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

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

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost (in $)</th>
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</thead>
<tbody>
<tr>
<td>Short-term Improvements</td>
<td>$700,000</td>
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<tr>
<td>Long-term Improvements</td>
<td>$2,500,000</td>
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<tr>
<td>Total Estimated Project Cost</td>
<td>$3,200,000</td>
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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

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.

- Pavement Markings
  - Directional signs featuring the letter “M” will identify the M-Path to trail users.

- 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.

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

- Landscaping
  - Conceptual application of M-Path standards at Metrorail station approach.
M-Path Issues & Concerns

Substandard design
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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
Directional signs featuring the letter “M” will identify the M-Path to trail users.

Safety
Emergency call boxes, road-side lighting and non-opaque fencing can contribute to trail safety.

Encroachment
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
Directional signs featuring the letter “M” will identify the M-Path to trail users.

Safety
Emergency call boxes, road-side 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.
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