

Section Two DESIGN GUIDELINES

TYPICAL LOCAL STREET CROSSING PLAN

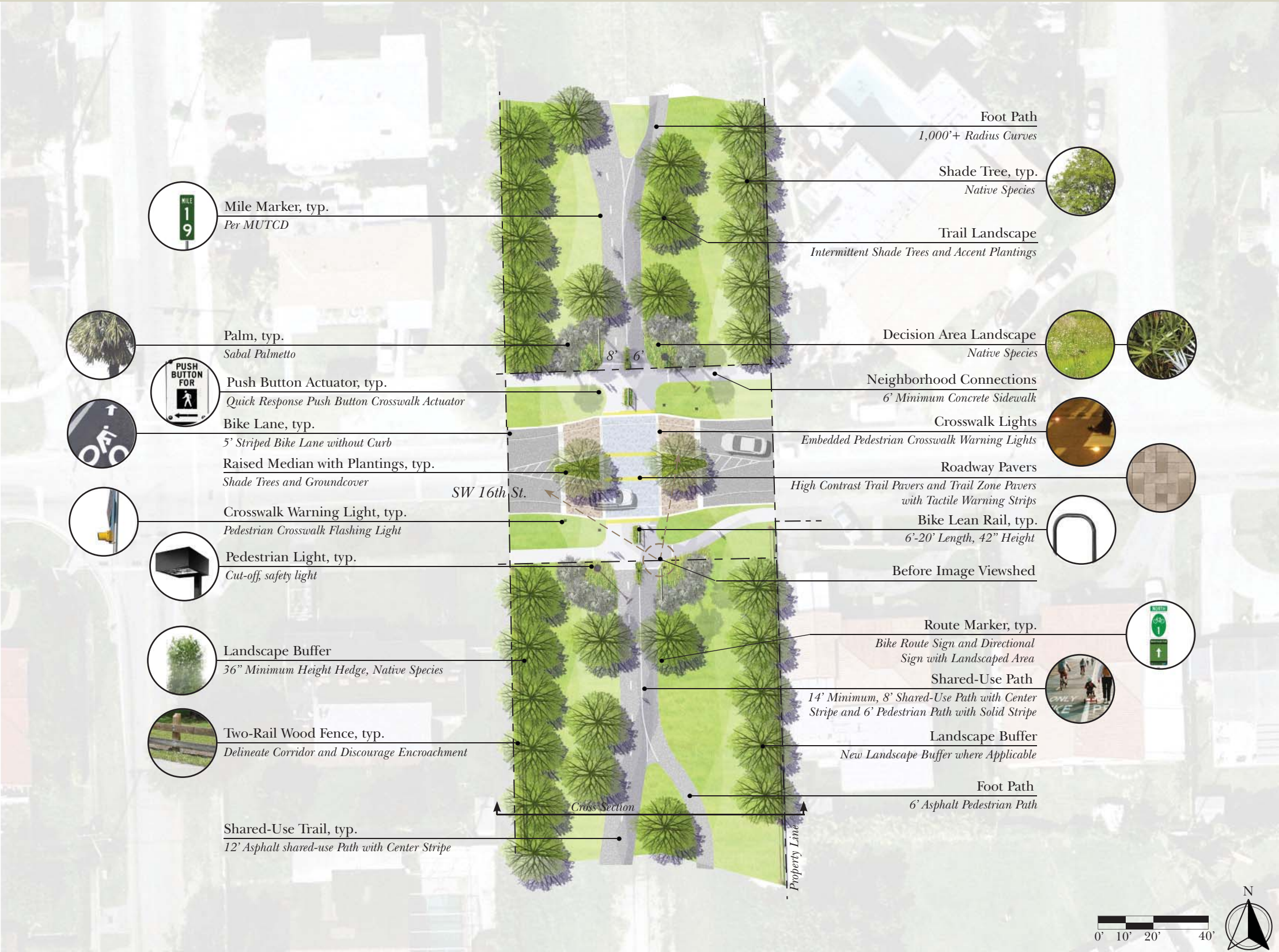
SW 16TH STREET CROSSING

SW 16th Street serves as an example of a local street crossing for Ludlam Trail, a condition that takes place in eight locations along the corridor. Through the incorporation of pedestrian and cyclist friendly safety techniques and design, these crossing points will be highly efficient in moving users and vehicles through what could be hazardous situations while still providing neighborhood connections through sidewalks and bike access.

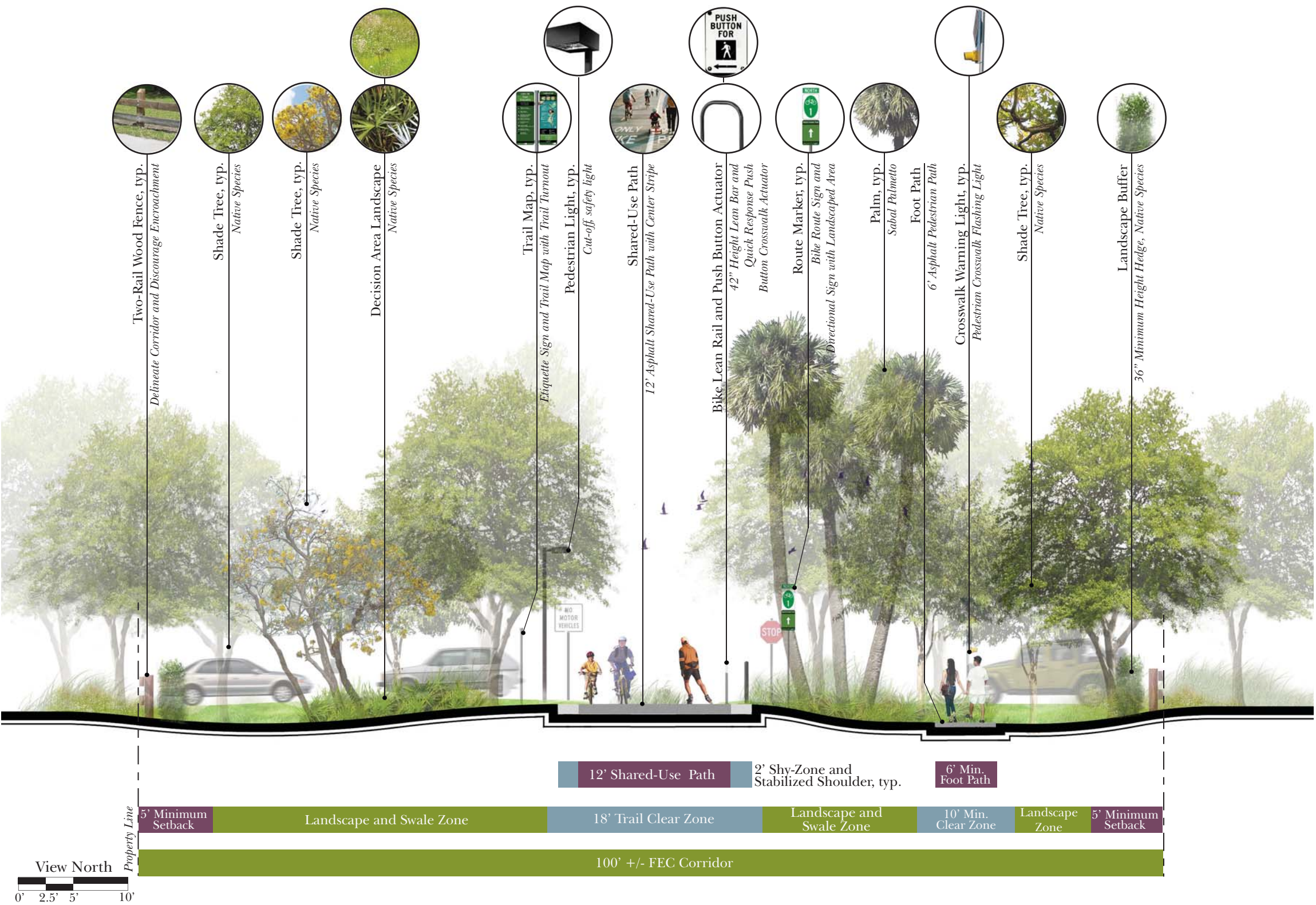
The local street crossing concept utilizes a decision making area in which each trail user decides a safe time to cross the street at his or her own pace. With quick response push button pedestrian crosswalk warning lights, the trail creates a safe pedestrian priority zone with high contract textured pavement for vehicle and trail user visibility.

Highlights of the plan include:

- Typical at-grade crossing of a local street
- Neighborhood and street sidewalk network connections
- Wide trail crosswalk zone for user comfort
- Incorporation of bike lanes on a local street
- Pedestrian crosswalk flashing warning lights
- Quick response push button pedestrian crosswalk actuators
- Similar conditions as SW 4th St., SW 12th St., SW 16th St., SW 21st St., SW 22nd St., North Waterway Drive, SW 60th St., and SW 64th St.



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**TYPICAL LOCAL STREET CROSSING
CROSS-SECTION**

SW 16TH STREET CROSSING

The SW 16th Street or local street crossing concept utilizes pedestrian and cyclist friendly elements such as a bike lean bar for all crossings and waiting points and clear site-lines, allowing users to see on-coming traffic and decide when it is safe to cross. Neighborhood connectivity is enhanced through the incorporation of sidewalks which tie into the trail.

Landscape characteristics of the local street crossing include the use of a pedestrian friendly refuge island with low groundcover to allow for vehicle and pedestrian visibility. Adjacent residences are screened from any intrusive elements with the use of a landscape buffer hedge and two (2) rail wood fencing. Trail users can rest in the shade under intermittent shade trees lining the entire trail length. In addition, decision making areas, or places where trail users must make a directional route decision, are highlighted by the use of Sabal palmettos and native shrubs and groundcovers.



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BEFORE IMAGE

The ‘before’ image for the SW 16th Street crossing shows the existing condition of a typical two (2) lane local street at the Ludlam Trail corridor. No existing neighborhood sidewalk connections are present.



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Ludlam Trail at SW 16th Street looking north

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SW 16TH STREET CROSSING

AFTER IMAGE

Highlighting the use of a flared median for trail user refuge, the image to the left demonstrates a safe pedestrian and cyclist friendly street crossing. Bike lean rails are located on each side of the crossing with a trail median to separate bicyclist traffic from pedestrians.

