

Section Two **DESIGN GUIDELINES**

TYPICAL ABOVE-GRADE CROSSING
PLAN

RAIL-WITH-TRAIL CONCEPT

WEST FLAGLER STREET CROSSING

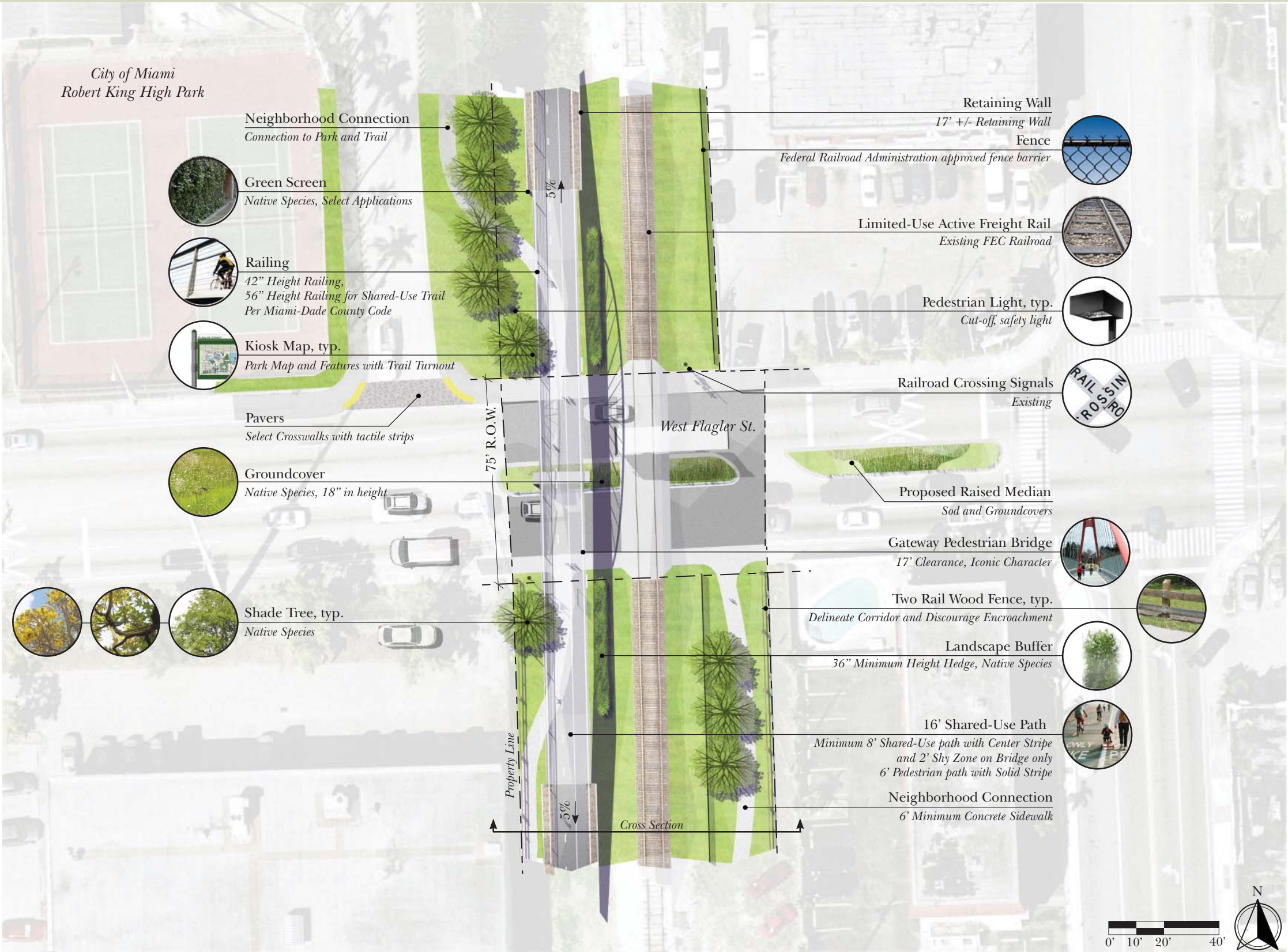
Flagler Street has served as the spine of Miami-Dade County for decades. As the baseline for all streets in Miami-Dade County, Flagler Street connects the Central Business District of Downtown Miami with the western suburbs of unincorporated Miami-Dade County. For this reason, Flagler serves as an arterial of bus transit with multiple routes and several stops within walking distance of the Ludlam Trail corridor.

This section that Ludlam Trail crosses is named West Flagler St. for its location west of Miami Avenue. The crossing is located adjacent to the City of Miami Robert King High Park. This study area highlights the use of above-grade crossing techniques to ensure a safe pedestrian friendly crossing of a major arterial road along with neighborhood connectivity which is diagrammed on Page 49.

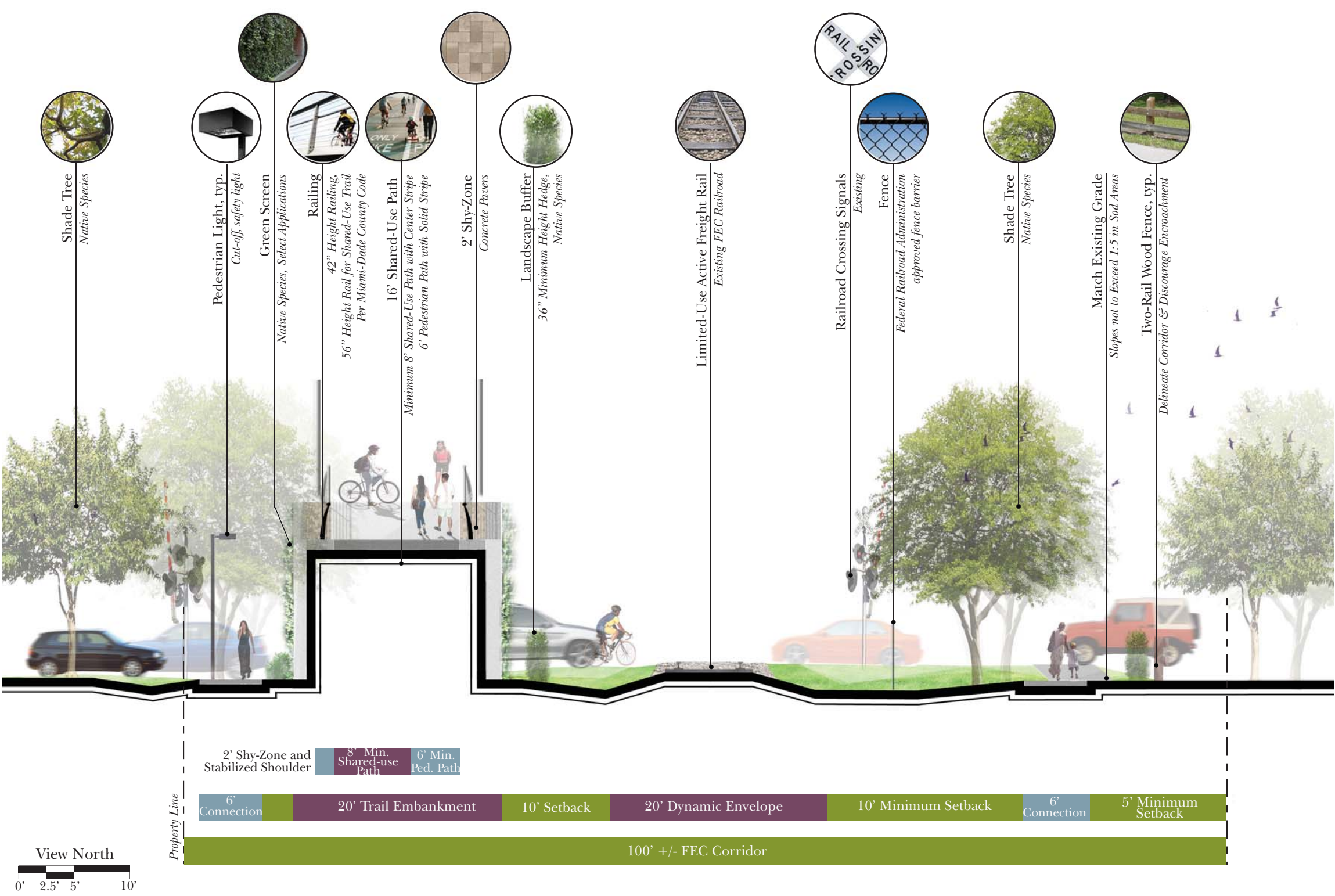
The Florida Department of Transportation 2008 AADT count showed an estimated 57,500 vehicles and a forecasted count of 70,300+ vehicles by 2017. High roadway volumes coupled with adjacent driveways and a close signalized intersection requires an above-grade crossing to ensure trail user safety.

Highlights of the plan include:

- Typical above-grade crossing of an arterial road
- Neighborhood and street sidewalk network connections
- Preservation of active freight rail corridor
- Non-residential zoning along trail corridor
- Opportunity to incorporate public artwork
- Connection to a municipal park
- Forms western gateway to the City of Miami
- Similar conditions at SW 8th St. (Tamiami Trail)



Section Two **DESIGN GUIDELINES**



TYPICAL ABOVE-GRADE CROSSING
CROSS-SECTION

RAIL-WITH-TRAIL CONCEPT

WEST FLAGLER STREET CROSSING

Addressing all pedestrian and cyclist safety concerns, this cross-section highlights the above-grade crossing techniques used at West Flagler Street. This concept maintains a limited-use active rail corridor with twenty (20) foot setbacks from centerline of railroad for maintenance use. Neighborhood connections are shown where applicable and safe setbacks from the limited-use active rail line can be maintained.

The gateway bridge should utilize an iconic bridge character to establish the Ludlam Trail corridor as a gateway feature for the City of Miami and for the western unincorporated areas of Miami-Dade County. The bridge should be designed with a minimum seventeen (17) foot clearance from roadway to bridge support. The bridge deck should contain two foot 'shy-zones' on the western sides of a fourteen (14) foot trail for cyclist comfort and should maintain a slope no greater than five (5) percent. A green-screen type product should be installed on the trail ramp retaining walls to provide for both increased visual appeal and environmental sustainability.



Section Two **DESIGN GUIDELINES**

TYPICAL ABOVE-GRADE CROSSING
PLAN

RAIL-TO-TRAIL CONCEPT

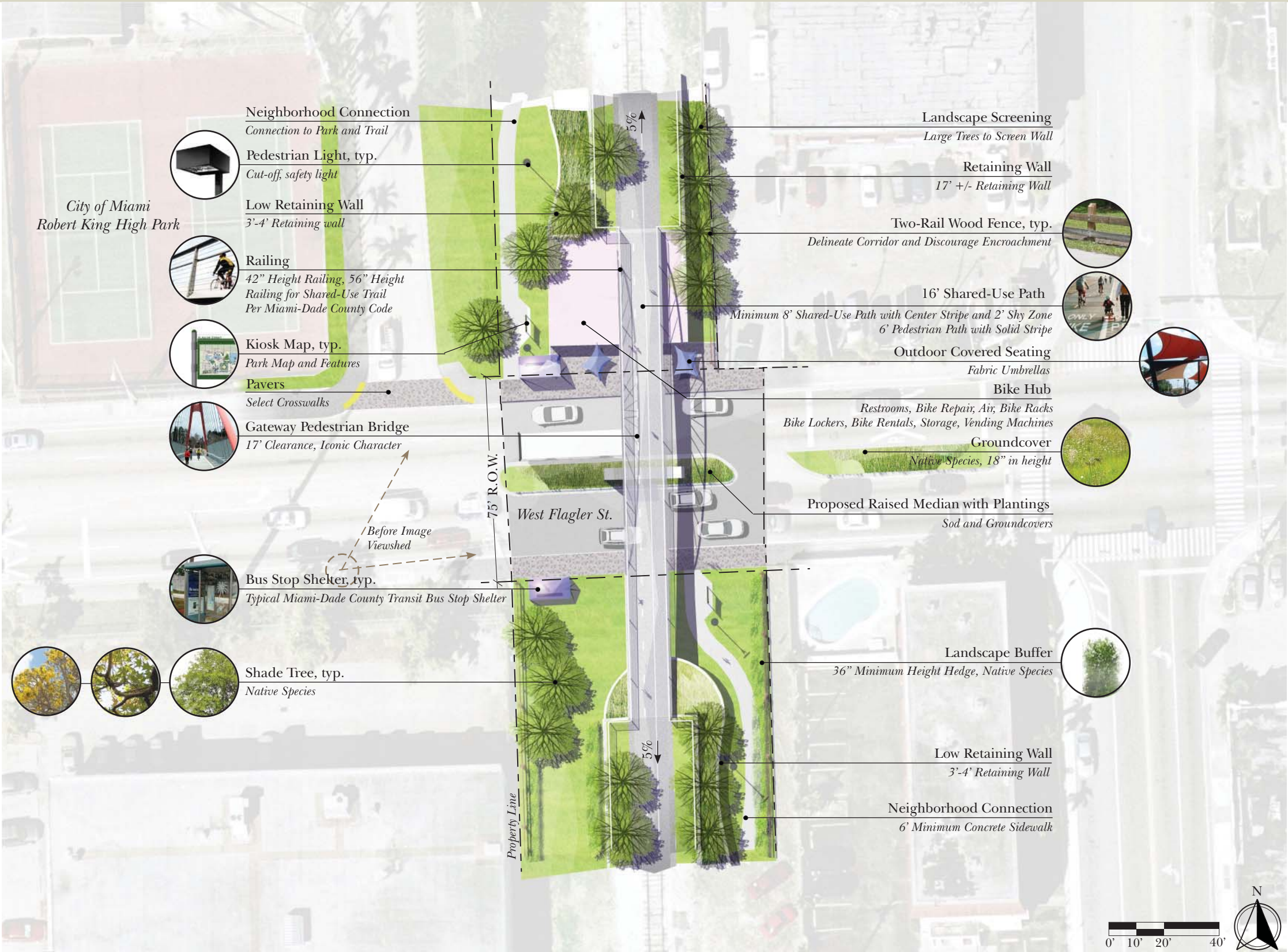
WEST FLAGLER STREET CROSSING

West Flagler Street serves several transit routes into Downtown Miami from western unincorporated areas of Miami-Dade County. Building upon the existing transit and the Miami-Dade County Parks and Open Space System Master Plan’s Great Streets Vision, the Ludlam Trail crossing at West Flagler Street has the opportunity to develop into a multi-modal transit hub.

Offering direct access to transit through conveniently located bus shelters and neighborhood connections, the rail-to-trail concept utilizes the full trail corridor for user amenities. The highlight of user amenities is a bike hub with restrooms, a vending area, bike repair shop, air for bikes and personal locker space for transit users, along with outdoor seating and gathering space.

Highlights of the plan include:

- Typical above-grade crossing of an arterial road
- Neighborhood and street sidewalk network connections
- Utilization of full corridor width for trail user amenities
- Visually pleasing retaining wall system
- Outdoor seating space
- Opportunity to incorporate public artwork
- Connection to a municipal park
- Forms western gateway to City of Miami



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WEST FLAGLER STREET CROSSING

BEFORE IMAGE

This before images serves to document the existing conditions of the West Flagler Street crossing. Note the presence of the railroad traffic signal masts and barrier treatments to the north side of the roadway next to Robert King High Park.



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Ludlam Trail Above-Grade crossing at West Flagler Street looking northeast

TYPICAL ABOVE-GRADE CROSSING

WEST FLAGLER STREET CROSSING

AFTER IMAGE

RAIL-TO-TRAIL CONCEPT

This ‘after’ image highlights the impact of a gateway bridge feature across West Flagler Street to provide a safe route for trail users. An expanded concept bike hub is located on the north side of West Flagler Street with relocated bus shelters, outdoor seating, restroom facilities, bike racks, bike lockers, air, bike repair and rental, potential retail space, and will serve Robert King High Park with additional amenities and access.

