

Memo

To: Project File

From: John Metroka, PE, AECOM



CC: Barbara Culhane, FDOT D6 Cultural Resources Coordinator
Craig James, FDOT District 6
Shanon Kelley, FDOT District 6
Alissa Turtleaub, MDPROS

Date: July 6, 2021

Subject: Ludlam Trail Corridor Project Development & Environment (PD&E) Study
From SW 80th Street to 400 feet north of NW 7th Street between 69-70th Avenues
FM Number: 444236-1-22-01
Miami-Dade County, Florida
State Historic Highway Evaluation Technical Memorandum

1.0 INTRODUCTION

This State Historic Highway Evaluation Technical Memorandum provides information in support of the Ludlam Trail Corridor Project Development and Environment (PD&E) Study. The Miami-Dade County Parks, Recreation and Open Spaces (MDPROS) Department, in coordination with the Florida Department of Transportation (FDOT), is conducting a PD&E Study for the Ludlam Trail Corridor, which stretches from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenues, in Miami-Dade County.

1.1 Project Description

MDPROS is proposing to develop a 5.6-mile multi-use trail within the former Florida East Coast Railroad (FECR) railroad corridor (i.e., the Ludlam Trail Corridor, or proposed project). As a priority paved land trail from the Florida Greenways and Trails System (FGTS) Priority Network and Shared-Use Nonmotorized (SUN) Trail Network, the proposed publicly accessible corridor will serve bicyclists, pedestrians, and users of other types of non-motorized transportation. In addition, the proposed project is anticipated to provide a safe, dedicated, and direct means of non-motorized transportation to and from areas of residences, work, schools, parks, transit, and shopping centers.

The proposed project limits extend along a segment of the former rail corridor from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenues (**Figure 1**). The project primarily occurs within the former rail right-of-way (ROW) with the exception of proposed improvements at road and street crossings. The County-owned ROW for the proposed Ludlam Trail is approximately 100 feet wide

for most of its length, although it narrows to between 75 and 80 feet in some areas; and down to 18 feet easements in privately-owned sections designated for mixed-use development. The project study area traverses sections of the City of Miami and unincorporated Miami-Dade County, and is immediately adjacent to the City of South Miami and proximate to the City of West Miami. The Ludlam Trail Corridor project location is shown in **Figure 1**.

1.2 Project Background

In December 2018, MDPROS acquired the land formerly used as a railroad corridor from FECR. Approximately one (1) mile of the northernmost section of the corridor has an Interim Trail Use designation by the Surface Transportation Board (STB) and, although the rails have been removed, the corridor could be re-activated for railroad use in the future. The remaining approximate five (5)-mile portion of the corridor has been fully abandoned from railroad use since 2006. The County will develop the Ludlam Trail Corridor for public use, as a shared-use trail for non-motorized use. Miami-Dade County intends to utilize a variety of funding sources (e.g., federal, state, local) for the project through a Local Agency Program (LAP) agreement.

Consistent with the *Miami-Dade County Comprehensive Development Master Plan* (2018) and zoning approvals, there are three areas authorized for mixed-use development within the Ludlam Trail Corridor. The locations of the development nodes include the north/south sides of SW 40th Street/Bird Road, SW 24th Street/Coral Way, and from SW 8th Street/Tamiami Trail/Calle Ocho to SW 12th Street. Miami-Dade County acquired an 18-foot wide perpetual easement through the proposed development nodes for continuity of the Ludlam Trail.

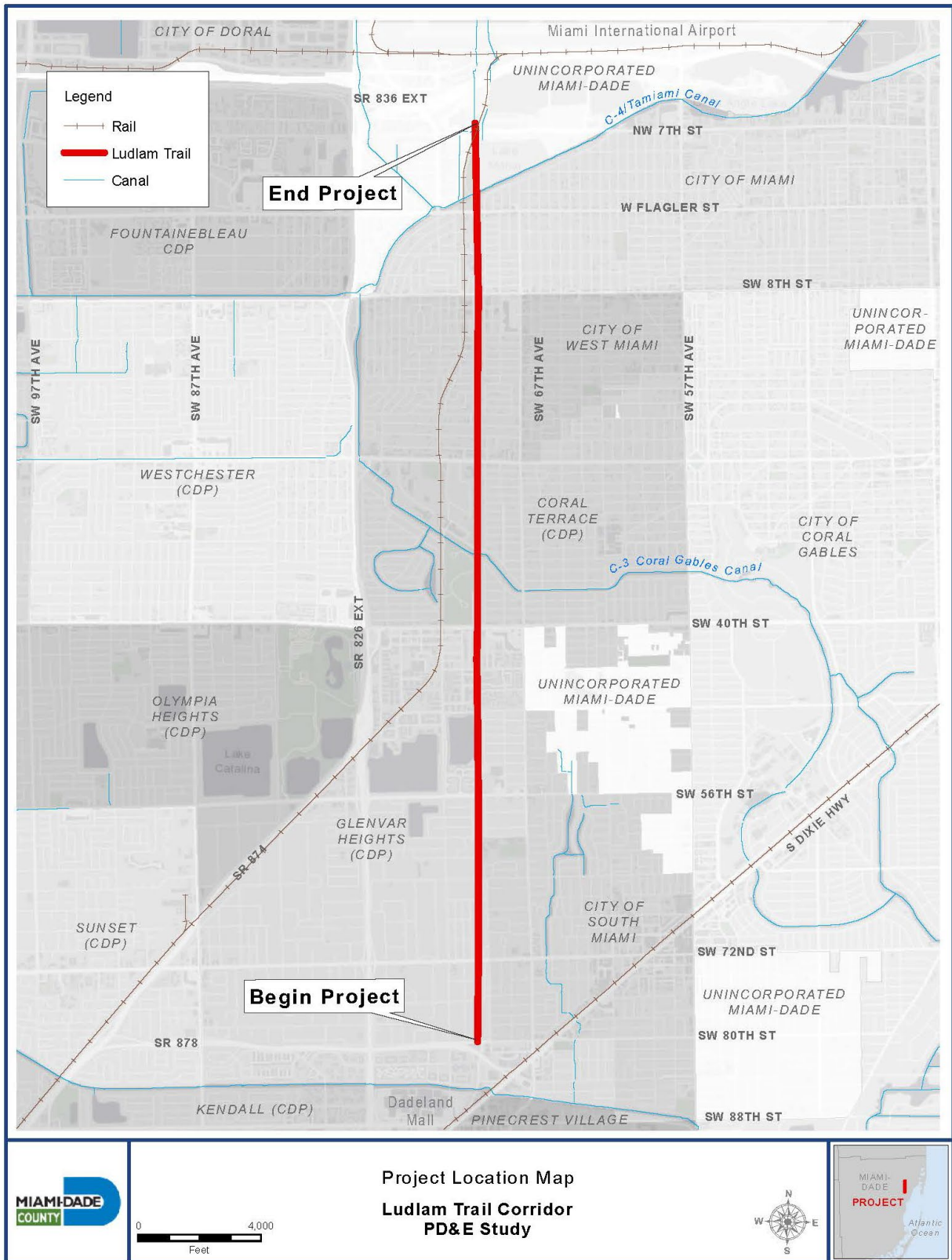


Figure 1: Project Location Map

2.0 PROJECT PURPOSE AND NEED

The purpose of the proposed Ludlam Trail Corridor Project is to encourage the use of alternate modes of transportation and enhance overall connectivity and accessibility to schools, parks, transit stations, and bus stops for as many as 30,500 residents present within two miles of the proposed project corridor. The proposed project will provide a safe, dedicated, and direct means of non-motorized transportation to and from areas of residences, work, schools, parks, and shopping centers, and will serve bicyclists, pedestrians, and other non-motorized uses. The need for the proposed project is based on the criteria identified below.

2.1 Primary Criteria

Area Wide Network/System Linkage

The proposed project supports the vision of the *Miami-Dade County Parks and Open Space System Master Plan*, a primary element of which is to “provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion.” The Master Plan provides a 50-year unifying vision for a livable and sustainable Miami-Dade County, which involves the development of a seamless system of greenways, trails, and water trails. The Ludlam Trail will be a vital component of this network as it will link parks, open spaces, and civic institutions to neighborhoods, while offering a reliable transportation alternative. From a regional perspective, the proposed project will connect via sidewalks to the Metrorail Dadeland North Station to the south; the proposed Strategic Miami Area Rapid Transit (SMART) Plan Corridor #2 (East-West Corridor) near NW 7th Street to the north; and to other planned trails including The Underline/East Coast Greenway, South Dade Trail, Snapper Creek Trail, East/West Trail, and Merrick Trail.

2.2 Secondary Criteria

Social and Economic Demand

According to the *Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study* (2011), development of the Ludlam Trail Corridor will improve public mobility for walking and biking to schools, parks, and transit stations, resulting in a reduction of daily vehicle trips in the project vicinity. By providing additional non-motorized transportation options, fewer vehicles will likely travel on the surrounding roadway network, which will help to reduce traffic congestion on major arterials in the area. Furthermore, the proposed project will enhance mobility and strengthen connections to neighboring communities, providing increased opportunities for economic development.

3.0 PROJECT PLANS TO ADDRESS THE PROJECT NEEDS

Based on preliminary engineering designs, the Ludlam Trail will consist of a 12-foot-wide bike path and an 8-foot-wide pedestrian path with an adjacent 2-foot-wide soft surface jogging path, separated in areas by a landscaped buffer up to 14 feet wide. Generally, the paths will run along the center of the trail ROW. The Ludlam Trail will provide access to activity centers (e.g., schools, parks, retail, transit centers) via a multi-use path that can accommodate bicyclists and pedestrians. Connections to neighborhoods and parking facilities will also be provided via a multi-use path. Additionally, way-finding signage that indicates points of interest, interpretive information, or other signage, as appropriate, may be installed along the trail corridor.

The Ludlam Trail will consist of sections of two (2) configurations (see **Appendix A** for Proposed Typical Cross Sections):

- **Configuration 1 / Buffered Separation:** In these areas, the trail consists of a 12-foot wide bike trail and an 8-foot wide pedestrian trail separated by a landscape buffer that varies in width from 4 to 14 feet, with a 2-foot wide soft surface jogging path adjacent to the pedestrian trail.
- **Configuration 2 / No Separation:** In these areas, the trail consists of a 12-foot-wide bike trail and an 8-foot-wide pedestrian trail with an adjacent 2-foot wide soft surface jogging path. The bike and pedestrian trails are separated by an 18-inch pavement stripe.

3.1 Roadway Crossings

The Ludlam Trail will cross several major roadways, closely aligned to the center point of the Trail ROW. All crossings will be compliant with the Americans with Disabilities Act (ADA). Additionally, information signs that indicate points of interest may be installed as appropriate. There will be two (2) types of roadway crossings along the Ludlam Trail:

- **At-Grade Crossings:** At these crossings, the trail will be divided by a raised median into bicycle and pedestrian paths. The crossing will include ADA tactile warning strips and curb cuts, a lean bar, and an area to turn around between the curbed median and the roadway. Each crossing will have signage for both the trail users and street traffic, a mid-crossing refuge island, High Emphasis Crosswalk for pedestrians and Green Bicycle Crossing, cut-off pedestrian safety lighting at all crossings, potentially a High-Intensity Activated CrossWalk also known as a HAWK signal or a Pedestrian Hybrid Beacon also known as Rectangular Rapid Flashing Beacon (RRFB), and a push button actuator for the crossing.
- **Above-Grade Crossings:** These crossings will include an elevated (above-grade or grade separated) crossing that will carry the Ludlam Trail across the existing roadway. This type of above-grade crossing is proposed at four (4) locations: SW 40th Street/Bird Road, SW 24th Street /Coral Way, SW 8th Street/Tamiami Trail/Calle Ocho, and West Flagler Street.

During the Ludlam Trail PD&E Study, site specific conditions, such as volume of vehicle traffic, signal proximity, and driveway access points were considered to determine the specific type of roadway crossing most appropriate for each roadway crossing location. During the final design phase, intersection sight distance will be determined for selecting the appropriate control at a mid-block path-roadway intersection and approvals for sign placement will be obtained as necessary prior to construction. Further, coordination with FDOT's Traffic Operations will be conducted as necessary prior to construction.

3.2 Bridges

The proposed project corridor crosses two (2) canals – the Coral Gables/C-3 Canal and the Tamiami/C-4 Canal. Each of these canals are managed by the South Florida Water Management District (SFWMD). The existing bridge across the C-3 Canal is located approximately 0.5 mile north of SW 40th Street, in the northeast corner of A.D. “Doug” Barnes Park. The existing bridge across the C-4 Canal is located approximately 0.1 mile north of West Flagler Street adjacent to Robert King High Park. The existing bridges spanning each canal were originally part of the FEC rail line. As part of the proposed Ludlam Trail project, the structurally deficient bridges will be removed and replaced. The existing bridges currently consist of in-water pilings that will be removed as part of this project. It is anticipated that the new replacement bridges will each be single span without any structural elements (e.g., pilings, columns, foundations, etc.) placed in the canal. Details regarding the removal and replacement of each of the bridges will be determined in the final design phase of this project.

3.3 Development Nodes

The Ludlam Trail corridor includes nodes of private development at three (3) major roadway crossings: SW 40th Street/Bird Road, SW 24th Street/Coral Way, and SW 8th Street/Tamiami Trail/Calle Ocho to SW 12th Street. The mixed-use development nodes will be sensitive to and compatible with the adjacent areas and include an 18-foot-wide perpetual easement for the Ludlam Trail to ensure connectivity of the trail through the length of the project corridor.

3.4 Trail Improvements

Tree plantings and other forms of landscaping will surround the proposed Ludlam Trail, providing users with shade, improving aesthetics, and providing a buffer to adjacent single-family residences. It is anticipated that pedestrian rest areas will be located throughout the trail corridor and may offer trail amenities (e.g., wayfinding signs, information signs, shaded benches or outdoor seating areas, trash receptacles, drinking fountains or spigots, bike racks and bike repair stations, security lighting). Proposed trailheads may also contain aesthetic features (e.g., decorative display fountains, opportunities for public artwork displays). Details regarding these trail improvements will be developed during the final design phase of this project.

4.0 STATUTORY COMPLIANCE

The proposed Ludlam Trail crosses two (2) State Historic Highways: Sunset Drive/SW 72nd Street, as designated by Chapter 83-365 of the Laws of Florida, and Calle Ocho/SW 8th Street, as designated by Chapter 86-308 of the Laws of Florida. The proposed project and portions of roads designated by Florida Legislature as State Historic Highways are depicted on **Figure 2**.

As detailed below, the proposed project will be compliant with the applicable provisions of Chapters 83-365 and 86-308.

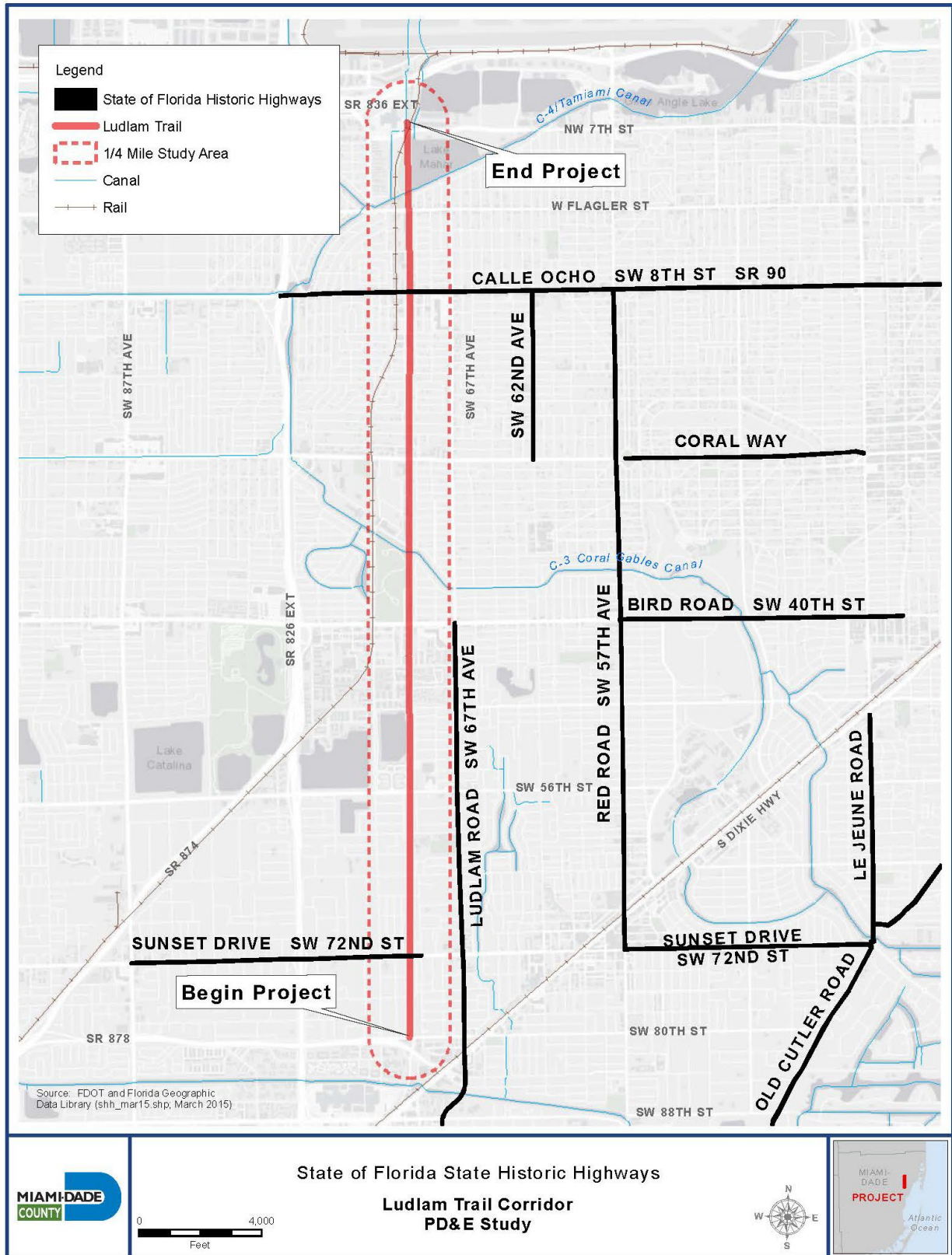


Figure 2: State of Florida State Historic Highways Map

4.1 Chapter 83-365, Sunset Drive

The applicability of each section of Chapter 83-365 of the Laws of Florida to the proposed project is outlined below.

Section 1

This section provides relevant definitions of terms used in the Chapter and is therefore not applicable to the proposed project.

Section 2

Section 2 of Chapter 83-365 states: *“Sunset Drive is hereby designated as a state historic highway. No state funds shall be expended by any public body or agency for any of the following purposes:*

- (1) To cut or remove any tree having a diameter at its thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Sunset Drive, or to engage in an activity which requires the removal without replacement of such a tree;*
- (2) To alter the physical dimensions or location of Sunset Drive, except for the addition of primary or secondary roads intersecting the limits of Sunset Drive;*
- (3) To erect, demolish, or significantly alter the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Sunset Drive, with the following exceptions:*
 - (a) Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the [Division of Archives, History and Records Management of the Department of State]. The division shall be consulted and official approval of the division obtained before any work is begun.*
 - (b) Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Sunset Drive and its surroundings. The division shall be consulted and official approval of the division obtained before any work is begun.”*

The proposed project will not include any tree removal nor alteration of Sunset Drive’s physical dimensions or location, as described in Parts (1) and (2) of Section 2, above. Therefore, these parts of Section 2 are not applicable to the proposed project. Part 3(a) of Section 2 will be applicable to the proposed project as the Ludlam Trail will be a publicly accessible pedestrian and bicycle path anticipated to cross Sunset Drive at the center point of its ROW.

The proposed at-grade crossing for Sunset Drive will include a single-lane, ADA tactile warning strips and curb cuts, a raised median at the crossing, a lean bar, and an area to turn around between the curbed median and the roadway. Any erections, demolitions, or alterations to “structures” within 100 feet of either side of the paved surface of Sunset Drive (including sidewalks and curbing) would be covered under the exception for bicycle paths. At a minimum, the existing median will likely be modified to allow for safety (of both trail users and motorists along Sunset Drive) and for trail continuity. The necessary consultation and approval from the Division of Archives, History and Records Management of the Department of State will be obtained prior to construction of the proposed project.

Section 2 also states:

“Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Sunset Drive or structures adjacent thereto, provided the physical dimensions and location of

Sunset Drive and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency having jurisdiction over the portion of Sunset Drive involved. However, the preservation of Sunset Drive shall take priority over considerations of traffic management, and the public safety shall not be construed to require alterations in Sunset Drive when alternative means of promoting safety, including more restrictive traffic regulations, are available.”

The Ludlam Trail Corridor District was adopted as part of the *Miami-Dade Comprehensive Development Master Plan* in 2017, establishing the trail as a district of county-wide significance to enhance regional mobility, provide opportunities for physical activity, and stimulate the economic vitality of the area. The proposed project will be a publicly accessible pedestrian and bicycle trail with certain nodes of responsible development that will be sensitive to and compatible with the adjacent areas. Furthermore, the proposed project will support the vision of the *Miami-Dade County Parks and Open Space System Master Plan*, which is to:

“provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion, creates new recreation opportunities, increases property values, protects natural resources, and encourages tourism and business development.”

The proposed project will be consistent with the preservation of the physical dimensions and location of Sunset Drive. Any modifications of “structures” within 100 feet of either side of the paved surface of Sunset Drive would be in direct support of the bicycle path, and covered under the exception for such facilities as described above in *Section 2, 3(a)*.

Section 3

Section 3 of Chapter 83-365 states: “No signs may be erected within 300 feet of either side of the paved surface of Sunset Drive, except the following:

- (1) Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Sunset Drive involved;*
- (2) Signs not visible from Sunset Drive;*
- (3) Markers indicating points of interest erected or approved by the division.*
- (4) Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located; or*
- (5) Signs advertising only the name or nature of the business being conducted upon, or the products, facilities, goods, or services being sold, supplied, or distributed upon or from, the premises where the signs are located, if such signs do not exceed a total of 30 square feet in area for any one business.”*

As part of the proposed project, signs that indicate points of interest, such as information signs or kiosks, may be installed as appropriate, however most will not be visible from Sunset Drive. Exact locations of proposed signs will be determined during the final design phase of the project and approvals for sign placement will be obtained as necessary prior to construction.

The proposed project will not include signs that advertise the sale or lease of property or that advertise a business, as described above in part (4) and (5) of *Section 3*. The proposed project will include signs within 300 feet of either side of the paved surface of Sunset Drive as allowed for in parts (1), (2), and (3) of *Section 3*. No other signs are proposed as part of the Ludlam Trail project.

Section 4

Section 4 of Chapter 83-365 states:

“The division is authorized to obtain, by purchase, gift, or devise, historic easements in property situated along Sunset Drive, whenever and to whatever extent that the division may determine appropriate, for the preservation of Sunset Drive or of any structure of historic significance along Sunset Drive. To be considered worthy of protection by the division, property or the protected part thereof need not be of great historic, architectural, archeological, or cultural significance when considered by itself, provided that it makes a significant contribution to the area considered as a whole. Any restriction placed on the use of the property situated along Sunset Drive pursuant to this section shall be reported by the division to the tax assessor of Dade County and shall be taken into consideration when the property is assessed for tax purposes.”

Section 4 of this law is not applicable to the proposed project as all proposed work along Sunset Drive will occur within the existing FDOT ROW.

Section 5

Section 5 of Chapter 83-365 states: *“The division shall provide for the erection of suitable markers on and along Sunset Drive.”*

Section 5 of this law is not applicable to the proposed project as markers on and along Sunset Drive are not currently planned as part of the proposed Ludlam Trail project.

4.2 Chapter 86-308, Calle Ocho

The applicability of each section of Chapter 86-308 of the Laws of Florida to the proposed project is outlined below.

Section 1

This section provides relevant definitions of terms used in the Chapter and is therefore not applicable to the proposed project.

Section 2

Section 2 of Chapter 86-308 states: *“Calle Ocho is hereby designated as a state historic highway. No state funds shall be expended by any public body or agency for any of the following purposes:*

- (1) To cut or remove any tree having a diameter at it thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Calle Ocho, or to engage in an activity which requires the removal without replacement of such a tree.*
- (2) To alter the physical dimensions or location of Calle Ocho, except for the addition of primary or secondary roads intersecting the limits of Calle Ocho.*
- (3) To erect, demolish, or significantly alter the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Calle Ocho, with the following exceptions:*

- (a) *Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the division. The division shall be consulted and official approval of the division obtained before any work is begun.*
- (b) *Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Calle Ocho and its surroundings. The division shall be consulted and official approval of the division obtained before any work is begun."*

The proposed project will not include any tree removal nor alteration of Calle Ocho's physical dimensions or location, as described in Parts (1) and (2) of *Section 2*, above. Therefore, these parts of *Section 2* are not applicable to the proposed project. Part 3(a) of *Section 2* will be applicable to the proposed project as the Ludlam Trail will be a publicly accessible pedestrian and bicycle path anticipated to cross Calle Ocho at the center point of its ROW.

An above-grade crossing is proposed for the Ludlam Trail to cross Calle Ocho for safety of both trail users and motorists along Calle Ocho. Any erections, demolitions, or alterations to "structures" within 100 feet of either side of the paved surface of Calle Ocho would be covered under the exception for bicycle paths. The necessary consultation and approval from the Division of Archives, History and Records Management of the Department of State will be obtained prior to construction of the proposed project.

Section 2 also states:

"Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Calle Ocho or structures adjacent thereto, provided the physical dimensions and location of Calle Ocho and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency and local government having jurisdiction over the portion of Calle Ocho involved. However, the preservation of Calle Ocho shall take priority over considerations of traffic management, and the public safety shall not be construed to require alterations in Calle Ocho when alternative means of promoting safety, including more restrictive traffic regulations, are available."

As mentioned above, the Ludlam Trail Corridor District's adoption as part of the *Miami-Dade Comprehensive Development Master Plan* established the trail as a district of county-wide significance to enhance regional mobility, provide opportunities for physical activity, and stimulate the economic vitality of the area. Furthermore, the proposed project will support the vision of the *Miami-Dade County Parks and Open Space System Master Plan*. The proposed project will be consistent with the preservation of the physical dimensions and location of Calle Ocho. Any modifications of "structures" within 100 feet of either side of the paved surface of Calle Ocho would be in direct support of the bicycle path and covered under the exception for such facilities as described above in *Section 2*, 3(a).

Section 3

Section 3 of Chapter 86-308 states: "No signs may be erected within 300 feet of either side of the paved surface of Calle Ocho, except the following:

- (1) *Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Calle Ocho involved.*
- (2) *Signs not visible from Calle Ocho.*
- (3) *Markers indicating points of interest erected or approved by the division.*
- (4) *Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located.*

- (5) *Signs advertising only the name or nature of the business being conducted upon, or the products, facilities, goods, or services being sold, supplied, or distributed upon or from, the premises where the signs are located.*
- (6) *Signs which are not of a permanent nature.*
- (7) *Billboards in place of the effective date of this act.”*

As part of the proposed project, signs that indicate points of interest, such as information signs or kiosks, may be installed as appropriate. As discussed, the proposed project will not include signs that advertise the sale or lease of property or that advertise a business, as described in parts (4) and (5) of *Section 3*. It will also not include signs that are not permanent, or have already-in-place billboards, as described in part (6) and (7) of *Section 3*. The proposed project will include signs within 300 feet of either side of the paved surface of Calle Ocho as allowed for in parts (1), (2), and (3) of *Section 3*. Exact locations of proposed signs will be determined during final design and approvals for sign placement will be obtained as necessary prior to construction. No other signs are proposed as part of the Ludlam Trail project.

Section 4

Section 4 of Chapter 86-308 states:

“The division is authorized to obtain, by purchase, gift, or devise, historic easements in property situated along Calle Ocho, whenever and to whatever extent that the division may determine appropriate, for the preservation of Calle Ocho or any structure of historic significance along Calle Ocho. To be considered worthy of protection by the division, property or the protected part thereof need not be of great historic, architectural, archaeological, or cultural significance when considered by itself, provided that it makes a significant contribution to the area considered as a whole. Any restriction placed on the use of the property situated along Calle Ocho pursuant to this section shall be reported by the division to the tax assessor of Dade County and shall be taken into consideration when the property is assessed for tax purposes.”

As mandated by the *Miami-Dade County Comprehensive Development Master Plan* and zoning approvals, FECI will retain parcels on either side of up to three major road crossings for mixed-use development, including Calle Ocho. FECI will provide an 18-foot wide easement through the proposed development nodes for the proposed trail. It is anticipated that the development nodes will be sensitive to and compatible with the adjacent areas. The development node on Calle Ocho will be developed and maintained by MDPROS.

Section 5

Section 5 of Chapter 86-308 states: *“The division shall provide for the erection of suitable markers on and along Calle Ocho.”*

Section 5 is not applicable to the proposed project as markers on and along Calle Ocho are not currently planned as part of the proposed Ludlam Trail Corridor.

Section 6

Section 6 of Chapter 86-308 states: *“Prior to approving any alteration of Calle Ocho, the division shall advertise and hold a public hearing and shall notify the affected businesses, property owners of record, and those known associations representing residents, property owners, and merchants. Additionally, the*

Department of Transportation shall consult with these associations representing affected persons before making any alterations.”

The PD&E Public Meeting was held on November 19, 2020 and the PD&E Public Hearing is anticipated to be held on August 24, 2021. The Public Meeting was advertised and the Public Hearing will be advertised in local newspaper(s) consistent with all applicable federal, state, and local requirements, including the FDOT PD&E Manual and the ADA. **Appendix B** provides the Public Meeting and Public Hearing Summaries.

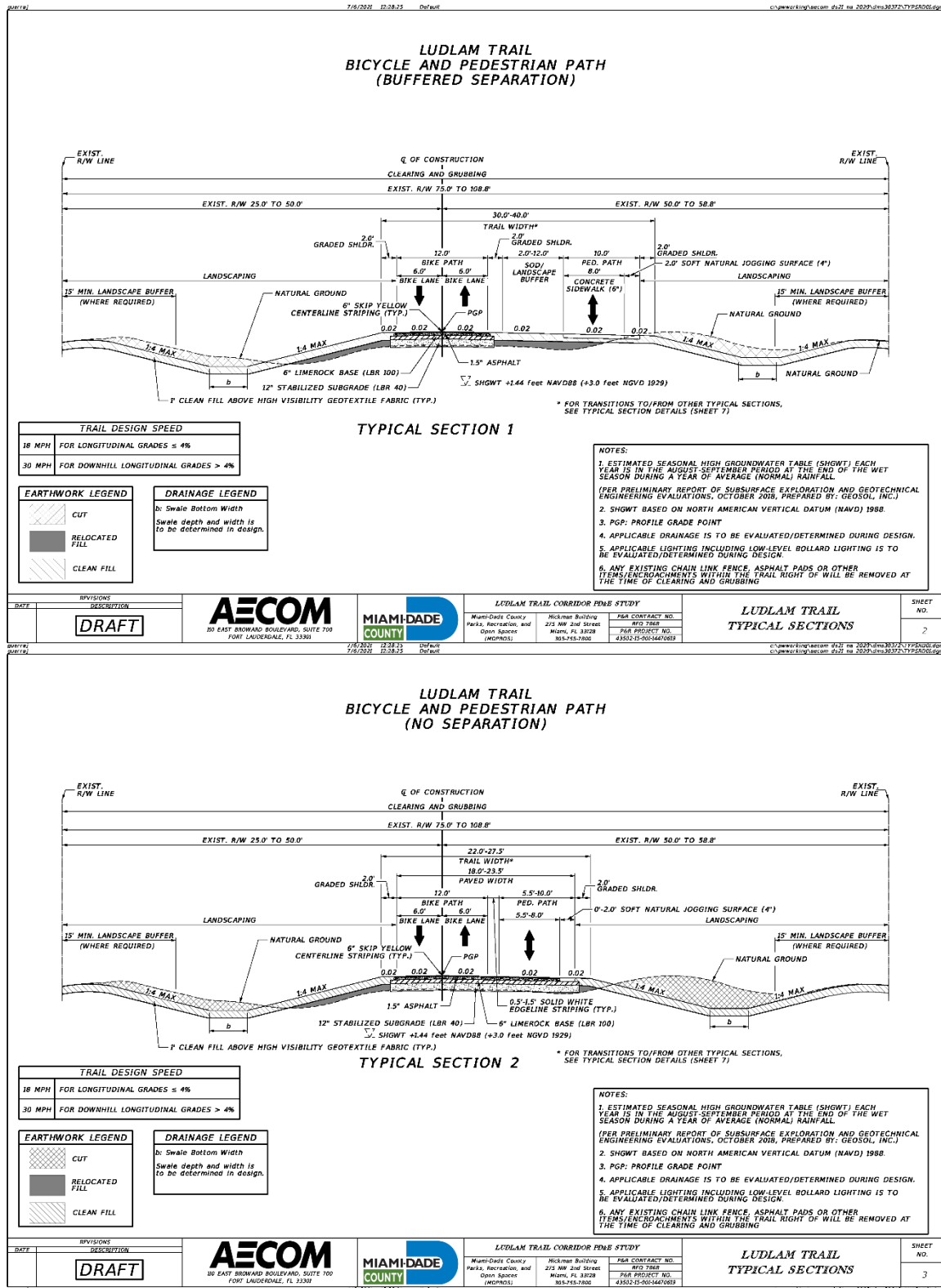
5.0 CONCLUSION

In conclusion, under the provisions of Chapters 83-365 and 86-308, MDPROS in coordination with the FDOT has determined that the proposed Ludlam Trail Corridor Project will be in compliance with all laws and requirements.

Additionally, the proposed project will support the vision of the *Miami-Dade County Parks and Open Space System Master Plan*, as well as community goals and guiding principles related to social, environmental, and economic aspects.

APPENDIX A

Proposed Typical Cross Sections



APPENDIX B

Summary of Public Meeting and Public Hearing

Public Meeting Summary

Date: November 19, 2020

Ludlam Trail Corridor Project Development & Environment (PD&E) Study
from SW 80th Street to 400 feet north of NW 7th Street, between 69th-70th Avenue

Financial Management (FM) Number: 444236-1-22-01

FDOT Project Manager: Not Yet Assigned

Purpose of meeting:

The Miami-Dade County Parks, Recreation and Open Spaces Department (MDPROS), in coordination with the Florida Department of Transportation (FDOT), hosted a public information meeting as part of an ongoing effort to discuss plans to develop a 5.6-mile multi-use trail within the former Florida East Coast railroad corridor, which stretches from SW 80th Street to 400 feet north of NW 7th Street in Miami-Dade County.

Date/Time/Location of meeting:

MDPROS hosted an online Public Information Meeting on November 19, 2020 from 6:00 to 8:00 pm to engage the public, gather additional input, and inform neighbors and the community about the ongoing progress of the project. In compliance with COVID-19 guidelines, the event was held virtually via Zoom with an interactive website affording the public several opportunities to send questions and comments, and answer polling questions. The event was advertised through mailouts, newspaper ads, email, the Miami-Dade County website, social media, flyers, and stakeholder meetings.

Elected or Public Officials attendees:

As listed on the project website (www.miamidade.gov/ludlamtrail), the following elected officials attended the Public Information Meeting:

- Mayor Sally Phillips/ South Miami
- Councilmember Anna Hochkammer/Village of Pinecrest
- Manny Orbis on behalf of Miami Dade County Commissioner Sosa

Other attendees:

More than 400 people participated in the 2-hour interactive online event. Additionally, a recording of the meeting and a copy of the presentation were posted to the Ludlam Trail project website at <https://www.miamidade.gov/global/recreation/ludlam-trail/home.page>. A 21-day public comment period followed the virtual information meeting during which 291 written comments were received. The comments were reviewed by staff and incorporated into the project.

Key items discussed:

The primary topics of the comments received included:

Design Concerns - 119 Comments (41%)

- Lights after dark: How will they impact adjacent properties
- Landscaping and planting selections; consider native and more shade trees
- How will existing fences be impacted

- What will the private development nodes look like
- Requests to see designs
- Requests for more detail on road crossings

Overall Safety and Trail Comfort - 57 Comments (20%)

- Concerns about shelters attracting vagrants
- Amenities along trail like restrooms and other Concessions
- Privacy of adjacent private properties
- Parking and distance to trail
- Security of trail after dark
- Hours of operation for public

Connections and Trail Access - 34 Comments (11%)

- Access from adjacent private properties
- Access to lakes and canals along trail
- Timing of public access to trail
- ADA access for wheelchair users, cyclists, and strollers, etc.

Trail Use - 16 Comments (5%)

- Pet friendly trail with water stations
- Suggestions for horses on part of the trail
- Restrictions on electric or motorized bicycles or wheelchairs
- Delivery and drop-off lanes near the trail

Action items:

The MDPROS project team will study comments and recommendations presented by the public before moving forward with the proposed design.

Involvement needed from District Secretary or Directors:

None.

Appendix B will be updated after the Public Hearing.

Copies of transcripts, comments cards, and meeting hearing advertisements will follow the summary.

Public Hearing Summary

Date: August 24, 2021

Ludlam Trail Corridor Project Development & Environment (PD&E) Study from SW 80th Street to 400 feet north of NW 7th Street between 69-70th Avenues

Project Identification Number: 444236-1-22-01

FDOT Project Manager: Not Yet Assigned

Purpose of meeting:

The Miami-Dade County Parks, Recreation and Open Spaces Department (MDPROS), in coordination with the Florida Department of Transportation (FDOT), hosted a Public Hearing as part of an ongoing effort to discuss plans to develop a 5.6-mile multi-use trail within the former Florida East Coast railroad corridor, which stretches from SW 80th Street to 400 feet north of NW 7th Street between 69-70th Avenues in Miami-Dade County.

Date/Time/Location of meeting:

The hybrid Public Hearing was held on [[provide date and time: currently scheduled for August 24, 2021 at 6:00 – 8:00 p.m.]. The hybrid format invited participants to attend either virtually via Zoom or in person at the Miami-Dade County Main Library, located at 101 West Flagler Street, Miami, FL 33130.

Elected or Public Officials attendees:

List here...

Other attendees:

Please view sign-in sheet.

Key items discussed:

-List here...

Action items:

The MDPROS project team will study comments and recommendations presented by the public before moving forward with the proposed design.

Involvement needed from District Secretary or Directors:

None.

Other information / notes:

None.