

LUDLAM TRAIL – FREQUENTLY ASKED QUESTIONS (FAQ'S)

What is the Ludlam Trail?

The Ludlam Trail is envisioned as a 5.6-mile, iconic trail with paths for biking, walking, and running, connecting the heart of Miami-Dade. The trail will link schools, parks, transit, homes, workplaces and spots to shop and dine. The land was purchased by Miami-Dade County in 2018. A Project Development & Environment (PD&E) Study and initial design of the trail are currently underway. Stretching between Robert King High Park near NW 7 Street on the north and downtown Kendall near SW 80 Street on the south, Ludlam Trail will form part of the “Miami Loop” in the county’s network of bikeways, which also includes Perimeter Trail, the Miami River Greenway, and the Underline/East Coast Greenway.

What is a PD&E Study?

A PD&E Study is the process used to determine the location and conceptual design of the Trail and the associated social, economic, and environmental effects of the Trail on surrounding communities. Public involvement is an extremely important part of a PD&E Study. The goal of a public involvement program is to inform citizens about the project and provide interested persons an opportunity to be involved in the project’s development. Completing the PD&E Study phase ensures the project complies with the National Environmental Policy Act (NEPA) of 1969.

How can I stay informed about the project?

Information is and will continue to be available at www.miamidade.gov/ludlamtrail

Where will Ludlam Trail be located?

The trail is proposed to generally follow the north-south alignment between SW 69th and 70th Avenues, within the former Florida East Coast (FEC) Railway right-of-way, running 5.6-miles, between NW 7 Street and SW 80 Street. The project is located in unincorporated Miami-Dade County and the City of Miami, Florida.

What is the purpose of Ludlam Trail?

The purpose of the Ludlam Trail is to provide a new shared-use trail in Miami-Dade County that will include safe, dedicated, direct pathways for walking, running, and cycling; to encourage active lifestyles and the use of green, non-motorized modes of transportation; and to enhance overall connectivity and accessibility between schools, parks, transit stops, residences, workplaces, and shopping.

What is the need for Ludlam Trail?

To provide an interconnected trail system offering non-motorized transportation alternatives, such as walking and bicycling, and reducing traffic congestion for a livable, sustainable Miami-Dade County.

How is this project being funded?

A variety of funds including federal, state, and local sources will be used for Ludlam Trail. The project is identified in the Florida Department of Transportation's (FDOT) FY 2018-2023 State Transportation Improvement Program (STIP); and the Miami-Dade Transportation Planning Organization's (TPO) 2045 Long Range Transportation Plan (LRTP) and FY 2019-2024 Transportation Improvement Program (TIP).

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How will property owners be notified when construction starts?

A groundbreaking ceremony and dedication ceremony are anticipated to take place. A construction alert will be posted on the project website at www.miamidade.gov/ludlamtrail and announcements will be posted on the County's social media accounts. Project stakeholders, including homeowner's associations will be notified prior to construction commencing.

Will there be right-of-way acquisition for the Ludlam Trail to be completed?

Miami-Dade County completed the purchase of the former railroad corridor in December of 2018. No additional right-of-way or land is anticipated to be needed to implement the current Ludlam Trail project. This is being reviewed as part of the PD&E Study process and will be finalized during the design phase.

How will trail users cross existing roadways?

Based on the findings of a traffic study completed as a part of the PD&E Study, eleven (11) at-grade street crossings and four (4) overpass bridges over roadways are planned within the project limits. The Ludlam Trail project includes improvements to the street crossings within the corridor; each proposed street crossing design is specific to the conditions at that location.

Where are the bridges located along the trail?

Four (4) overpass bridges over roadways are planned at the following locations:

- SR 968 / W. Flagler Street
- US 41 / SR 80 / SW 8 Street / Tamiami Trail / Calle Ocho
- SW 24 Street / Coral Way
- SR 976 / SW 40 Street / Bird Road

Two (2) bridges over existing canals are planned at the following locations:

- Coral Gables (C-2) Canal
- Tamiami (C-4) Canal

Where will the points of access be?

The points of access will be primarily along the fifteen (15) street crossings that intersect the Ludlam Trail corridor, as well as neighborhood connections.

Will emergency vehicles be able to access Ludlam Trail?

Emergency vehicles will have access to the trail at various locations throughout the corridor primarily from existing street crossings.

What safety features will be installed on Ludlam Trail?

During the design phase, a variety of features will be considered for the trail; these may include Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHB), green bike crossing crosswalks, angled refuge areas for multi-lane roads, centerline pavement striping on the bike path, bicycle leaning rails, trail overpass bridges, lighting, security cameras, and/or emergency call boxes.

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How will safety within the Ludlam Trail be addressed?

The Miami-Dade County Police Department Kendall Station and the Miami Police Department Flagami Police NET Service Area currently handle security around the neighborhoods with routine security patrols both by vehicle and bicycle. The specific details for security and protection for the proposed trail will be finalized during a management plan process. Likely, a combination of Miami-Dade Police Department, Miami Police Department, Miami-Dade County's parks security officers will serve the Ludlam Trail corridor.

Where can users park their vehicles to access the trail?

Designated trailheads for people to park and access the trail are being considered at SW 80 Street / Davie Road and SW 56 Street / Miller Road. During normal park hours, the public may park at A.D. Barnes Park located at 3401 SW 72 Avenue, Miami, FL and Robert King High Park located at 7025 W Flagler Street, Miami, FL, both of which will access the trail.

Will a landscape buffer be provided by my house?

When trail components are next to properties that are zoned for, or developed with, single family or duplex residences, a 15-foot landscaped buffer will be provided. The buffer is anticipated to mitigate sound and visual impacts from the trail; trail-associated amenities will not be located in the buffer areas.

Who will maintain the landscaping?

The Miami-Dade County Parks, Recreation and Open Spaces Right-of-Way Aesthetic and Assets Management (RAAM) division will maintain the landscaping. They provide quality landscaping, tree health, and beautification services to ensure landscaping is maintained within the Miami- Dade County's rights-of-way, parks, and recreation and other open spaces. RAAM coordinates with partners in the community, other intergovernmental agencies, and municipalities as good stewards in order to ensure a safe and aesthetically pleasing environment for County residents and visitors to Miami-Dade County.

What is the Corridor District zoning code?

It is the intent of the Corridor District (CD) to enhance regional mobility, provide opportunities for physical activity, and improve the economic vitality of former railway corridors or other similar linear pathways and of the surrounding areas by providing a continuous pedestrian and bicycle trail while ensuring that development along the corridor occurs at appropriate locations, in a manner that is sensitive to and compatible with adjacent uses.

What is a development node area?

Development node areas consist of locations that are generally characterized by a mix of commercial, residential, recreational, and, when authorized, light industrial uses, which are sensitive to and compatible with adjacent uses. Miami-Dade County Parks, Recreation and Open Spaces has secured a perpetual easement through the development nodes areas to ensure that Ludlam Trail will continue through the development node areas to ensure a continuous trail that is publically accessible from SW 80th Street to NW 7th Street.

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Where are the development node areas located?

There are three (3) privately owned development node areas within the Ludlam Trail Corridor. They are located at:

- "8th Street Node": approximately from the north side of SW 12 Street to the south side of US 41 / SR 80 / SW 8 Street / Tamiami Trail / Calle Ocho
- "Coral Way Node": approximately from SW 25 Street to SW 23 Street (excluding the right-of-way for SW 24 Street / Coral Way)
- "Bird Road Node": approximately from SW 47 Street to SW 39 Terrace (excluding the right-of-way for SR 976 / SW 40 Street / Bird Road)

Will the trail be continuous through the development node areas?

Yes. The Ludlam Trail will be continuous between NW 7 Street and SW 80 Street. Miami-Dade County has an 18-foot-wide perpetual easement through the development node areas within which the Trail will be developed.

Will there be shelters or rest stops installed on Ludlam Trail?

Trail shelters or rest stops are proposed to be installed at select locations along the 5.6-mile corridor. None will be located adjacent to properties that are zoned for or developed with single family or duplex residences. The shelter locations are proposed to include various amenities, such as trail maps, drinking fountains, picnic tables, trash receptacles, bicycle racks, and bicycle repair stations.

Are restrooms proposed on Ludlam Trail?

Restrooms for trail users are available at A.D. Barnes Park and Robert King High Park.

What will the hours of operation be? Will it be dusk till dawn? Will it close at all?

The trail is anticipated to be open for public use 24-hours a day. It is also anticipated that most of the activity on the trail would occur during the day.

Will there be bicycle repair amenities installed on Ludlam Trail?

Bicycle repair stations are proposed to be installed at select locations near trail shelters or rest stops along the trail. The bicycle repair stations are intended to be non-staffed amenities, where a cyclist could repair their own bicycle, if needed. The repair stations are designed to include all the tools necessary to perform basic bicycle repairs and maintenance, from changing a flat tire to adjusting brakes and derailleurs. The design includes tools and an air pump which are securely attached to the stand with stainless steel cables and tamper-proof fasteners.

Within which Miami-Dade County and City of Miami Commission Districts is Ludlam Trail located?

The Ludlam Trail project is located within Miami-Dade County District 6 (Commissioner Sosa) and District 7 (Commissioner Regalado) and City of Miami District 4 (Commissioner Reyes).

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Will there be pet care amenities installed on Ludlam Trail?

Trail shelters or rest stops along the corridor include drinking fountains with both bottle filling as well as pet accessible water stations. Additional amenities under consideration include dog waste stations with a roll bag system consisting of post, sign, waste bag dispenser, waste can with lid. If included, the dog waste stations would be only be located on the pedestrian path side of the trail, to help minimize conflicts between cyclists and dogs on the bicycle path.

Is there going to be a bright light behind my house?

Any proposed lighting is anticipated to not impact adjacent properties and to minimize light pollution while lighting the trail for patrons. Any proposed lights would be installed at places required for safety such as overpass bridges, trailheads, bridge entrances and exits, public gathering places, along streets, at crosswalks, or where the trail crosses another path or sidewalk, according to design guidelines.

Is there contamination along the Ludlam Trail corridor?

As part of the PD&E Study, a Contamination Screening Evaluation Report (CSER) is currently being conducted. Prior analyses within the corridor determined that there is existing contamination which is relatively common along former railroad right-of-way corridors.

How will potential contamination along the Trail be addressed?

Miami-Dade County will implement a Soil Management Plan to address contaminated soils on site, which is anticipated to include removing areas of topsoil, applying a high-visibility, geosynthetic fabric, and capping the area with one (1) foot of clean fill. Additionally, the trail's surface pavement will serve as an effective engineering control for portions of the corridor.

When will the fence be removed from the perimeter of the Ludlam Trail corridor?

The existing temporary chain-link fencing has been implemented in areas accessible to the public, such as open residential lots, public recreation areas with no private fencing, and roadway entrance points, by the Miami-Dade County Department of Regulatory and Economic Resources (RER), Division of Environmental Resource Management (DERM). The chain-link fence along the perimeter of the Ludlam Trail corridor will be removed once construction of the trail is completed.

When will the public be able to access the Ludlam Trail corridor?

Once construction of the trail is completed, Ludlam Trail will be accessible to the public.

Will this project raise my taxes?

The proposed project will not raise taxes. Miami-Dade County plans, designs, and builds trails through a variety of funding sources including federal, state, and local funding.

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How was this Public Information Meeting advertised?

Notices were advertised in the *Miami Herald*, *El Nuevo Herald*, *Le Floridien*, and the *Florida Administrative Register*. In addition, over 2,000 invitation letters and fact sheets were sent via direct mail to elected officials, residents, and property owners along the corridor. A project website, www.miamidade.gov/ludlamtrail, containing information and the meeting registration link was developed. Flyers advertising the Public Information Meeting were also posted in neighborhoods by area stakeholders.