

Section Two **DESIGN GUIDELINES**

TYPICAL TRAIL JUNCTION
PLAN

SNAPPER CREEK (C-2) CANAL CROSSING

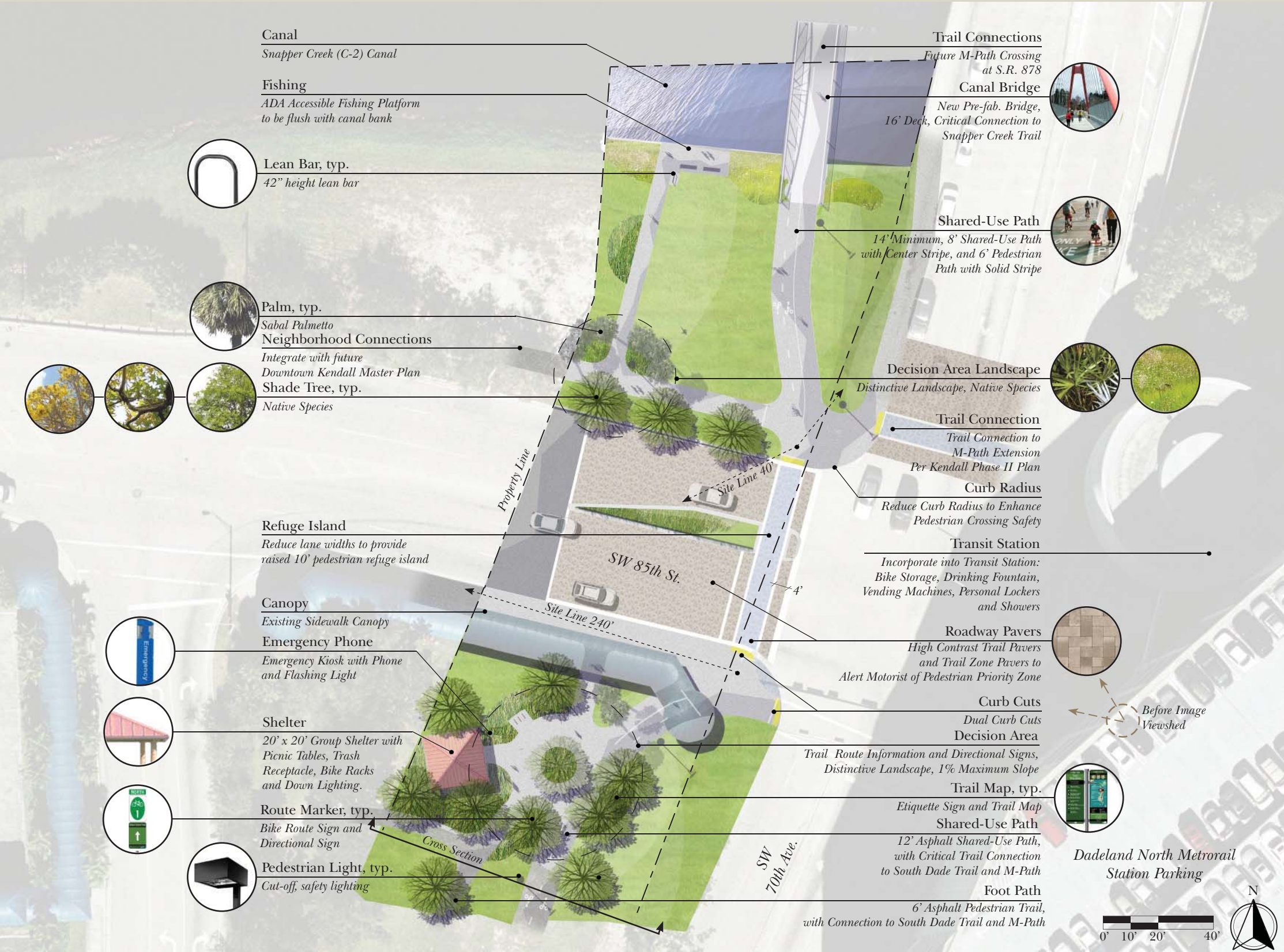
The Ludlam Trail has the opportunity to connect with five or more trails and greenways. This typical trail junction concept highlights Ludlam Trail’s connection and pairing with the future Snapper Creek Trail and M-Path Extension Trail. The Ludlam Trail would meet the Snapper Creek Trail on the north side of the Snapper Creek Canal and together cross the canal on a new trestle style prefabricated bridge. Once on the south side of the canal, Ludlam Trail meets the M-Path Extension Trail before crossing SW 85th St. at a signalized intersection. The M-Path Trail would then cross SW 70th Ave. and continue east.

Trail parking would utilize existing parking at the Dadeland Mall and the Dadeland North Metrorail station parking garage. Trail user amenities should be added to the station’s parking garage such as; bike storage and personal lockers, restrooms and showers, drinking fountains and a vending area.

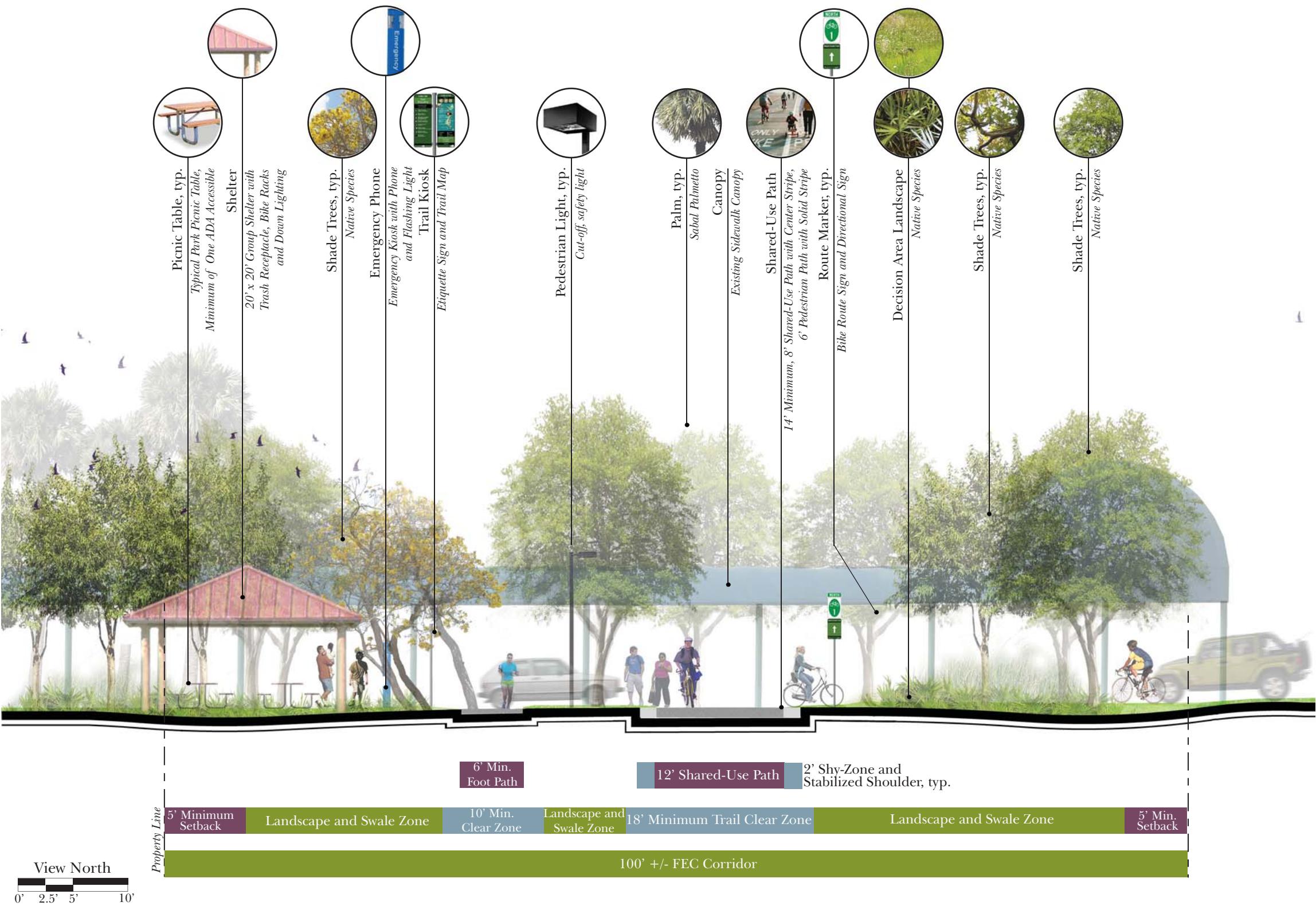
With direct access to the Snapper Creek (C-2) Canal, the Ludlam Trail has the opportunity to offer recreation elements within the corridor such as fishing. Opportunities should be developed to provide equitable recreation programming per the Miami-Dade County Parks and Open Space System Master Plan.

Highlights of the plan include:

- Typical trail junction
- Street sidewalk network connections
- Group shelter with site furnishings
- Trail seating opportunity
- Neighborhood meeting location and possible rental income for operation of trail
- Transit connection via Dadeland North Metrorail Station
- Opportunity for bike-hub within station parking garage
- Similar conditions at SW 80th St. and SW 81st St.



Section Two **DESIGN GUIDELINES**



**TYPICAL TRAIL JUNCTION
CROSS-SECTION**

SNAPPER CREEK (C-2) CANAL CROSSING

Ludlam Trail, per the direction of the Downtown Kendall Master Plan, utilizes the original FEC Railroad corridor for greenway development and connectivity. Existing elements such as a covered walkway canopy should remain for patrons of the Dadeland Mall and the Dadeland North Metrorail station.

The Ludlam trail will cross SW 85th Street at an existing signalized intersection, one of only three (3) such street crossings along the corridor. High contrast pavers should be used to establish a pedestrian priority zone and to visually locate the crosswalk. Limited landscape should ensure maximum site-line visibility for trail users to determine a safe time to cross and for drivers.



Section Two **DESIGN GUIDELINES**

TYPICAL TRAIL JUNCTION

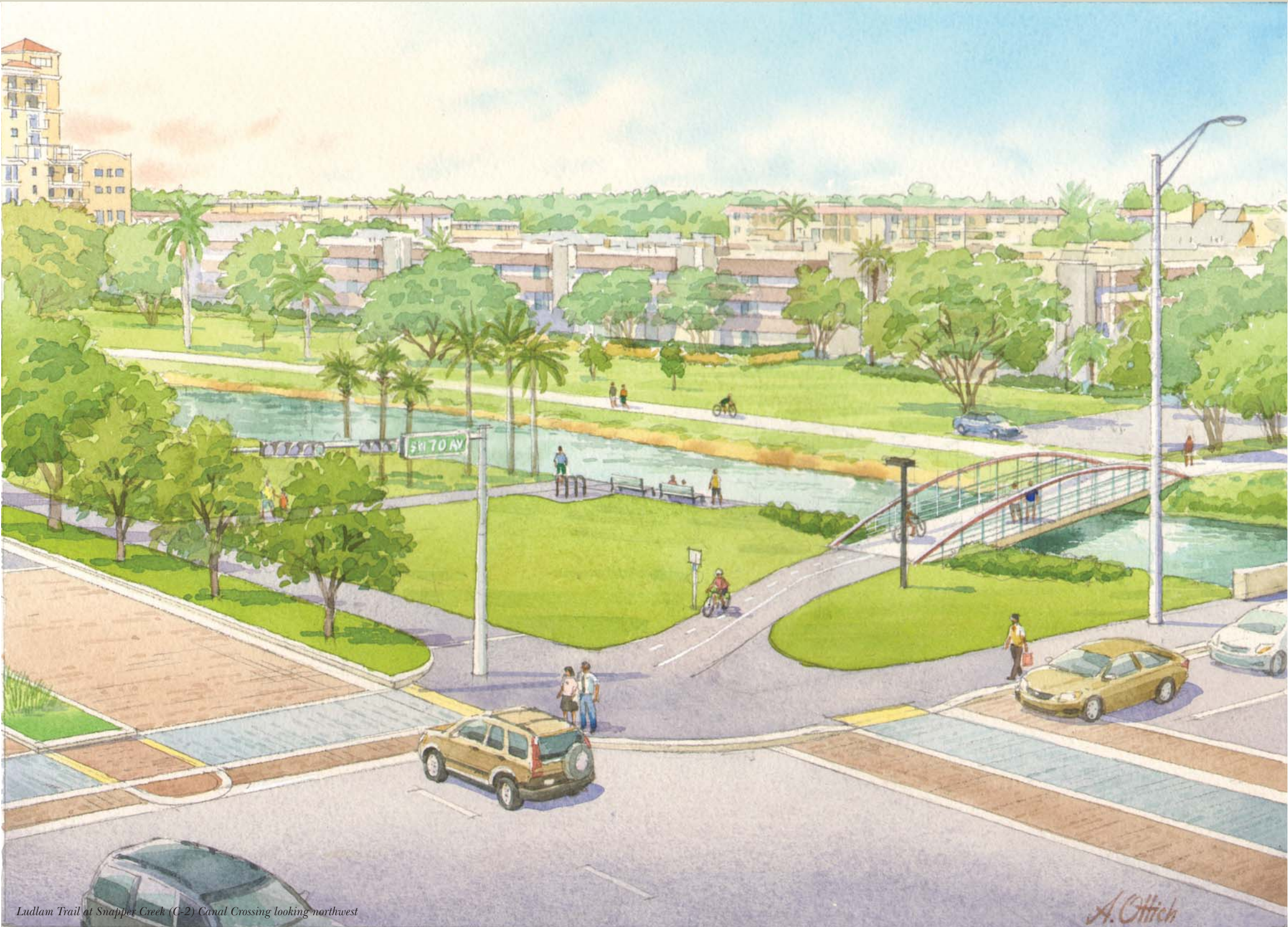
SNAPPER CREEK (C-2) CANAL CROSSING

BEFORE IMAGE

The Snapper Creek (C-2) Canal is the only canal crossing along the Ludlam Trail corridor without an existing bridge. Any bridge planned for the canal should be developed in respect to the style and look of the Tamiami (C-4) Canal and Coral Gables (C-3) Canal bridges.



Section Two **DESIGN GUIDELINES**



Ludlam Trail at Snapper Creek (C-2) Canal Crossing looking northwest

TYPICAL TRAIL JUNCTION

SNAPPER CREEK (C-2) CANAL CROSSING

AFTER IMAGE

This 'after' image of the Snapper Creek (C-2) Canal crossing identifies a new bridge styled after existing bridges along the corridor. The images also shows a fishing platform along the canal with ADA accessible opportunities to provide fishing. Other image highlights include traffic calming techniques and guidelines for intersection crossing such as reduced radii at corners, raised landscape medians, pedestrian refuge islands and high contrasting pavers to identify pedestrian priority zones.

