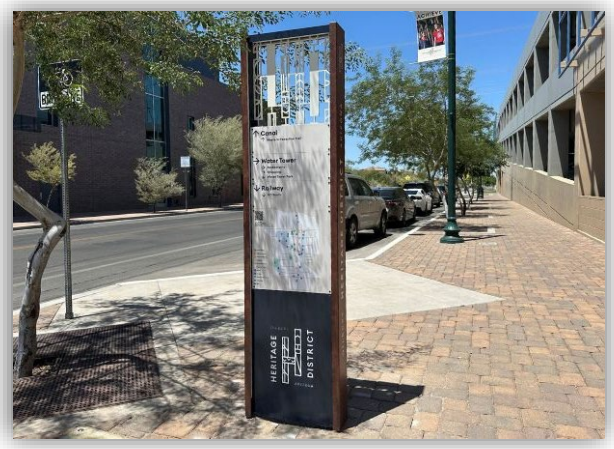

Figure 5 | Wayfinding sign.
Example of wayfinding sign. (Source: Town of Gilbert)

Lighting

Lighting provides safety and security for active transportation users by illuminating the surrounding area. Adequate lighting along pathways and at intersections improves the visibility of pedestrians and bicyclists at night, ensuring motor vehicle drivers see them in advance. It also makes pedestrians and bicyclists more visible to the surrounding community, creating a comfortable and inviting space with eyes on the street. Additionally, lighting can help illuminate active transportation amenities such as retroreflective signage and markings.

Streetlights and pedestrian-scale decorative lighting is present in historic downtown Miami. US 60 and MUSD have streetlights that illuminate the sidewalk, while the majority of Railroad Avenue has limited lighting. Increasing pedestrian-scale lighting in areas that may have more active transportation traffic (e.g., MUSD) can enhance the safety and viability of the route for potential users.

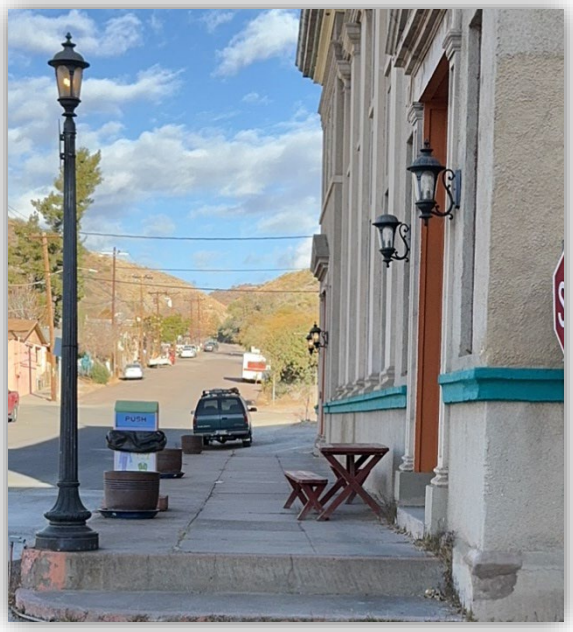

Figure 6 | Pedestrian lighting.
Existing Town of Miami streetlighting is a good example of pedestrian-scale lighting.

Aside from offering safety and security benefits, lighting can also reinforce the route alignment by highlighting maintained active transportation facilities, encouraging activity, and providing aesthetically pleasing infrastructure.

Fencing

Fencing serves as a physical barrier between the Arizona Eastern Railroad tracks and active transportation facilities. Chain-link or similar fencing materials deter people from entering onto the railroad tracks, reducing potential conflict points.

Along Railroad Avenue, there is existing fencing from Calle de Loma to New Street. Extending fencing from New Street to the east is necessary in order to maintain railroad safety and create a more comfortable facility for active transportation users.

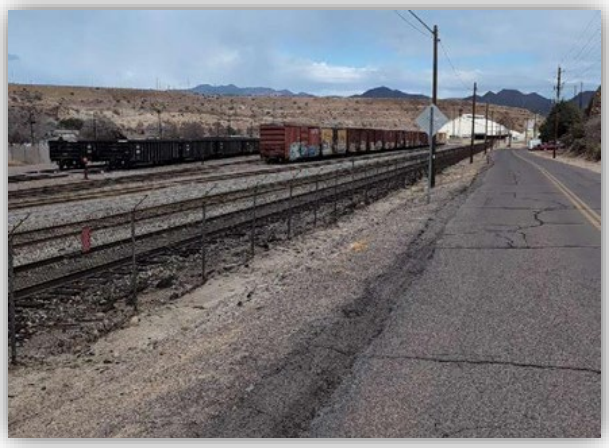

Figure 7 | Existing railroad fencing.
Existing fencing along the rail alignment.

Drainage

Drainage may be a necessary component of any path improvements. Adequate drainage prevents undue burden on infrastructure, maintains usability of the alignment for active transportation users, and helps maintain natural flow patterns. As flood events become increasingly more common, future-proofing path improvements with drainage features will help maintain infrastructure.

Rather than create new drainage conditions, adding curb cuts to planned sidewalks along the route where separation from vehicle traffic is advisable will avoid pooling of water on the roadway.

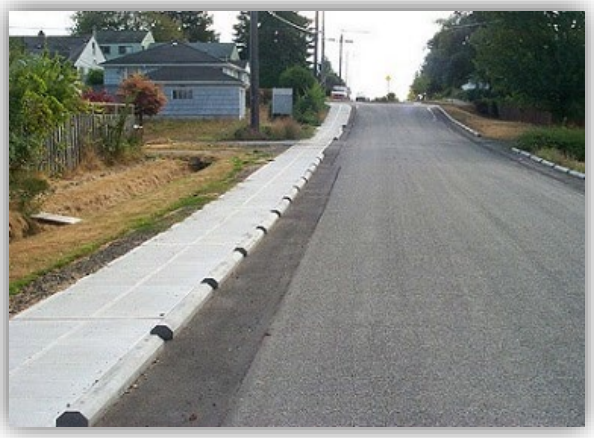

Figure 8 | Curbing with drainage cuts.
Example of curbing with breaks to allow drainage while providing separation from roadway.

Signing and Marking

Signing and marking refers to traffic control devices used to indicate the presence of bicyclists and pedestrians. Signing and marking alerts motor vehicle users that active transportation users may be present along their route. It also guides users by indicating where each mode of transportation is allowed to operate.

Sharrow markings (discussed earlier in this section) may be complemented by signs that state bicycles may use the full travel lane. This reinforces the shared lane for motorists, increasing motorists' awareness.

Segmentation

This section outlines the proposed improvements for each of the 10 discrete segments along the route alignment. The segment extents are displayed on the map below, with numbers corresponding to each segment's location.

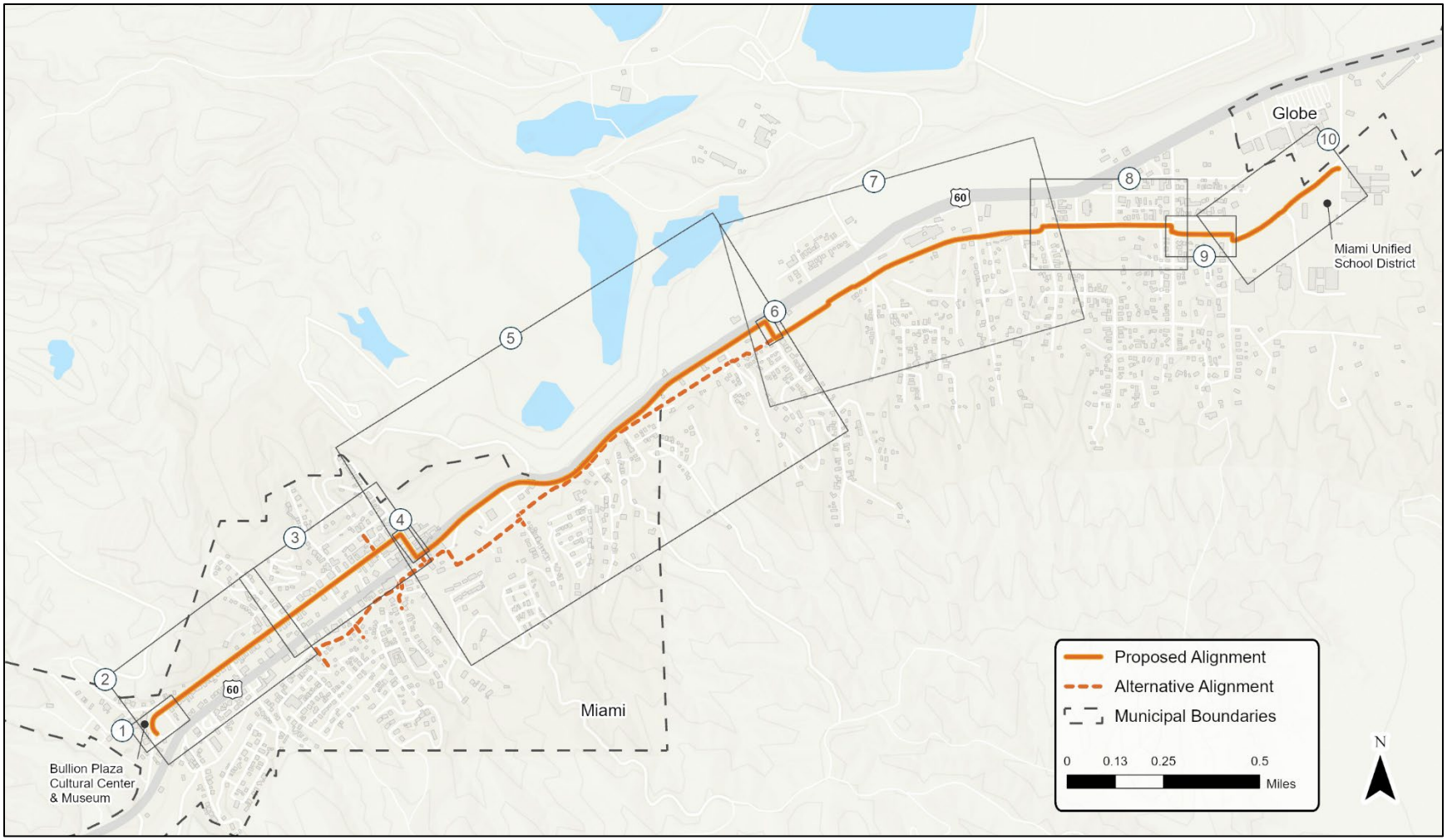

Figure 9 | Town of Miami trail alignment showing the segmentation describing the proposed improvements.

1. Sullivan Street – Bullion Plaza Cultural Center and Museum

This segment provides connectivity to Bullion Plaza Cultural Center and Museum, a key community destination. The area has a mix of commercially zoned and residentially zoned parcels, and there are low traffic volumes and low posted speeds (15 mph), allowing consideration of sharrows to accommodate bicycles.

Minor improvements to existing pedestrian infrastructure and amenities would increase safety and comfort for people who walk, bike and roll between Bullion Plaza and the surrounding community.

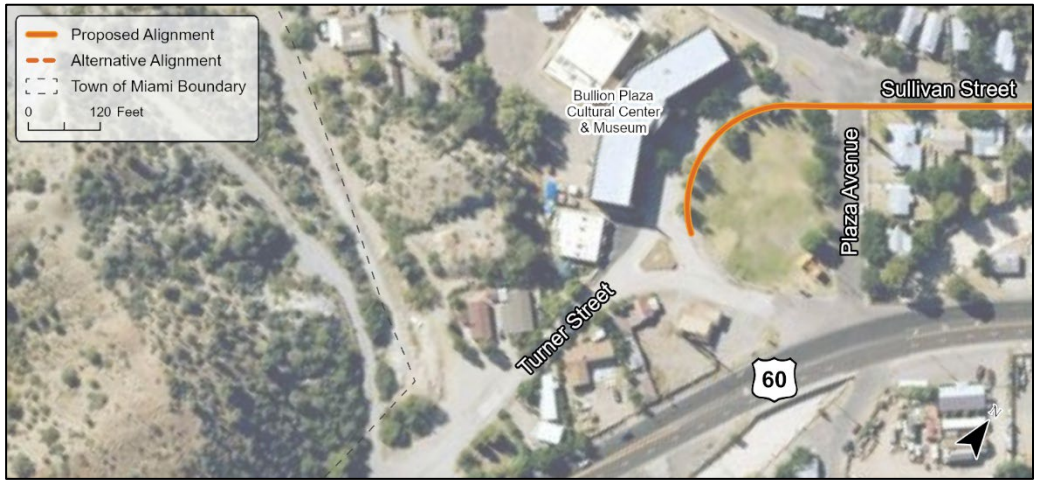

Figure 10 | Sullivan Street – Bullion Plaza Cultural Center and Museum

Element	Improvements
Pedestrian Infrastructure	• ADA improvements to sidewalks and crossing ramps.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• None identified.
Drainage	• None identified.
Shade	• Maintain existing trees on both sides of roadway along Plaza Circle.
Crossings	• Improve street crossings at Plaza Circle/Turner Street and Plaza Avenue/Sullivan Street. • Improve street crossings on Plaza Circle at Bullion Plaza entrance.
Additional Comments	• An ADA ramp or other improvements along Plaza Circle may improve accessibility for people using the Bullion Plaza park or walking/rolling in front of the cultural center.

Figure 11 | Conceptual view of Sullivan Street showing improvements at the Bullion Plaza Cultural Center and Museum.

2. Sullivan Street – Plaza Avenue to Davis Canyon Road

The recommended path along Sullivan Street is on the south side of the street and connects Bullion Plaza Cultural Center and Museum to historic downtown Miami. Low traffic volumes and low posted speeds (15 mph), allowing consideration of sharrows to accommodate bicycles.

Minor improvements to existing pedestrian infrastructure would benefit community members walking, rolling and bicycling through this segment.

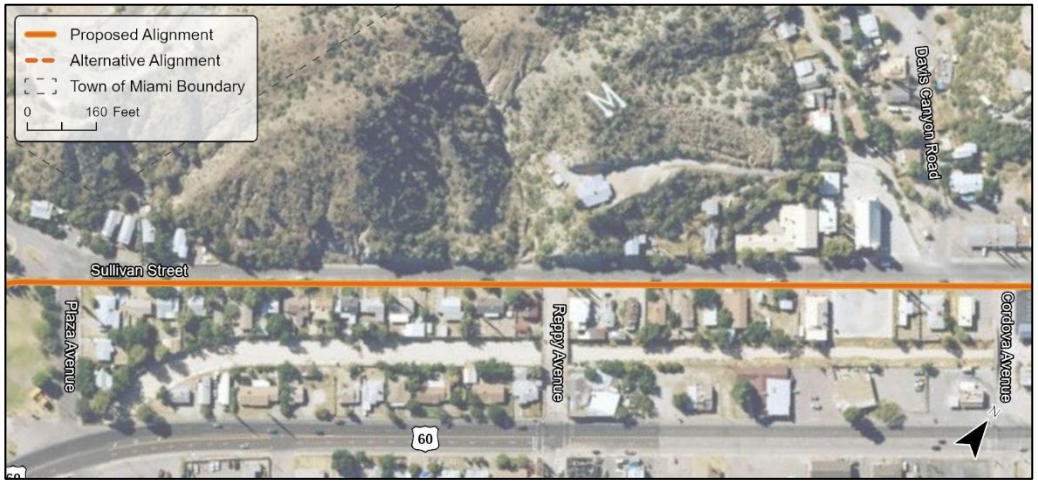

Figure 12 | Sullivan Street – Plaza Avenue to Davis Canyon Road

Element	Improvements
Pedestrian Infrastructure	• ADA improvements to sidewalks and crossing ramps to address cracks and uneven surfacing (areas where trees are located). ADA improvements also necessary at sloped surfaces near driveways. • Improve crossings at Plaza Avenue and Reppy Avenue intersections to address diagonal ramps.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• None identified.
Drainage	• None identified.
Shade	• Add shade trees in parkway strip at 50' on center where needed; maintain existing trees on both sides of roadway.
Crossings	• Improve street crossings at Plaza Avenue and Reppy Avenue. • Improve crosswalk (lacking ADA curb ramps) west of Davis Canyon Road, near historic church.
Additional Comments	• Wayfinding signage identifying directions to “Downtown Commercial District” and Bullion Plaza Cultural Center and Museum would improve active transportation connections.

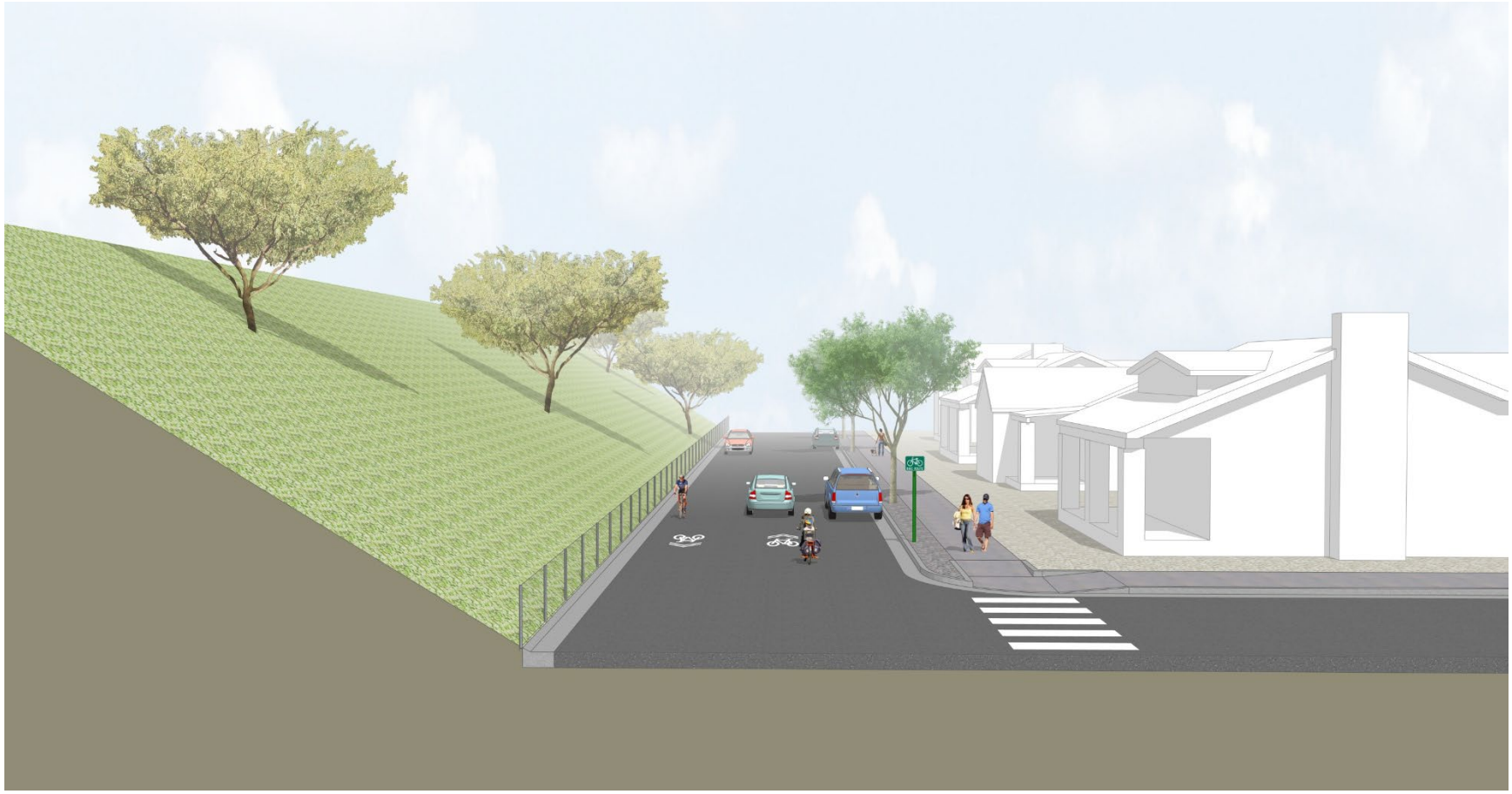

Figure 13 | Conceptual view of Sullivan Street showing improvements from Plaza Avenue to Davis Canyon Road.

3. Sullivan Street – Davis Canyon Road to Miami Avenue

This segment provides access to historic downtown Miami, a key community destination. Low traffic volumes and low posted speeds (15 mph), allowing consideration of sharrows to accommodate bicycles.

Minor improvements to existing pedestrian infrastructure would benefit community members walking, rolling and bicycling through this segment.

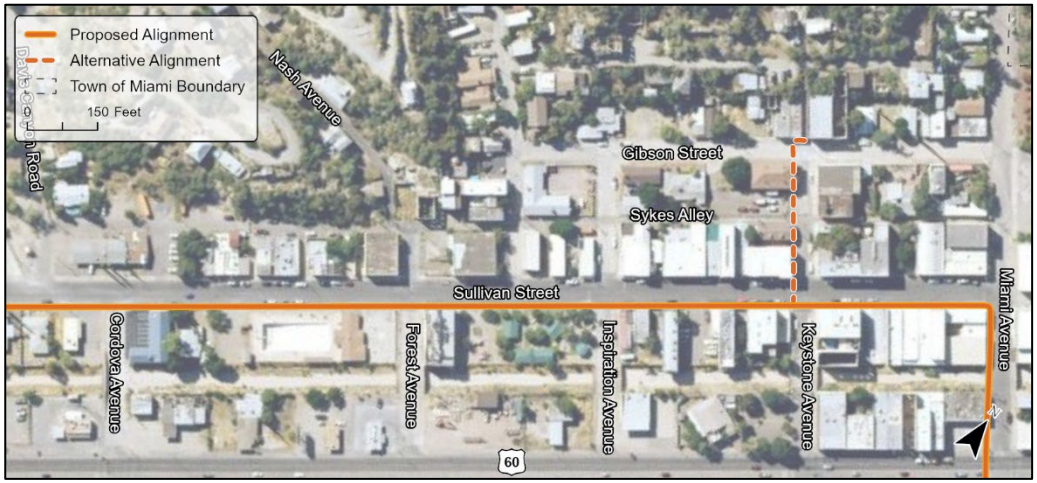

Figure 14 | Sullivan Street – Davis Canyon Road to Miami Avenue

Element	Improvements
Pedestrian Infrastructure	• ADA improvements to sidewalks and crossing ramps to address cracks and uneven surfacing (areas where trees are located). ADA improvements also necessary at sloped surfaces near driveways. • Improve crossings at Plaza Avenue and Reppy Avenue intersections to address diagonal ramps.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• None identified.
Drainage	• None identified.
Shade	• Urban development, including buildings fronting street with zero setback, creating an inviting pedestrian space. • Maintain existing trees where they exist.
Crossings	• Provide street crossings at Forest Avenue, Cordova Avenue, Inspiration Avenue, and Keystone Avenue.
Additional Comments	• Wayfinding signage identifying directions to “Downtown Commercial District” and Bullion Plaza Cultural Center and Museum would improve active transportation connections. • Address street furniture and utility pole restrictions of useable sidewalk space, impacting accessibility.

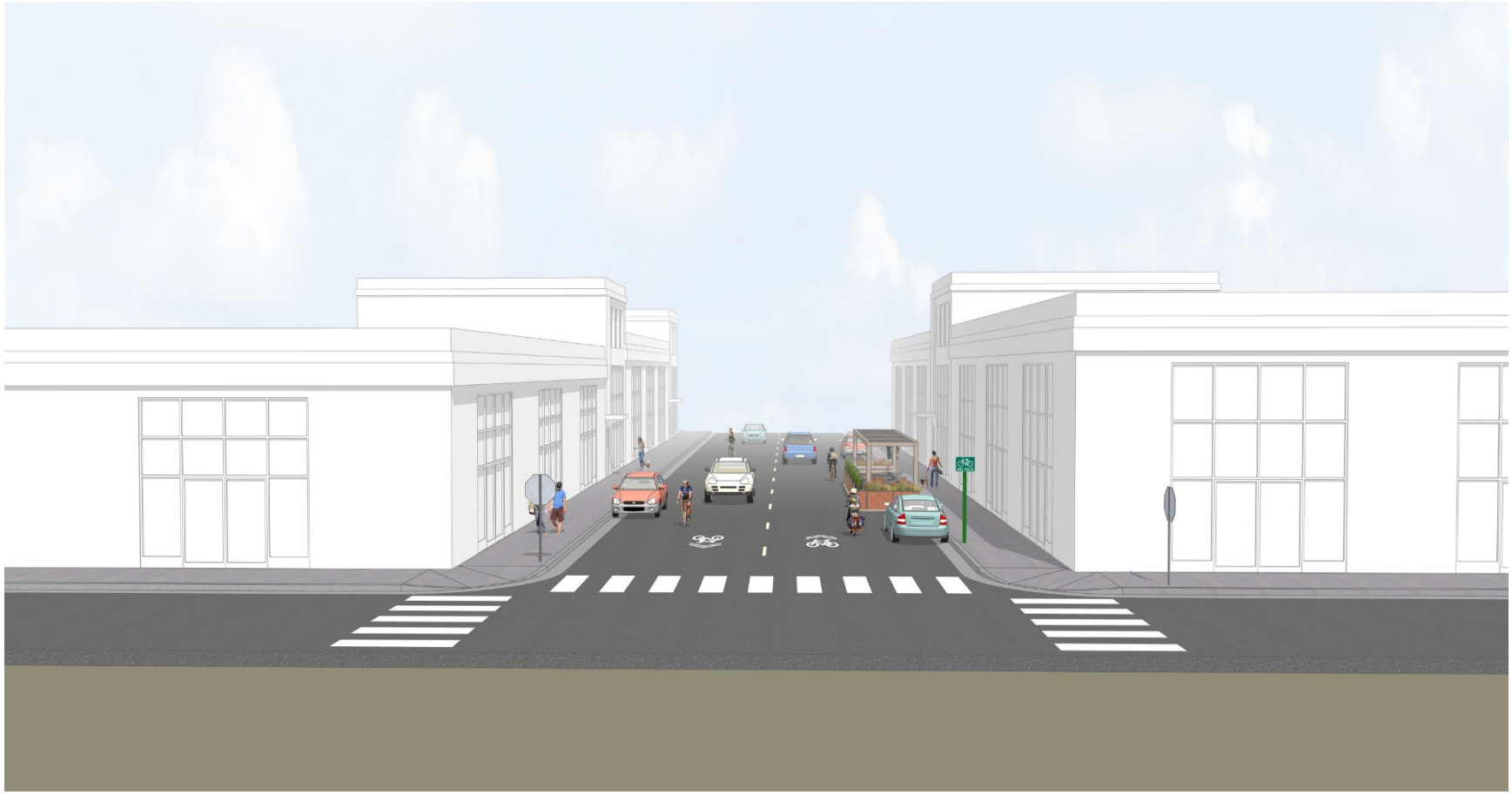

Figure 15 | Conceptual view of Sullivan Street showing improvements through historic downtown Miami.

4. Miami Avenue

This segment includes improving the signalized crossing of US 60, including Crossing improvements and enhanced pedestrian infrastructure.

Low traffic volumes and low posted speeds (15 mph), allowing consideration of sharrows to accommodate bicycles.

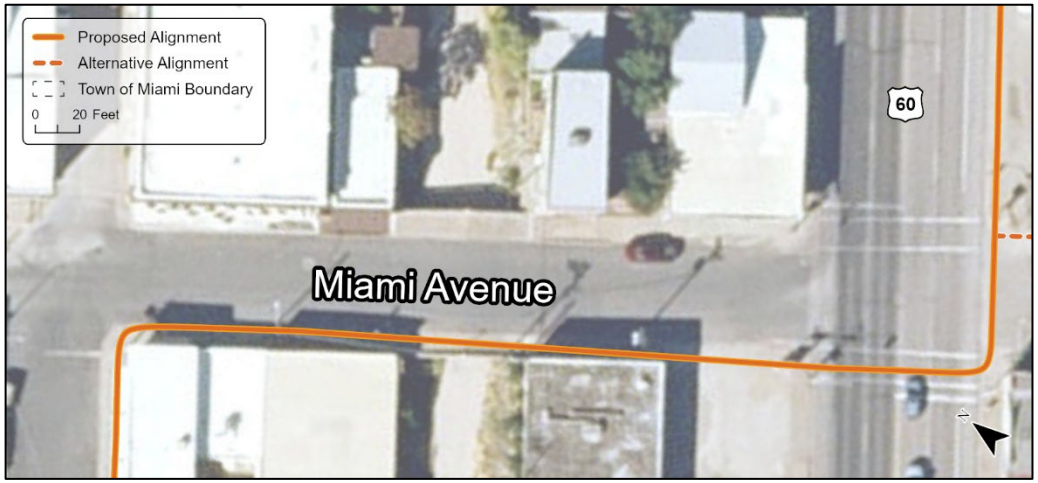

Figure 16 Miami Avenue – Sullivan Street to US 60.

Topics	Improvements
Pedestrian Infrastructure	• North of US 60, ADA improvements to sidewalks and crossing ramps to address cracks and uneven surfacing. • Sidewalk severely deteriorated at bridge over Bloody Tanks Wash.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• No changes needed.
Drainage	• No changes needed.
Shade	• Urban development, including buildings fronting street with zero setback create inviting pedestrian space.
Crossings	• Improve crossing at US 60 to include crosswalks and signage, relocate utility box imposing on sidewalk on northwest corner.
Additional Comments	• Wayfinding signage identifying directions to “Downtown Commercial District” would improve active transportation connections. • Address street furniture and utility pole restrictions of useable sidewalk space, impacting accessibility.

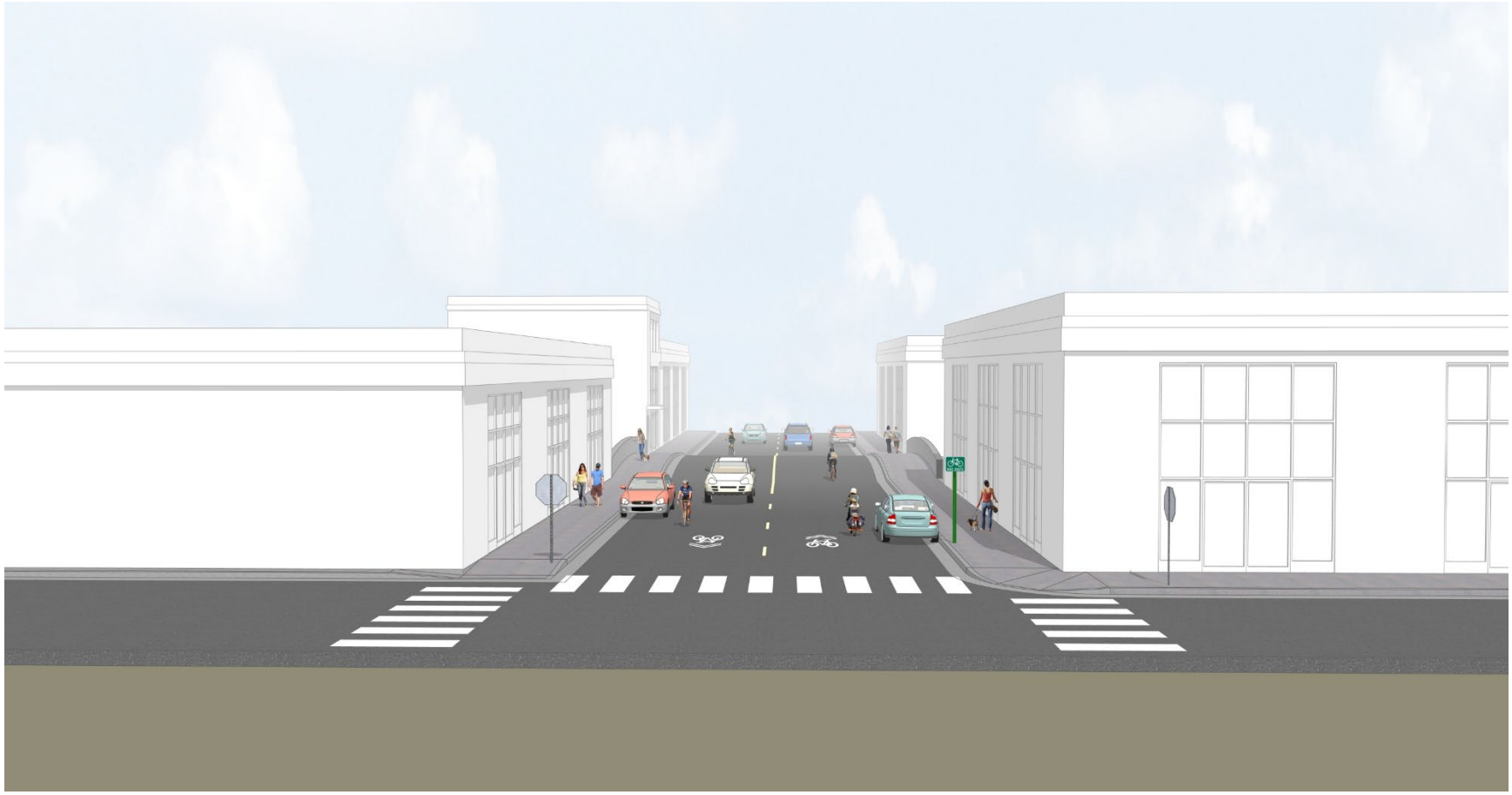

Figure 17 | Conceptual view of Miami Avenue showing improvements through historic downtown Miami.

5. US 60 - Miami Avenue to S. Calle de Loma

This segment is an alternative to the initial trail alignment which followed the railroad south of US 60. This alternate route places pedestrians adjacent to US 60 on the existing sidewalk and requires bicyclists to have to use the roadway shoulder, which is varying width and crossed by numerous business driveways.

This segment includes varying roadway width, anywhere from 60 to 80 feet, with shoulders ranging from less than 4-feet to over 4-feet. At US 60 the roadway is 4-lanes. Approximately 0.2 miles east of Miami Avenue, a two-way left turn lane begins. After an additional 0.2 miles, the turn lane is replaced by a median island with turn bays for cross streets; this condition continues to S. Calle de Loma.

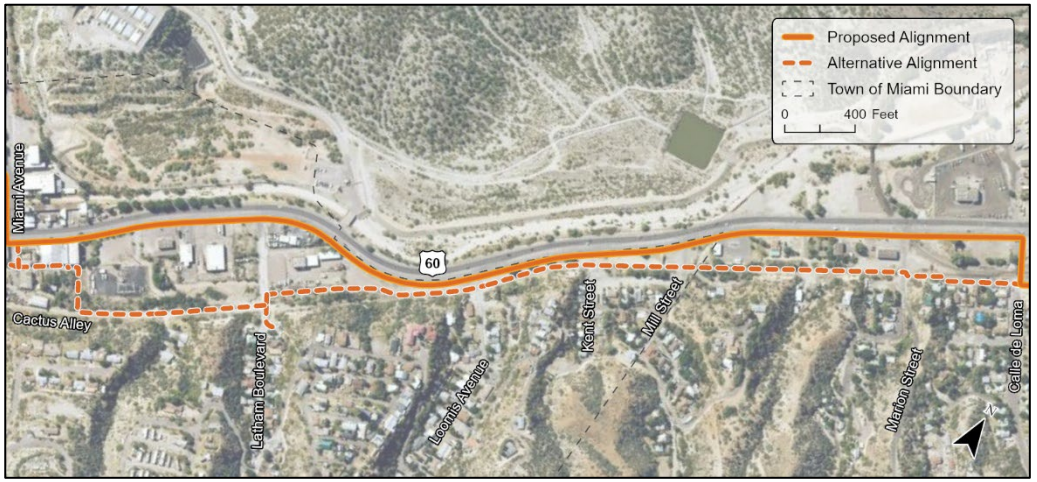

Figure 18 US 60 – Plaza Avenue to Davis Canyon Road

Topics	Improvements	
Pedestrian Infrastructure	• Entire US 60 corridor requires ADA improvements to sidewalks and crossing ramps to address cracks and uneven surfacing. • Numerous drive accesses require ADA improvements to address cross slope.	
Bicycle Infrastructure	Option 1	• Roadway potentially restriped to resize lanes (>11 feet) to accommodate consistent 5-foot bicycle lane.
	Option 2*	• Restriping of corridor to accommodate buffered bicycle lanes in both directions.
Lighting	• Corridor would benefit from having pedestrian scale lighting throughout corridor (existing limited street lighting focused on vehicular traffic).	
Drainage	• No changes needed.	
Shade	• The existing shade trees (located east of Davis Canyon Road along south side of US 60 in parkway strip) to be maintained, additional trees may be added, where appropriate, to improve shade along route.	
Crossings	• Improve crossing at US 60 to include crosswalks and signage, relocate utility box imposing on sidewalk on northwest corner.	
Additional Comments	• Wayfinding signage identifying directions to “Downtown Commercial District” would improve active transportation connections.	

* As-builts for the US 60 corridor through this segment show there may be adequate roadway width to accommodate bicycle lanes; however, this concept would have to be further discussed with ADOT prior to being advanced.

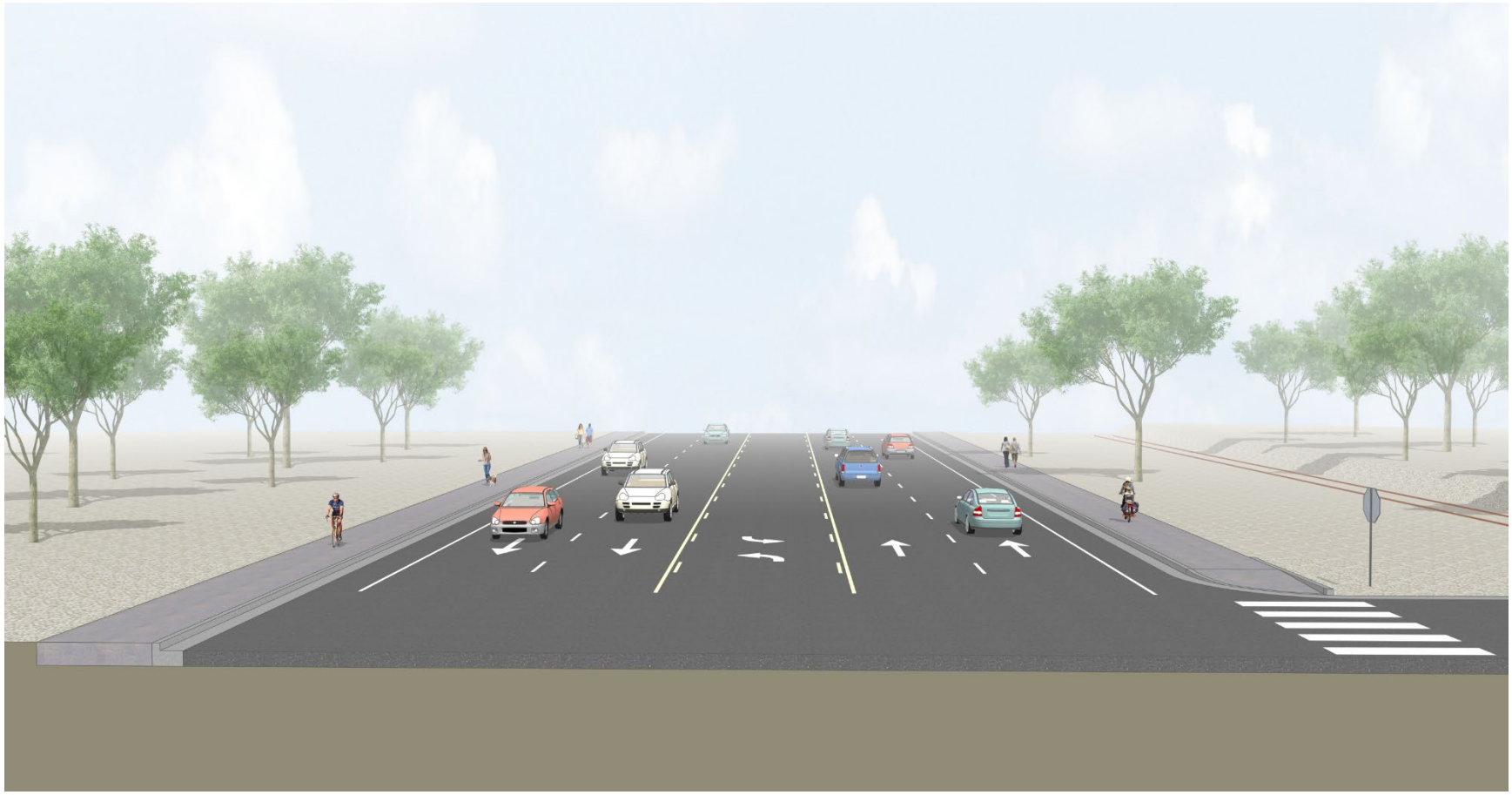

Figure 19 | Conceptual view of US 60 showing existing conditions with improvements.

6 S. Calle de Loma – US 60 to Railroad Avenue

This segment connects between US 60 and Railroad Avenue. S. Calle de Loma crosses the railroad at a location where three sets of railroad tracks cross the street in quick succession. Current Section 130 Improvements proposed at this location include removing one of the railroad crossings and improving the roadway segment.

Major improvements are necessary to create a safe, useable pathway through this segment.

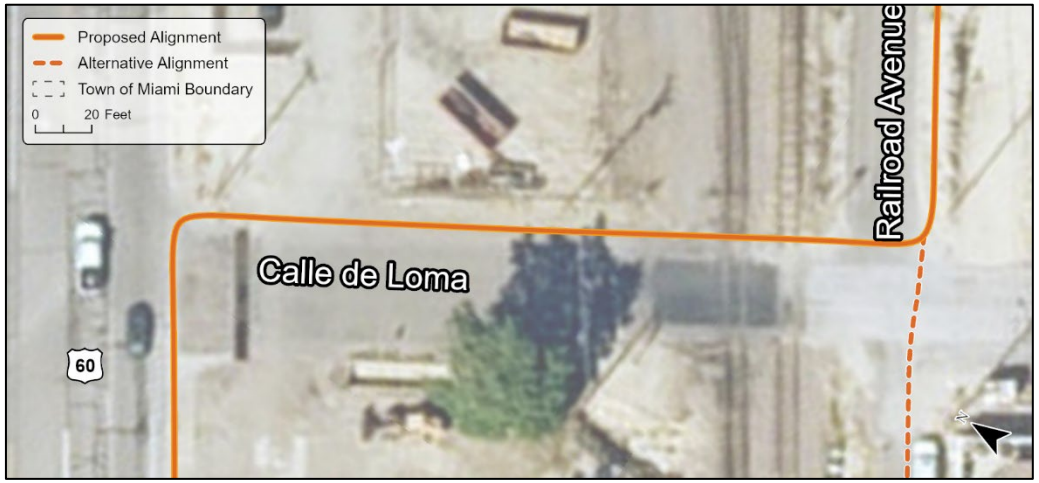

Figure 20 | S. Calle de Loma – US 60 to Railroad Avenue

Topics	Improvements
Pedestrian Infrastructure	• Pedestrian crossing at US 60 with new ADA sidewalk along east side of Calle de Loma connecting US 60 to Railroad Avenue (approximately 200 feet).
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• Pedestrian scale lighting along entire segment.
Drainage	• Sidewalk separated from street with curb containing cuts for drainage flow (with exception of area of railroad tracks where no vertical separation is present).
Shade	• Due to the short segment length and presence of railroad, no shade proposed for this segment.
Crossings	• The rail crossing improvements should be coordinated with Section 130 improvements currently under consideration.*
Additional Comments	• Wayfinding signage identifying directions to “Downtown Commercial District” and “MUSD” would improve active transportation connections.

* Section 130 refers to the Rail-Highway Crossings Program, which provides funding for the elimination of hazards at public railway-highway crossings.

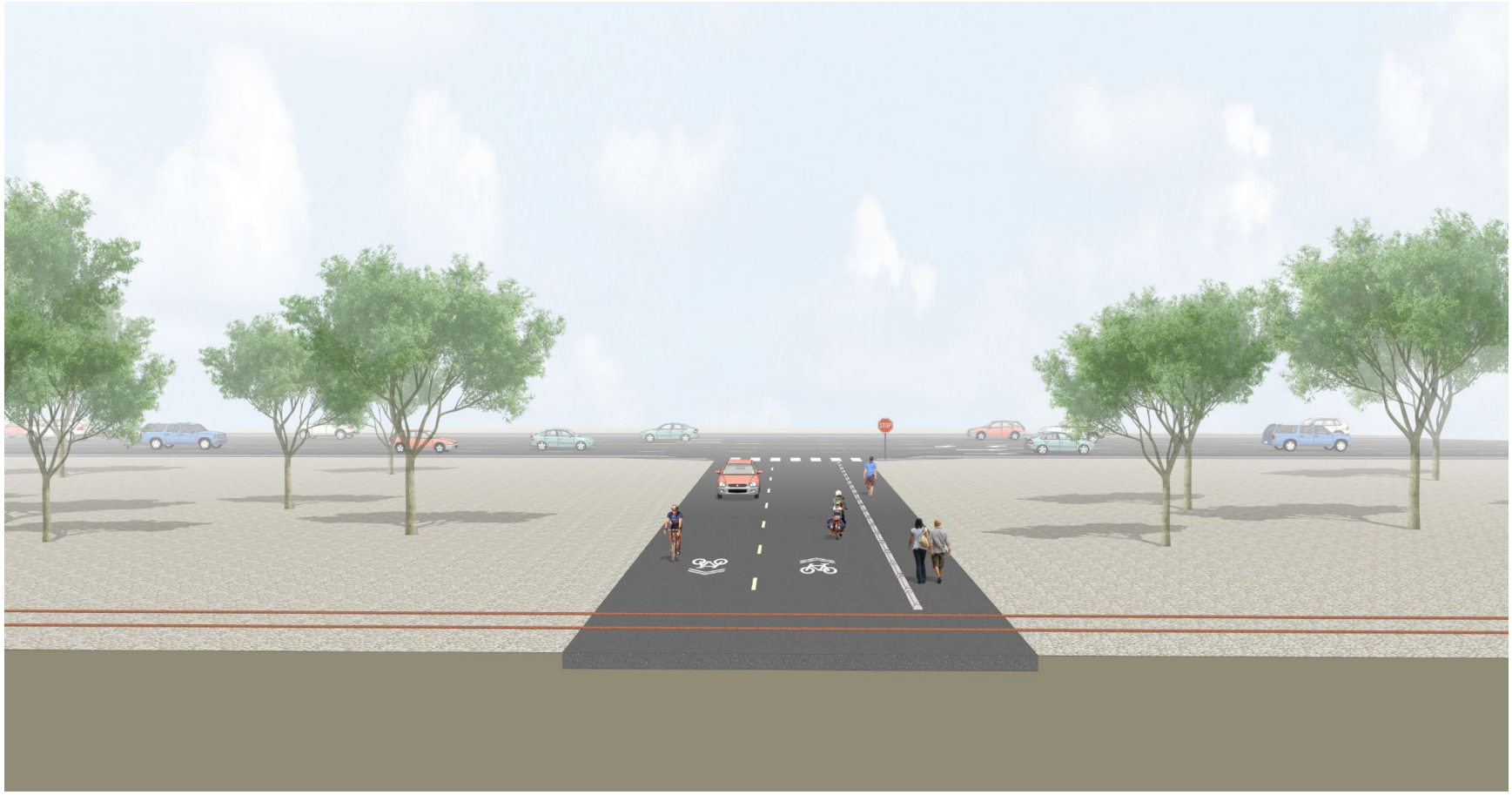

Figure 21 | Conceptual view of S. Calle de Loma showing proposed conditions with improvements.

7. Railroad Avenue – S Calle de Loma to Pineway Street

This segment connects between S Calle de Loma and Pineway Street along Railroad Avenue through unincorporated Gila County.

Low traffic volumes and low posted speeds (25 mph) allow consideration of sharrows to accommodate bicycles.

Improvements to the existing roadway and right-of-way would support pedestrian/bicycle use and make the alignment a safer, attractive alternative to US 60, moving pedestrian and bicycle activity away from the highway and vehicle and truck traffic at the Freeport McMoRan Miami Operations entrance (north) and Miami Rod Mill (south).

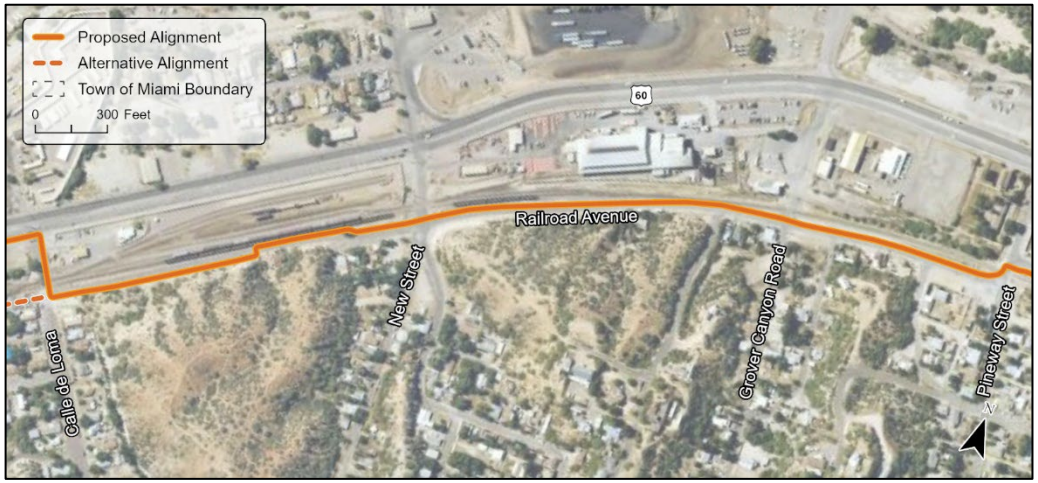

Figure 22 | Railroad Avenue – S Calle de Loma to Pineway Street

Topics	Improvements
Pedestrian Infrastructure	• New ADA sidewalk north side of street and separated with vertical curb.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• Pedestrian scale lighting along entire segment.
Drainage	• Sidewalk separated from street with curb containing cuts for drainage flow.
Shade	• Due to parallel presence of active railroad, no shade proposed for this segment.
Crossings	• Wayfinding signage identifying directions to “Downtown Commercial District” and “MUSD” would improve active transportation connections.
Additional Comments	• Alignment shifts to north side of street where additional separation between railroad operations and roadway occurs, to avoid driveway conflicts and steep embankments.

8. Locomotive Drive – Pineway Street to Old Oak Street

This segment brings the alignment back across the railroad at Pineway Street, before crossing Pineway Street north of the tracks and continuing along the south side of Locomotive Drive. The area has a mix of residential and commercial development.

Low traffic volumes and low posted speeds (25 mph), allowing consideration of sharrows to accommodate bicycles.

Minor pedestrian/bicycle improvements in this segment would increase safety and comfort for users.

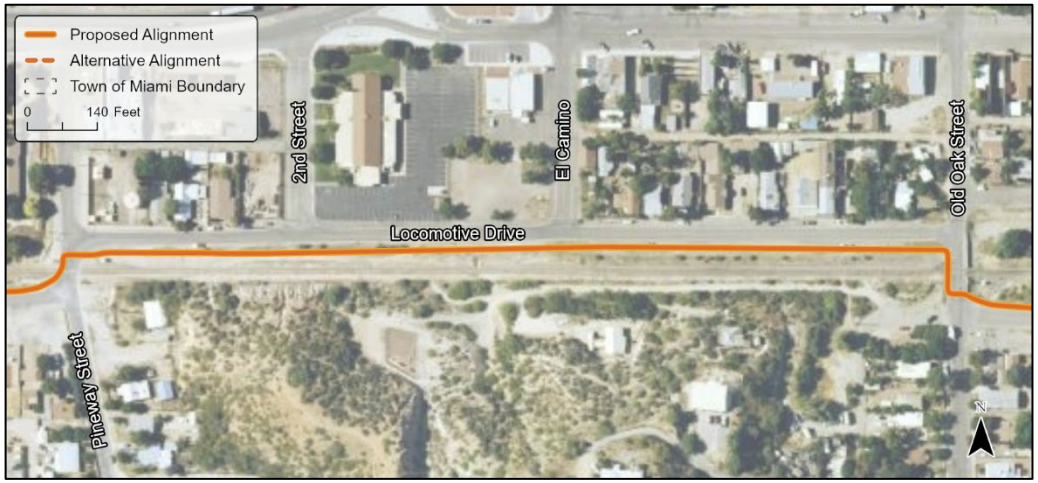

Figure 23 | Locomotive Drive – Pineway Street to Old Oak Street

Topics	Improvements
Pedestrian Infrastructure	• New ADA sidewalk south side of street and separated with vertical curb. • Fencing separating sidewalk from railroad operations.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• Pedestrian scale lighting along entire segment.
Drainage	• Sidewalk separated from street with curb containing cuts for drainage flow.
Shade	• Due to parallel presence of active railroad, no shade proposed for this segment.
Crossings	• Wayfinding signage identifying directions to “Downtown Commercial District” and “MUSD” would improve active transportation connections.
Additional Comments	• The route is located on the south side of street to reduce driveway conflicts, and minimize impacts to the residential on-street parking that is prevalent on the north side of street throughout much of this segment.

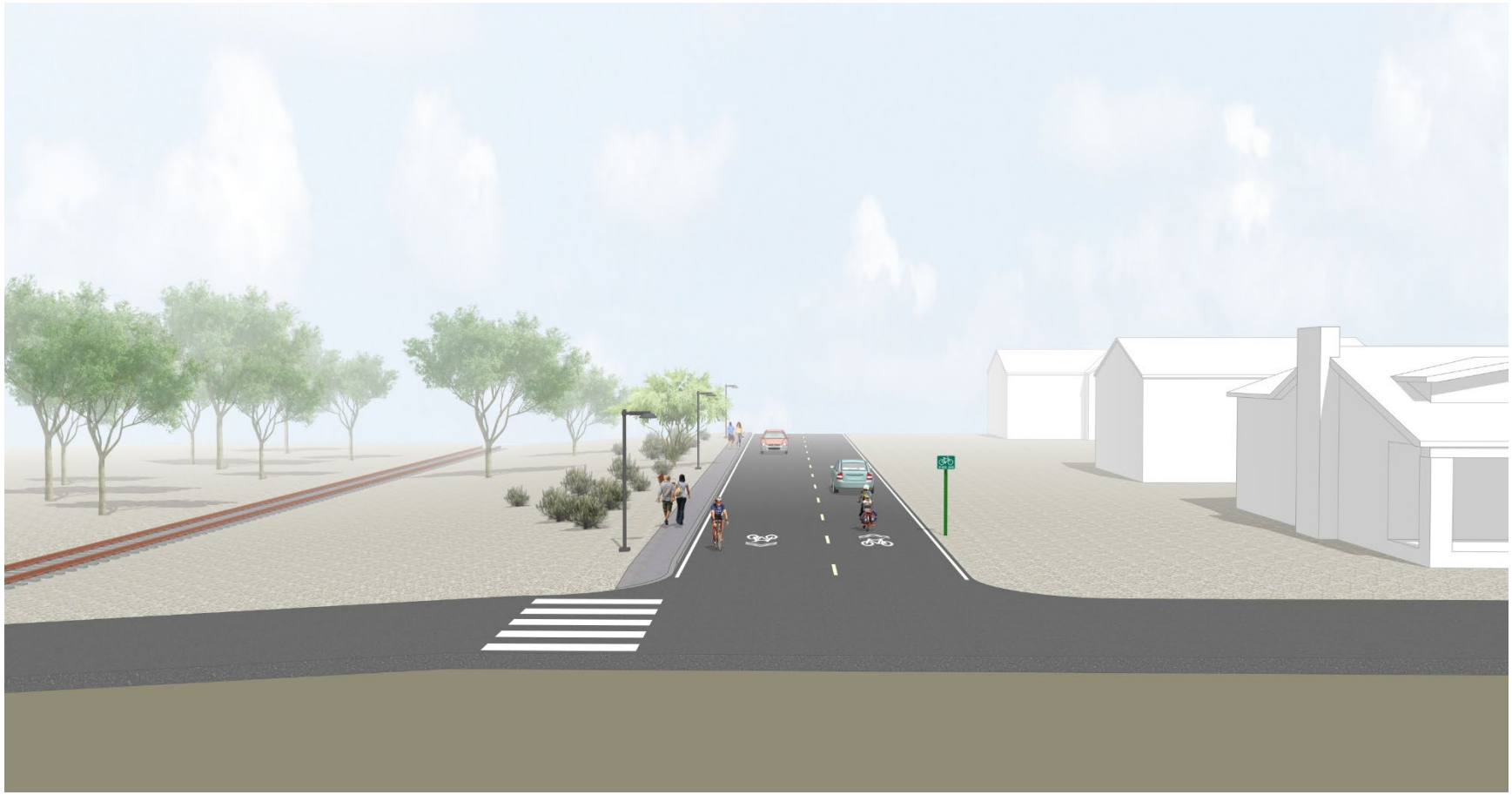

Figure 24 | Conceptual view of Locomotive Drive showing existing conditions with improvements.

9. Railroad Avenue – Old Oak Street to Maple Leaf Street

This segment brings the alignment across Old Oak Street then back across the railroad on the west side of street before continuing along the north side of Railroad Avenue.

Low traffic volumes and low posted speeds (25 mph), allow consideration of sharrows to accommodate bicycles.

Minor pedestrian/bicycle improvements in this segment would increase safety and comfort for users.

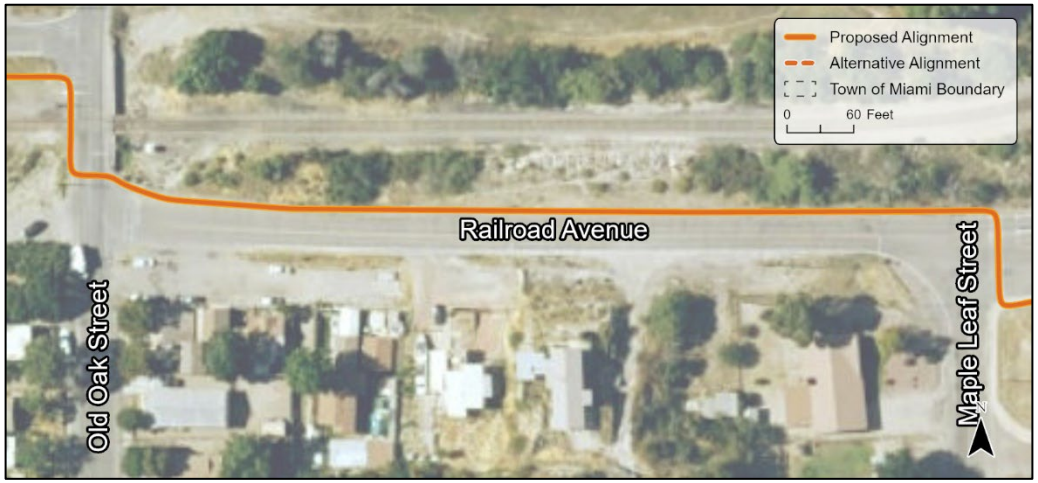

Figure 25 | Railroad Avenue – Old Oak Street to Maple Leaf Street

Topics	Improvements
Pedestrian Infrastructure	• Replace existing substandard asphalt sidewalk on north side of street with ADA sidewalk.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• Streetlighting on south side of street; however, pedestrian-scale lighting along entire segment would improve safety for pedestrians.
Drainage	• No changes necessary.
Shade	• Due to topography through this section, no shade proposed.
Crossings	• Wayfinding signage identifying directions to “Downtown Commercial District” and “MUSD” would improve active transportation connections.
Additional Comments	• The route crosses at Maple Leaf Street to access the existing sidewalk adjacent to the MUSD complex.

10. Railroad Avenue – Maple Leaf Street to Ragus Road

At Maple Leaf Street, where the existing sidewalk ends, a crosswalk leads to the south side of Railroad Avenue where existing sidewalk continues to MUSD facilities.

Pavement may be wide enough through this segment that bicycle lanes could be incorporated; however, this condition ends at Maple Leaf Street to the west and at the railroad crossing just to the east of MUSD.

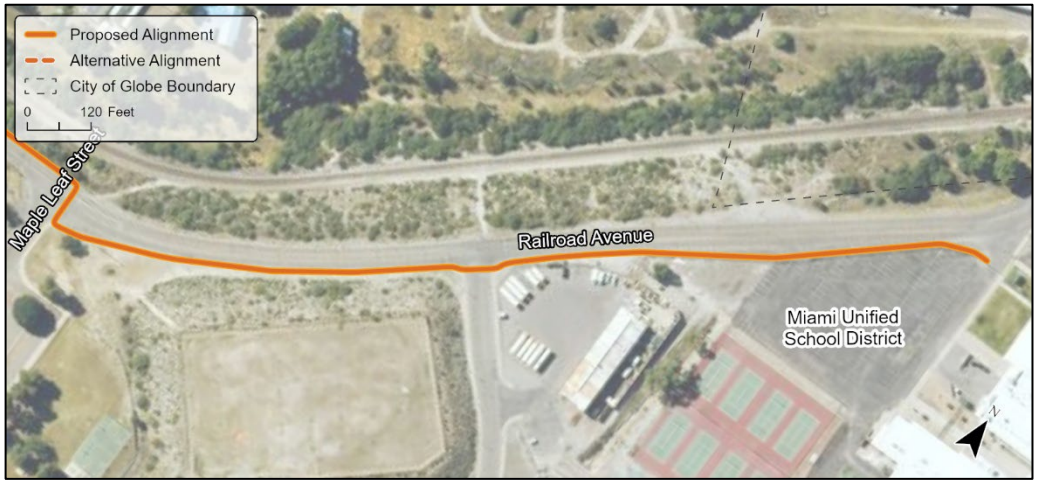

Figure 26 | Railroad Avenue – Maple Leaf Street to Ragus Road

Element	Improvements
Pedestrian Infrastructure	• Improve crossing at Maple Leaf Street. • Existing sidewalk south side of street separated with vertical curb.
Bicycle Infrastructure	• Signage and markings for cars to share the road with bicycles (i.e., sharrows).
Lighting	• Add pedestrian-scale lighting.
Drainage	• No changes needed.
Shade	• Shade trees may be added on south side of street adjacent to sidewalk.
Crossings	• Improve street crossing at Maple Leaf Street.
Additional Comments	• none.

Draft Evaluation Criteria

The following criteria were developed as part of the Needs and Gap Analysis to assist with the evaluation of potential projects. This assessment helps to describe the benefit and challenges of the various projects being proposed. The metrics and qualitative criteria are shown below, and presented in Table 1.

Implementation cost

Is the cost commensurate with the benefit?

Complexity

How difficult is the project implementation?

Can the project implementation be phased?

Are there multiple competing interests/stakeholders (e.g. the Town, ADOT, railroad)?

Safety for active transportation modes

Does the project provide meaningful safety improvements for people who walk, bike or roll?

Comfort for active transportation modes

Does the project add comfort for users who walk, bike or roll (e.g., shade trees, physical separation from cars, direct/convenient route)?

Community identity

Does the project enhance the community identity (e.g., visual/aesthetic improvements, elements of interest, branded wayfinding)?

Parking impacts

Does the project remove existing on-street parking, or contribute to parking?

ROW constraints/impacts

Is the project constrained by the existing ROW and/or does the project require ROW acquisition?

Private property impacts

Does the project entail impacts on private properties?

Topography/vegetation

Are there physical constraints that may complicate the project implementation (e.g., the need to regrade terrain, construct retaining walls or remove trees)?

Network connectivity

Does the project improve network connectivity by closing key gaps?

Transit access improvements

Does the project improve access to transit stops from the surrounding areas (either by providing new access or by improving existing access)?

Table 1 | Evaluation of Project Segments

Segments	Criteria										
	Implementation cost	**Complexity**	**Safety**	**Comfort**	**Community identity**	**Parking impacts**	**ROW constraints**	**Private property impacts**	**Topography / vegetation**	**Network connectivity**	**Transit access improvements**
●	Low	Low	High	High	High	Low	Low	Low	Low	High	High
◒	Med	Med	Med	Med	Med	Med	Med	Med	Med	Med	Med
○	High	High	Low	Low	Low	High	High	High	High	Low	Low
1. **Sullivan Street –** Bullion Plaza Cultural Center and Museum	●	●	◒	◒	◒	●	◒	◒	●	◒	●
2. **Sullivan Street –** Plaza Avenue to Davis Canyon Road	●	●	◒	◒	◒	●	◒	◒	●	◒	●
3. **Sullivan Street –** Davis Canyon Road to Miami Avenue	●	●	◒	◒	◒	●	◒	◒	●	◒	●
4. **Miami Avenue –** Sullivan Street to US 60	●	●	◒	◒	◒	●	◒	◒	●	◒	●
5. **US 60 –** Miami Avenue to Calle de Loma	◒	●	◒	○	○	●	◒	◒	●	◒	●
6. **S Calle de Loma –** US 60 to Railroad Avenue	○	○	●	◒	◒	●	◒	◒	◒	●	●
7. **Railroad Avenue –** S Calle de loma to Pineway Street	○	◒	◒	◒	◒	●	○	○	○	●	●
8. **Locomotive Drive –** Pineway Street to Old Oak Street	○	◒	◒	◒	◒	○	○	○	◒	●	●
9. **Railroad Avenue –** Old Oak Street to Maple Leaf Street	◒	●	◒	◒	◒	●	●	●	●	◒	●
10. **Railroad Avenue –** Maple Leaf Street to Ragus Road	●	●	◒	◒	◒	●	●	●	●	◒	●

Summary

The intent of the Town of Miami Trail System Study was to provide an alternate safe, efficient route alternative to US 60 between the Bullion Plaza Cultural Center and Museum and downtown and MUSD. However, difficulty identifying a viable route has resulted in a portion of US 60 providing that connection. This decision was arrived at later in the Study, such that a full evaluation of considerations for active transportation improvements for US 60, and the one mile segment on which the alignment is proposed, were not considered.

Next steps for the Study include sharing the recommendations and evaluation with the Technical Advisory Committee (TAC) for input. With input from the TAC, the Study will be revised as appropriate, and presented at a virtual public meeting for information and additional feedback.

Planning-level cost estimates for the improvements will be prepared for the Study so that upon completion work can begin on implementation, beginning with identifying funding for design and construction.