



Metrorail M-Path Master Plan



Executive Summary

July 2007



Master Plan Purpose

The M-Path is a nine-mile paved multi-use path in urban Miami-Dade County. The M-Path was built in 1983 by Miami-Dade Transit as part of the original Metrorail construction. The path meanders within Miami-Dade Transit right-of-way under the elevated Metrorail guideways. The M-Path provides a course of travel from SW 67th Avenue in South Miami to the Miami River in downtown Miami. The path generally runs contiguous to US 1 – South Dixie Highway and SW 1st Avenue.

This Executive Summary of the Metrorail M-Path Master Plan summarizes a strategy to address operational issues and problem areas within the M-Path corridor. Improvements to signage, safety, and trail network connectivity will be achieved through the application of uniform trail development standards. The M-Path Master Plan Development Standards serve as the basis for trail improvements and as a guide for future greenway trail development in the region.

Prepared for



Prepared by



Kimley-Horn and Associates, Inc.

M-Path Issues & Concerns



Substandard design



Missing trail segments



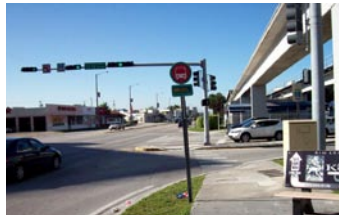
Lack of trail continuity



Limited signage



Poor visibility



Encroachment of the trail



Deteriorating pavement conditions

Guiding Principles



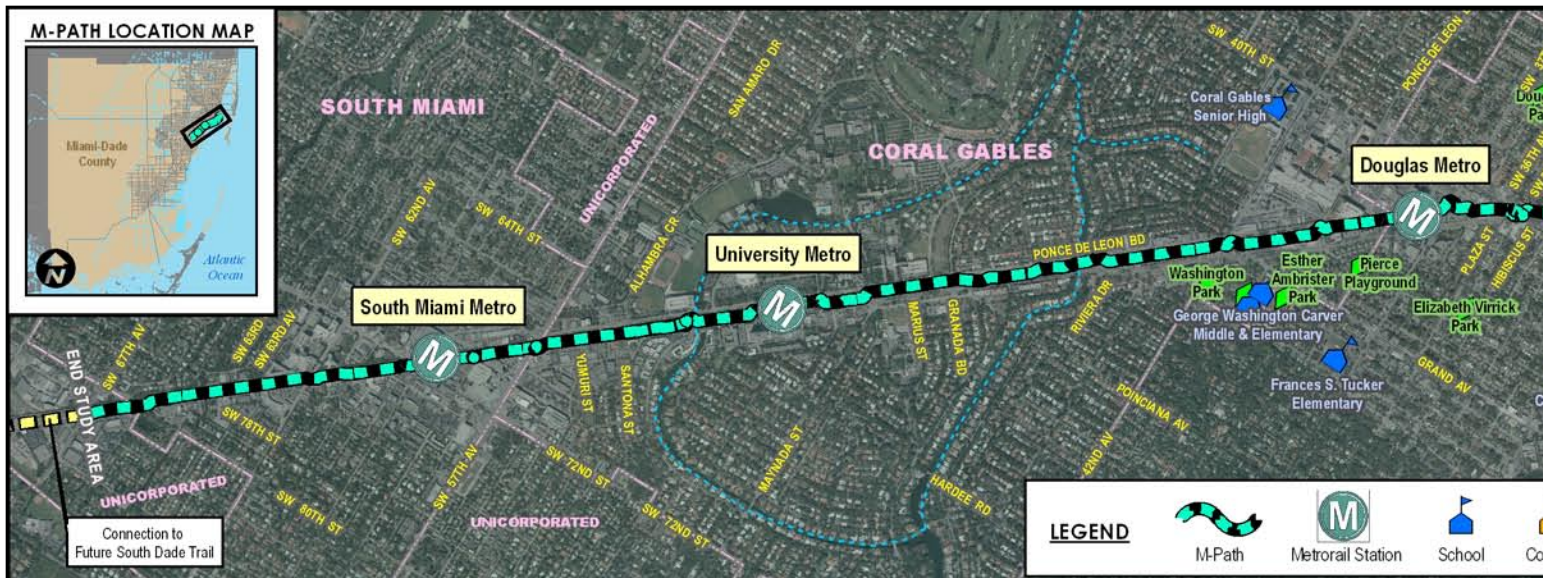
Directional signs featuring the letter "M" will identify the M-Path to trail users.

Guiding Principle I – **Develop an identity for M-Path**

Guiding Principle I must be supported in all development standards and potential trail realignments. Consistent improvements to entrance points, trail heads and signage will help to improve the volume of potential trail users and demark an identifiable trail system for M-Path. Trail identity will be strengthened through the creation of an M-Path logo that will be used consistently for signage, way-finding, and other trail markers.

Guiding Principle II – **Apply consistent trail standards throughout the entire corridor**

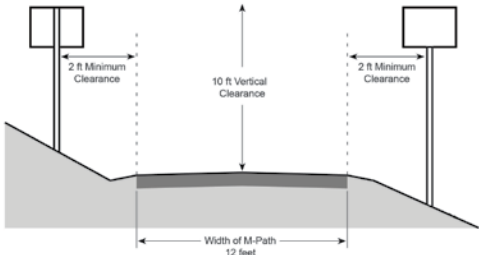
Guiding Principle II will ensure consistency of the trail user's experience and predictability of operation throughout the corridor. Use of consistent trail standards will improve safe use of the trail, reduce conflicts, and reduce trail encroachment. Consistent trail standards will apply to all agencies responsible for recommended improvements, including local governments, MDT, Florida Department of Transportation, adjacent property owners and developers. Standards shall apply to all trail improvements regardless of location, conditions, or previous design precedent.



Development Standards

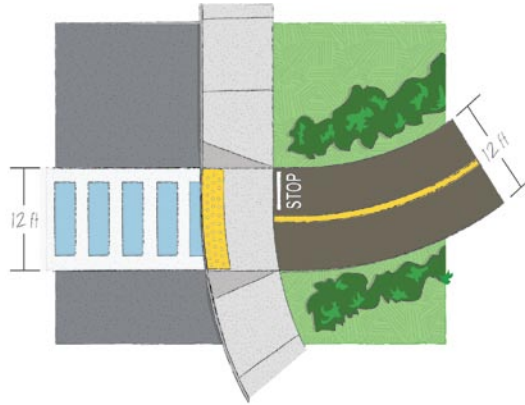
M-Path Design

The M-Path shall be retrofitted to meet minimum standards and specifications for a shared-use path.



Crossings

Conceptual application of M-Path standards at intersection approach and crossing.



Signs

Advance warning signs, like the one shown, will alert drivers of M-Path crossings.



Pavement Markings



Pavement markings, like these shown above, will be used as traffic calming devices in constrained or limited-visibility areas.

Safety



Emergency call boxes, small-scale lighting and non-opaque fencing can contribute to trail safety.

Encroachment



Landscaping, bollards, signage and non-opaque fencing shall be used to discourage encroachment of the trail adjacent to parking lots and other private development.

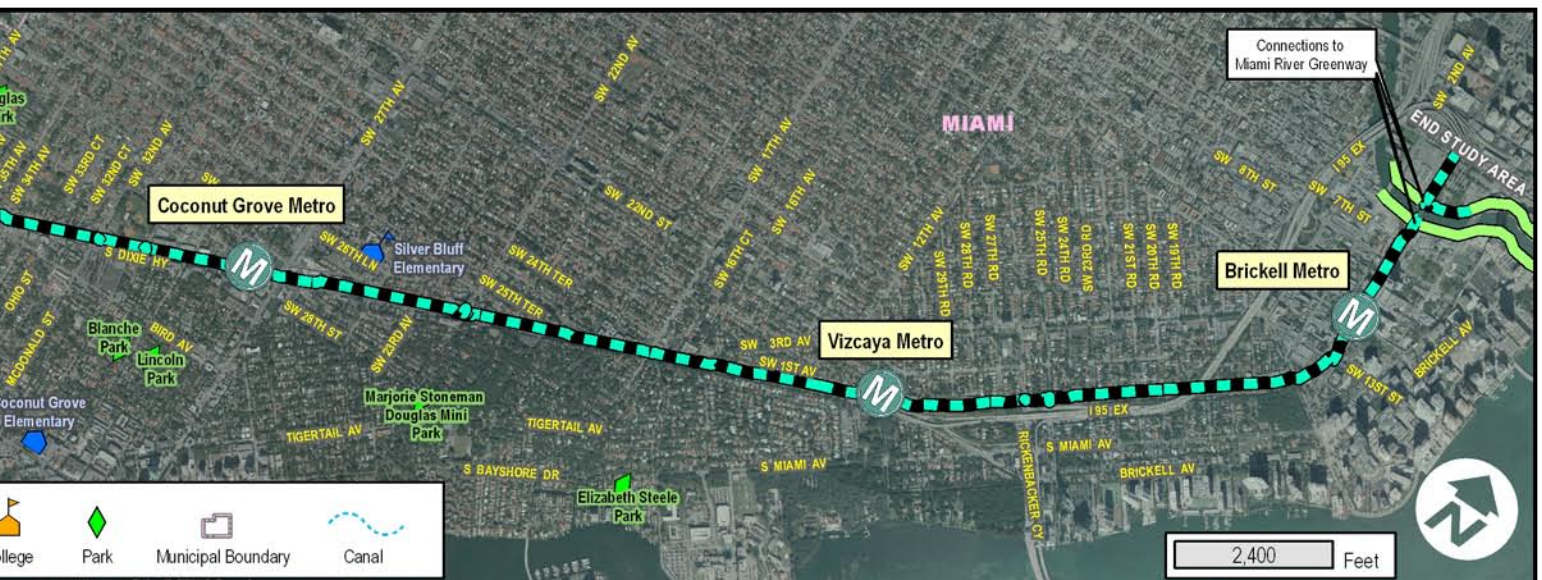
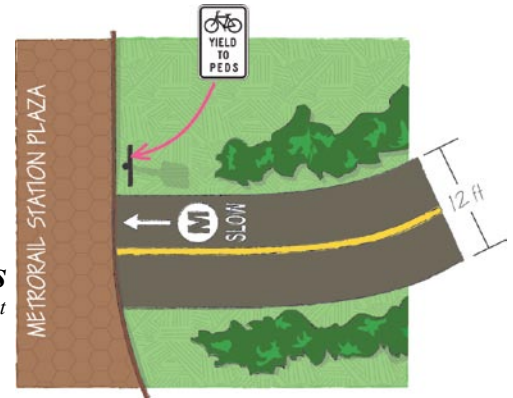
Landscaping



Landscaping enhancements are recommended to improve M-Path operations and overall trail-user experience.

Metrorail Plaza Treatments

Conceptual application of M-Path standards at Metrorail station approach.



Development Phasing Plan

The following phasing plan has been outlined to guide initial trail investments and allow for stakeholders to use this Master Plan document to leverage future funding. The M-Path will be celebrating 25 years of operation in 2008, and this milestone could be used as a target timeline for short-term improvements with a high visual impact. Construction of the improvements could be coordinated in conjunction with a public relations campaign and celebratory event to commemorate the M-Path trail.

Short-term Improvements

- 1) Resurface critical sections
 - a) Tree root damage area in the vicinity of SW 22nd Road and SW 21st Road
 - b) South of Viscaya Metrorail Station
- 2) Provide advance warning signs and re-stripe crosswalks
- 3) Install directional signs with milepost distance to Metrorail station information
- 4) Install pavement markings ('STOP') near intersections
- 5) Provide constrained-area pavement markings (meanders around guideway supports)
- 6) Construct missing links at University of Miami parking lot
- 7) Realign M-Path at South Miami Metrorail station and close existing sidewalk (high crime area)
- 8) Install emergency call boxes in high-crime areas
- 9) Implement encroachment prevention measures
- 10) Apply development standards during site plan review and approval



Pavement marking for Metrorail station plaza approaches.

Long-term Improvements

- 1) Realign sub-standard path meanders
- 2) Rehabilitate M-Path to a ten-foot wide facility
- 3) Install countdown pedestrian signals and intersection reconfigurations (crosswalk realignments, refuge islands, raised intersections, bollards)
- 4) Install lighting
- 5) Enhance landscaping
- 6) Provide wayfinding at Metrorail station plazas
- 7) Construct non-motorized bridge at Coral Gables Waterway
- 8) Coordinate Deel Volvo property lease/easement exchange



The mid-block crossing shown in this picture features a raised colored crosswalk along with a pedestrian refuge island.

Other Considerations

- 1) Existing Metrorail bicycle locker locations should be maintained and enhanced
- 2) Landscaping throughout M-Path corridor should be enhanced
- 3) Alternative M-Path management strategies (i.e. Miami-Dade Parks and Recreation, adopt-a-trail programs, etc.) should be considered



Cost Estimates

Short-term Improvements	\$700,000
<u>Long-term Improvements</u>	<u>\$2,500,000</u>
Total Estimated Project Cost	\$3,200,000