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January 6, 2012

Mr. Orlando Capote  
Miami-Dade Transit  
701 NW 1st Court  
Miami, Florida 33136

Dear Mr. Capote:

Thank you for consulting Green Mobility Network about Transit's plans to upgrade the M-Path.

I understand that you are relying at least in part on the 2007 M-Path Master Plan, which includes the recommendation to straighten various meanders in the path in an effort to give users better sight lines. It's our view, however, that most of the curves in the path are a minor issue. They should be left alone for now and the county's effort should be focused on these other matters that are daily concerns to walkers and riders:

- The absence of a defined path between San Amaro Drive and S. Alhambra Circle in Coral Gables, where riders have to pass behind cars and university shuttle buses whose drivers may not have a clear view of the nonmotorized traffic near them.
- Conflicts between right-turning motorists and riders or walkers, especially at SW 27<sup>th</sup> Avenue and SW 17<sup>th</sup> Avenue. At those two busy Miami intersections, it may be appropriate to ask the state to revoke right-turn-on-red permission. At the least, employ signs to alert motorists that path users may be crossing from either side.
- The eight-foot pathway between University station and S. Alhambra Circle should be widened to ease two-way passage of path users and parkers going to and from their cars.
- The several 90-degree turns in the path, such as the one that northbound riders in Coral Gables must take approaching Bridge 875304 over the C-3 Canal, or on both sides of Grand Avenue near LeJeune Road.
- Path alignments so close to power company guy wires that a rider could be caught on the arm or head and thrown onto the ground. One of those is just south of the C-3 Canal and another is just to the east of SW 57<sup>th</sup> Avenue.

- Obstructions such as the waist-high light in the crosswalk ramp on the north side of Sunset Drive in South Miami or the two “no parking” signs in the path near SW 16<sup>th</sup> Road.
- Low-lying stretches of path that hold water after any significant rain. There is one between SW 62<sup>nd</sup> Avenue and the exit from South Miami Hospital’s parking lot. Another is opposite the electrical building southwest of the Vizcaya Metrorail station.
- A drain grate in mid-path north of Broadway is of a design that could easily catch a 1.25” bicycle tire. If you cannot substitute a grate that has grid openings instead of slots, then at least reorient the grate so the slots are perpendicular to the path.
- On the wooden bridge north of SW 80<sup>th</sup> Street, a deck plank and a seven-foot railing need to be replaced.
- At the South Miami Metrorail station, the curb cut southwest of the bus turnaround should be widened to reduce the sharp bend, and the five-foot sidewalk northeast of the bus benches should be widened to ease two-way passage between the fence and the station wall.

We have photographs that illustrate just about all of these issues. I’d be happy to assemble them for you. We also have a longer list of issues; I’ve tried to hold this letter down to the most pressing ones.

I have not mentioned some other issues that we believe would have to be addressed by the state Department of Transportation, such as signs along U.S. 1 to alert motorists as they approach streets that the path crosses.

Our advice above reflects the views of our members and officers as well as other frequent users of the M-Path. We talk about it often and are always collecting notes and photos. We’d be glad to visit the path with you anytime in case what I’ve set out here is not clear.

Sincerely,

John D. Hopkins  
Executive Director