

Town of Miami Trail System Study



Virtual Public Meeting
January 7, 2026



Meeting Information

- All participants have been muted to avoid background noise
- This meeting is being recorded
- Following the presentation, we will take questions and comments online and by phone. Instructions will be provided

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Will Randolph at 602.712.7025 or wr Randolph@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Will Randolph al 602.712.7025 o por correo electrónico al wr Randolph@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

AUXILIARY AIDS AND SERVICES

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the External Civil Rights Programs at 602.712.8946.

Agenda



Project
Overview



Updated
Trail Alignment



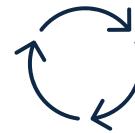
Recommended
Improvements



Discussion

Project Overview

Complete a trails study to improve walking, biking, and rolling (e-scooters, wheelchairs and mobility devices) for the Miami area. The trail extends from Bullion Plaza Cultural Center & Museum to the Miami Unified School District.



Safety

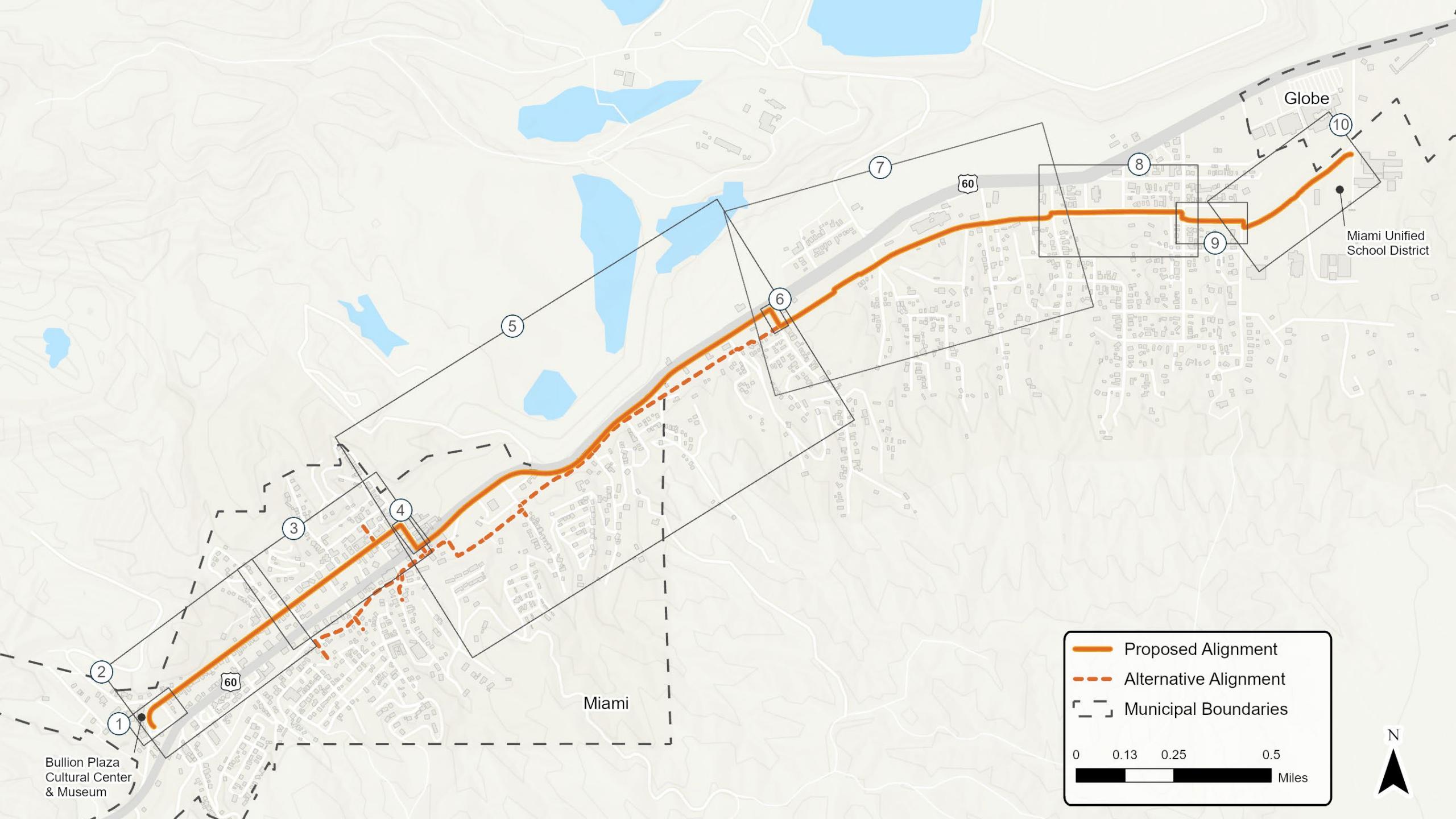


Connectivity



Economic Development

Updated Trail Alignment



Updated Trail Alignment

- **Reflects** stakeholder input and feasibility
- **Prioritizes** connections to community destinations
- **Improves** accessibility along existing routes
- **Identifies** future trail opportunities

Recommended Improvements

Bullion Plaza Cultural Center & Museum

- ADA-compliant sidewalks and curb ramps
- Sharrows markings and signage
- Shade tree maintenance
- Improved street crossings



Sullivan Street – Plaza Avenue to Davis Canyon Road

- ADA-compliant sidewalks and driveways
- Street crossing and curb ramp improvements
- Sharrow markings and signage
- Additional shade trees
- Wayfinding signage



Sullivan Street – Davis Canyon Road to Miami Avenue

- ADA-compliant sidewalks and driveways
- Street crossing and curb ramp improvements
- Sharrow markings and signage
- Wayfinding signage
- Street furniture repositioning

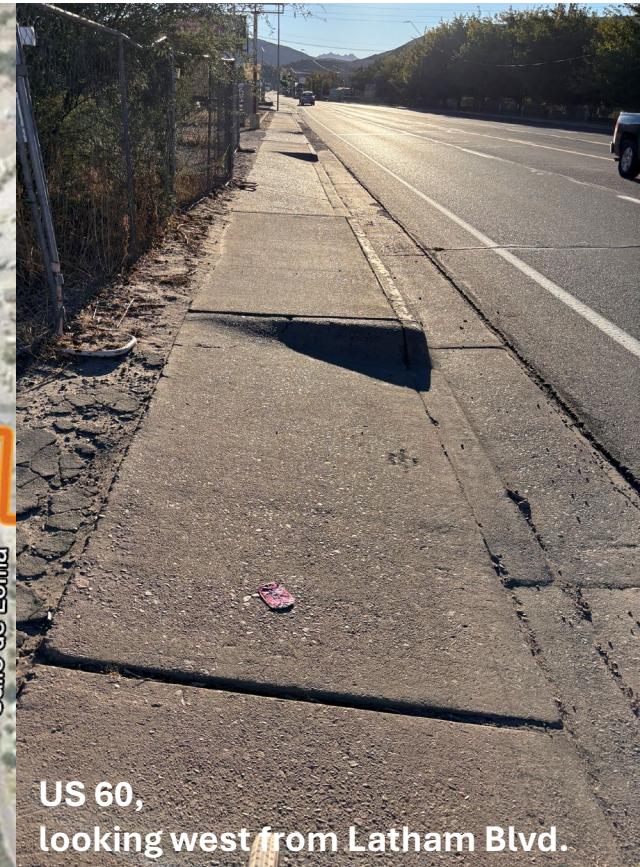


Miami Avenue – Sullivan Street to US 60

- ADA-compliant sidewalks and curb ramps
- Intersection crosswalk and signage improvements
- Sharrows markings and signage
- Wayfinding signage
- Street furniture repositioning



US 60 – Miami Avenue to S Calle de Loma



US 60 – Miami Avenue to S Calle de Loma

- ADA-compliant sidewalks, curb ramps, driveways
- Pedestrian-scale lighting
- Shade trees
- Wayfinding signage
- Option 1: Sidewalk improvements and restripe roadway with bike lane
- Option 2: Sidewalk improvements only



S Calle de Loma – US 60 to Railroad Avenue

- Pedestrian crossing at US 60
- New ADA-compliant sidewalk on south side of street
- Pedestrian-scale lighting
- Compliant rail crossing improvements
- Wayfinding signage



Railroad Avenue – S Calle de Loma to Pineway Street

- New ADA-compliant sidewalk
- Sharrow markings and signage
- Pedestrian-scale lighting
- Pathway crosses to the north of street midblock
- Wayfinding signage



Locomotive Drive – Pineway Street to Old Oak Street

- New ADA-compliant sidewalk on south side of street
- Sharrow markings and signage
- Pedestrian-scale lighting
- Wayfinding signage



Railroad Avenue – Old Oak Street to Maple Leaf Street

- Replace existing sidewalk
- Sharrow markings and signage
- Additional pedestrian-scale lighting
- Wayfinding signage



Railroad Avenue – Maple Leaf Street to Ragus Road

- ADA-compliant crossing improvements
- Sharrows markings and signage
- Pedestrian-scale lighting
- Shade trees



Estimated Improvements Cost

Segment costs include elements such as:

- Curb Ramps
- Sharrows
- Sidewalks
- Driveways
- Crosswalk Markings
- Fencing
- Signage

Assumed additional costs:

- Traffic Control (1.5%)
- Survey (0.75%)
- Mobilization (8%)
- SWPPP (0.50%)
- Unidentified Items (40%)

Estimated Improvements Cost

Total Project Cost: \$3,551,500*

Notes:

- Cost is exclusive of ancillary costs such as right-of-way and utility relocation
- Lighting costs contribute nearly 40% of project costs (\$1.433 million)
- Considerable contingencies factor into planning-level estimate

Safety Improvements Plan

- Identifies safety improvements for each trail segment
- Provides planning-level cost estimates for future projects
- Common improvements include:
 - Sidewalk repairs
 - Curbing
 - Sharrows
 - Signage
 - Lighting
 - Fencing
 - Crossing improvements
 - Pavement markings

Connectivity Improvements Plan

- Highlights key destinations and community amenities
- Shows how the path supports community connectivity



ADA Transition Plan

- Promotes accessible routes for walking, biking, & rolling
- Identifies existing accessibility barriers
- Common accessibility barriers include:
 - Uneven, cracked, or disconnected sidewalks
 - Missing curb ramps
 - Steep slopes
 - Lack of tactile warning surfaces

Town of Miami Trail System Study

ADA Transition Plan

Sidewalks

Sidewalks provide essential pedestrian access throughout portions of the Miami community. Barriers may include uneven surfaces, cracks, obstructions, insufficient width, or lack of connectivity.

Access characteristics to consider while inventorying barriers include:

- **Crossing Material:** What is the sidewalk composed of? Does it provide a smooth, slip-free surface for users?
- **Design Width:** Is the typical sidewalk width for this segment known?
- **Minimum Clear Width:** What is the width of the most narrow section of this segment?
- **Grade:** What is the slope parallel to the direction of pedestrian travel? Maximum grade should be measured over 24-inch intervals.
- **Cross Slope:** What is the slope perpendicular to the direction of pedestrian travel?
- **Changes in Level:** Are there any steep sections, severe cross slopes, or other changes in grade? Are there locations where sidewalk joints show heaving (e.g., one section higher than another) or gaps?
- **Vertical Clearance:** Are there any vertical obstructions that may impact users (e.g., building overhangs, tree branches, signs, awnings)?
- **Protruding Objects:** Are there any objects that limit clear width (e.g., utility poles, street signs, benches, fire hydrants, business signs, newspaper vending machines, landscaping)?



Figure 1 | Bullion Plaza Cultural Center and Museum. A segment of sidewalk a joint gap and uneven widths.

Curb Ramps

Curb ramps allow people using wheelchairs, walkers, strollers, or other wheeled devices to transition between sidewalks and streets safely. Barriers may include missing ramps, steep slopes, inadequate landing areas, or lack of detectable warning surfaces.

Access characteristics to consider while inventorying barriers include:

- **Ramp Material:** Is the surface smooth, stable, and slip resistant?
- **Ramp Direction:** Is the curb ramp aligned with the direction of pedestrian travel?



Figure 2 | Miami Ave/US 60 Intersection. A curb ramp with limited ramp width and no ADA-compliant detectable warning surface.

Version 1.0

5

January 2, 2026

We want your input!

- Trail System Study Comment Form open until January 21, 2026
- Provide input on:
 - Trail alignment
 - Study recommendations
 - Desired improvements

Scan the QR code to learn more and provide comments:

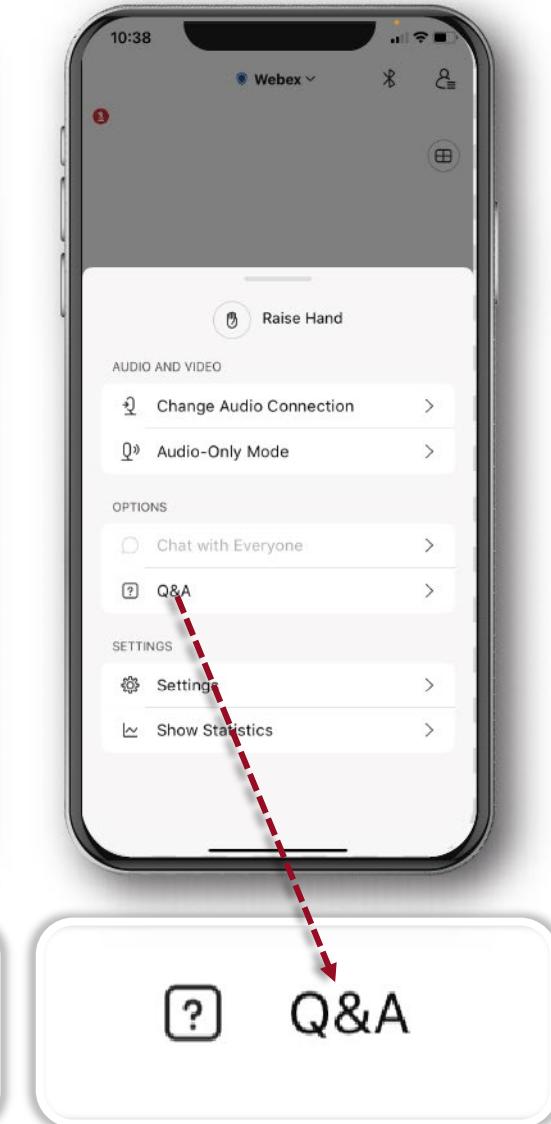
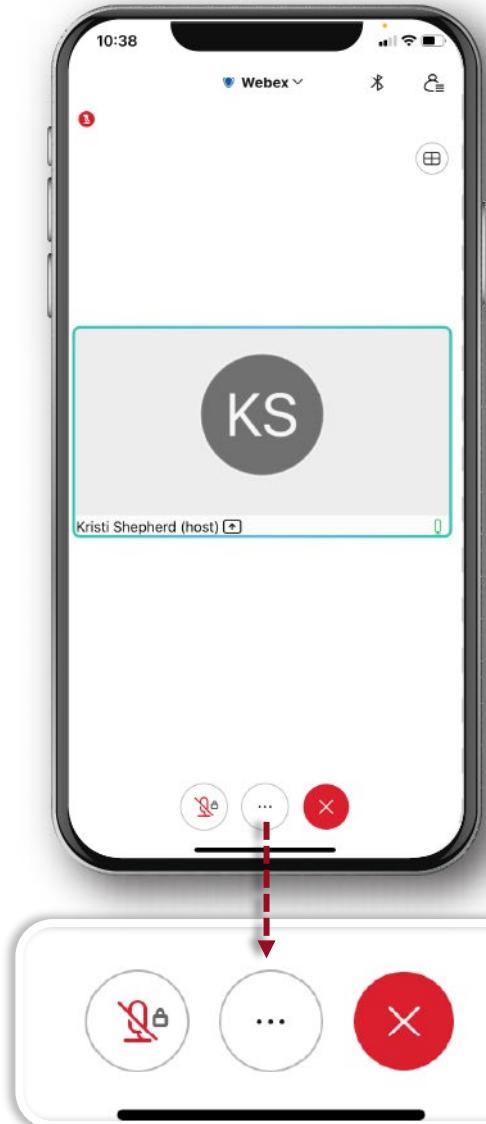
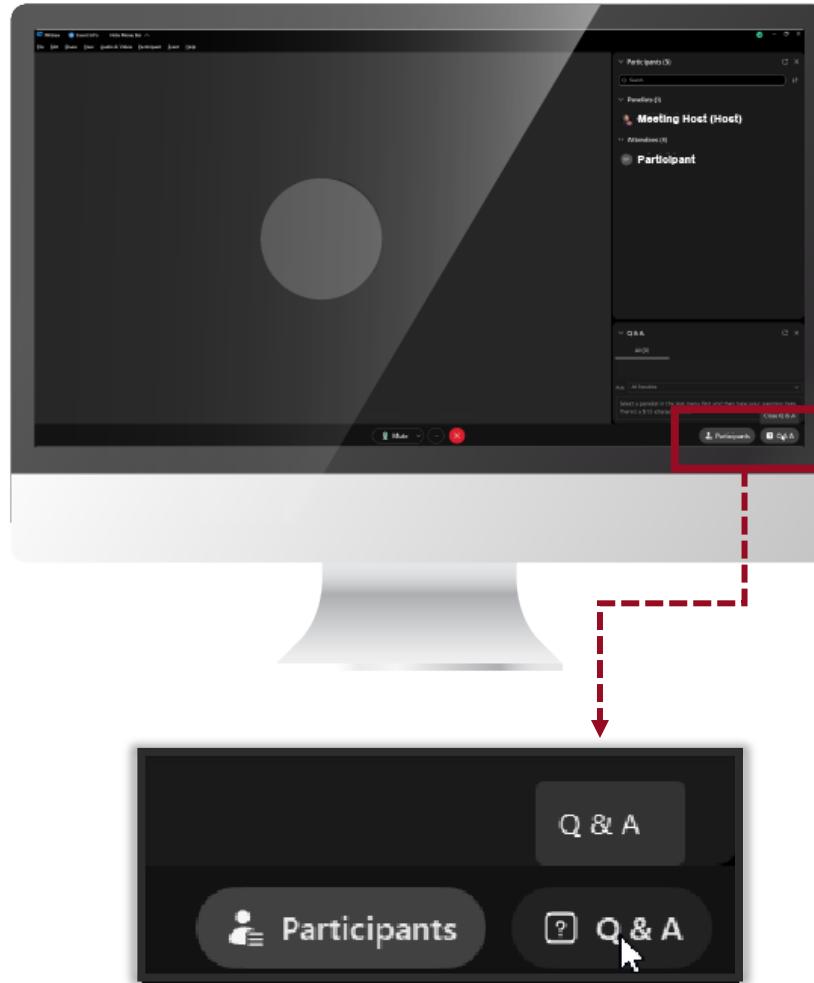


<https://azdot.gov/planning/transportation-studies/town-of-miami-trail-system-study>

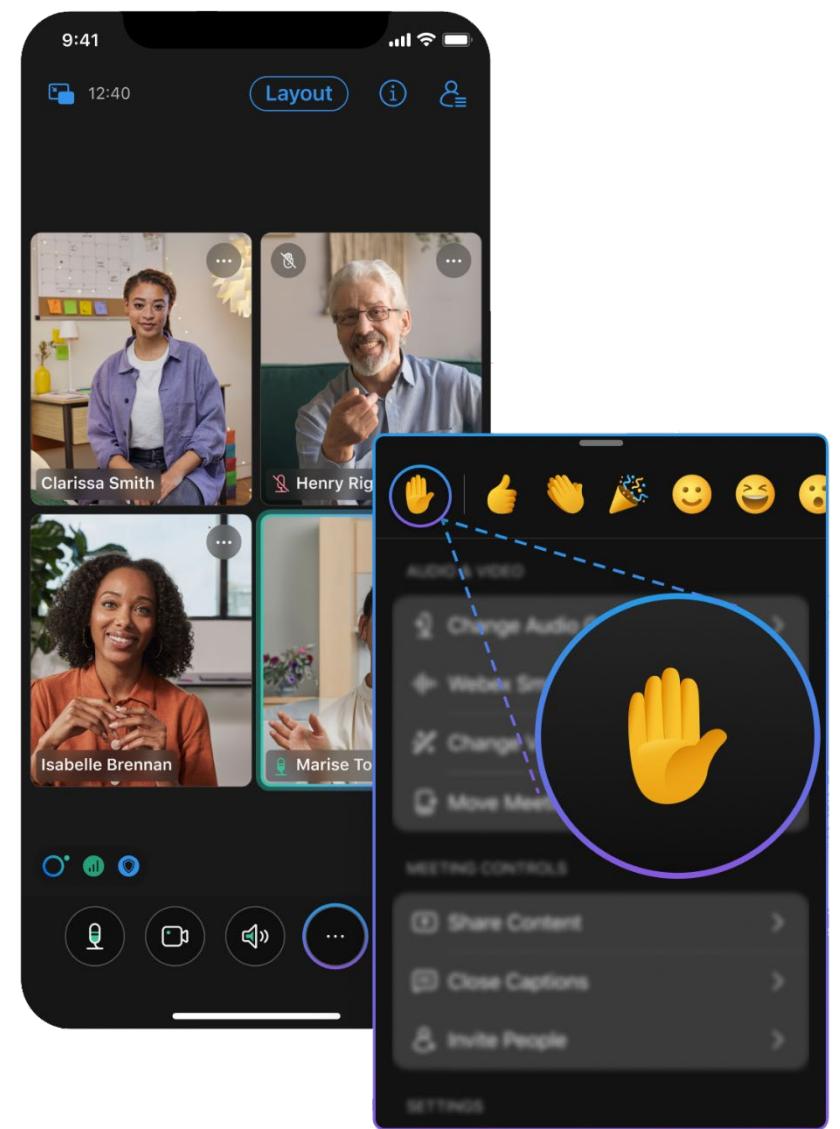
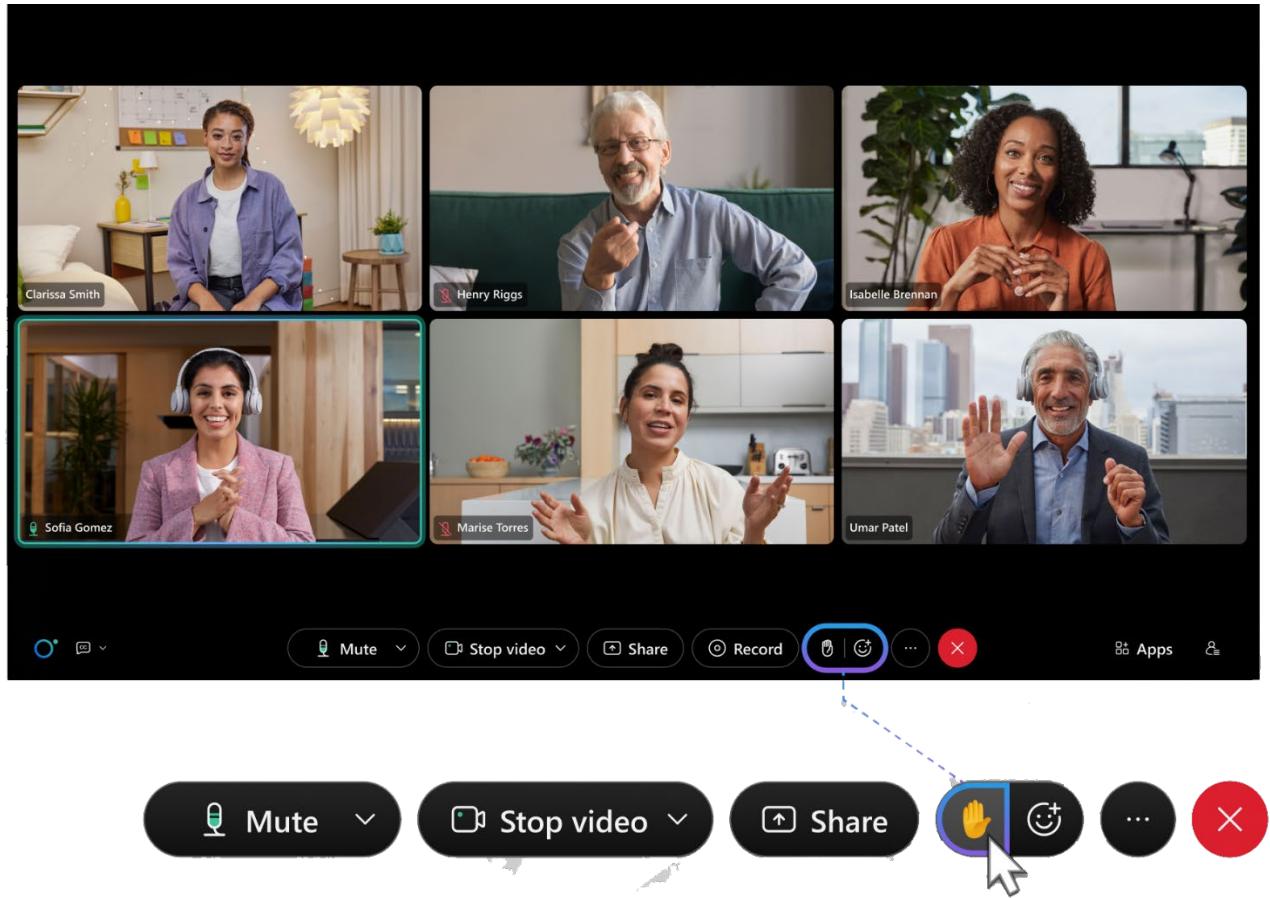
What's Next?

- Review and document public and stakeholder feedback
- Refine improvement recommendations
- Share final report with the Town to guide future projects

How to Ask A Written Question



How to Raise Your Hand



Discussion

