

Section Two **DESIGN GUIDELINES**

TYPICAL COLLECTOR STREET
CROSSING
PLAN

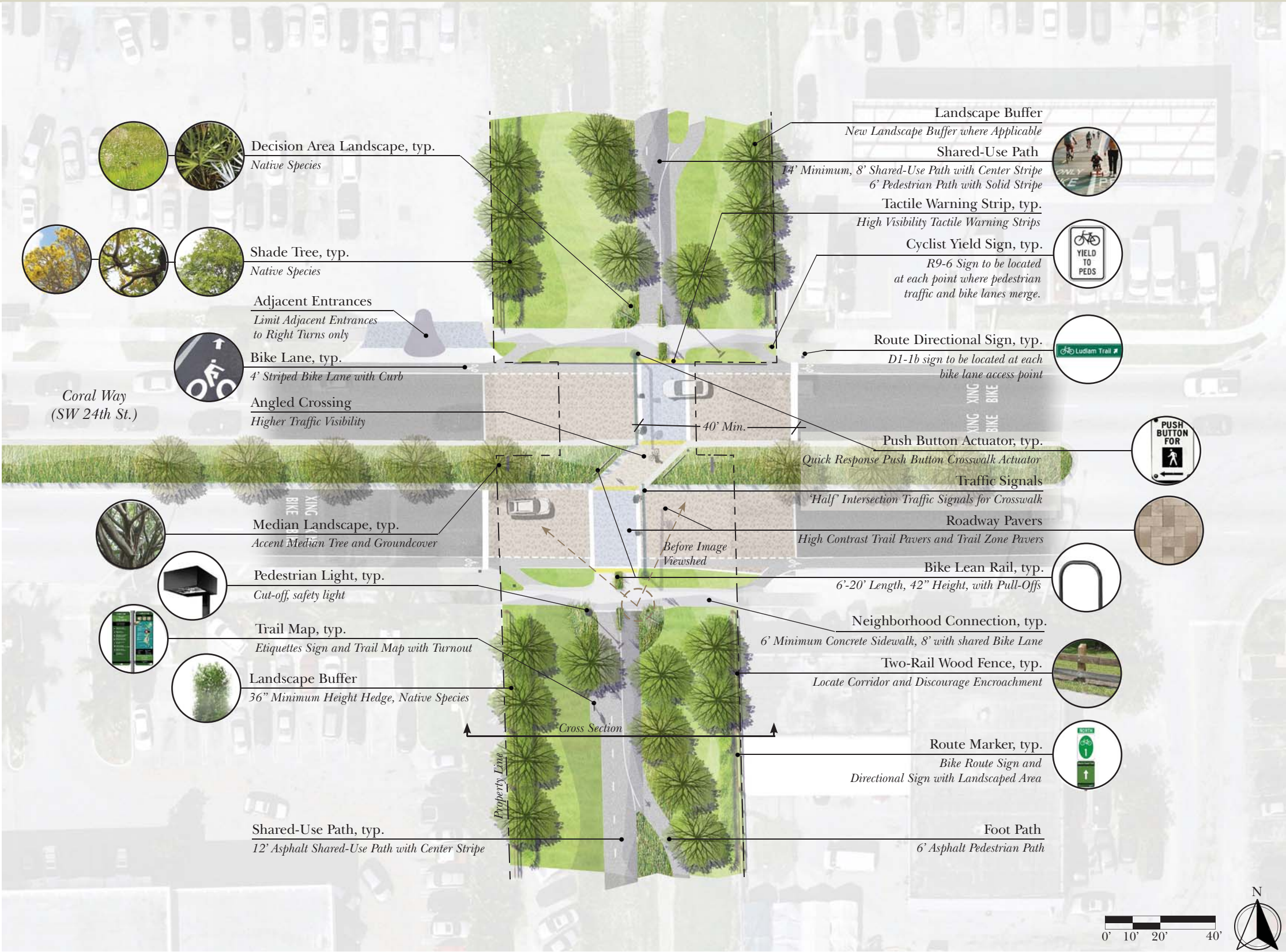
CORAL WAY (SW 24TH ST.) CROSSING

Starting in the Financial District and heading west through the City of Coral Gables, Coral Way, or SW 24th Street as it is known along the Ludlam Trail, has deep historical roots in the Miami-Dade Community. At Ludlam Trail crossing point, Coral Way no longer maintains the characteristic ficus and banyan trees in the median but still contains a four-lane divided roadway.

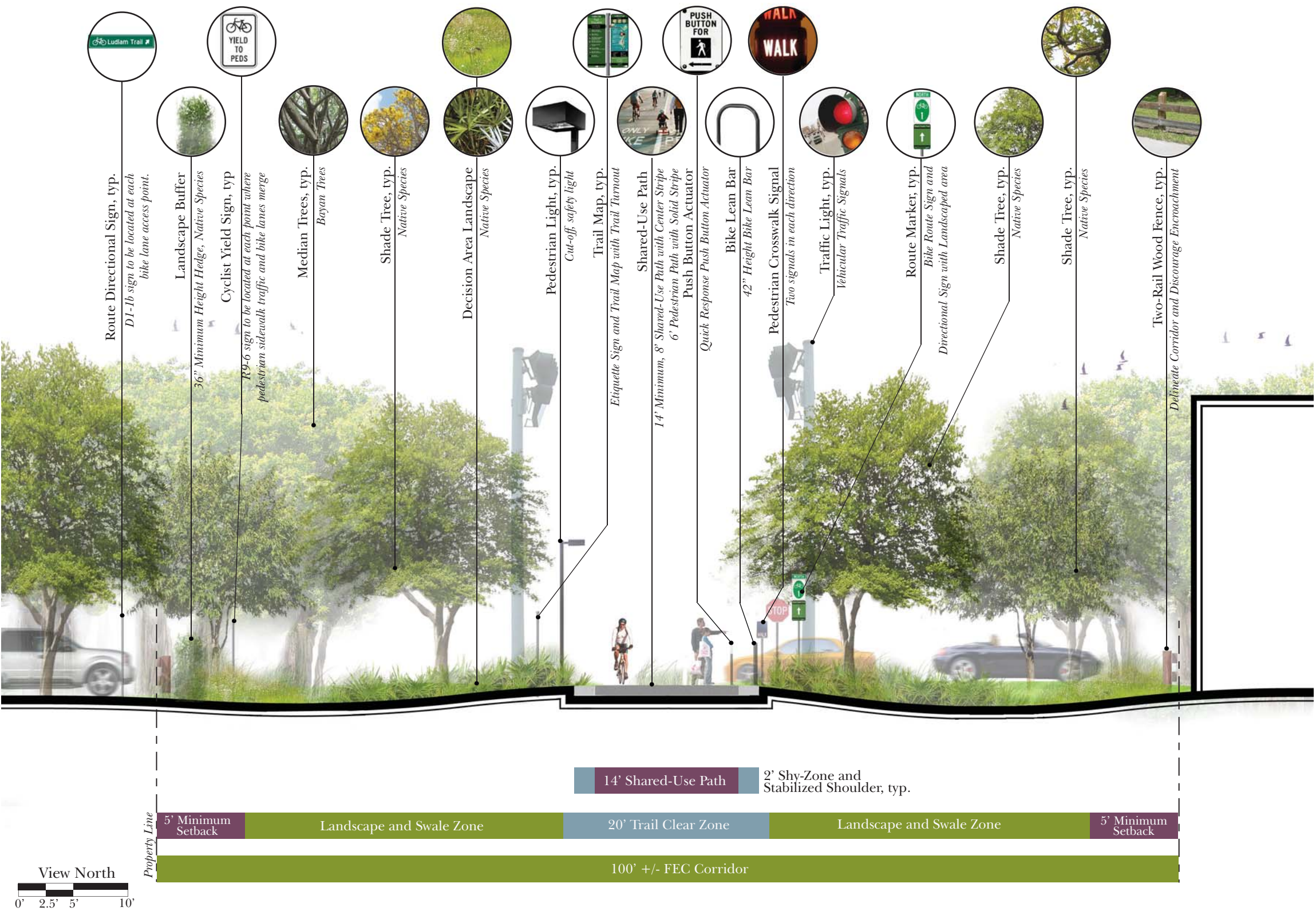
Building upon this historical aspect the at-grade crossing concept utilizes the median as a refuge island with ‘hot button’ pedestrian or cyclist activated actuators for traffic signals. Additional user safety elements include a divided decision making area for users to decide safe crossing times and an angled median crossing for maximum vehicle and user visibility.

Highlights of the plan include:

- Typical at-grade crossing of a collector or minor arterial street
- Neighborhood and street sidewalk network connections
- Wide trail crosswalk zone for user comfort
- Angled refuge island for maximum pedestrian visibility
- Incorporation of bike lanes on collector street
- Traffic signals for user activated push button
- Pedestrian crosswalk flashing warning lights
- Quick response push button pedestrian crosswalk actuators
- Embedded pedestrian crosswalk warning lights
- Similar conditions at SW 56 St. (Miller Drive) and SW 72nd St. (Sunset Drive)



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**TYPICAL CROSSING STREET
CROSSING
CROSS-SECTION**
CORAL WAY (SW 24TH ST.) CROSSING

The Coral Way or at-grade crossing concept utilizes a ‘half’ intersection with push button activated traffic lights with quick response for trail users. This cross section highlights the approach to the decision making area with a divided trail and signage to include directional signs, a trail map and a stop sign.

Adjacent commercial properties are screened with the use of a 36” minimum height hedge and a two-rail wood fence which will reestablish the property line and discourage future encroachment. Pedestrian lighting is shown for all decision making areas and crossings with low level poles and cut-off safety lighting. Between decision making areas the trail will be unlit through residential areas.



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TYPICAL COLLECTOR STREET
CROSSING

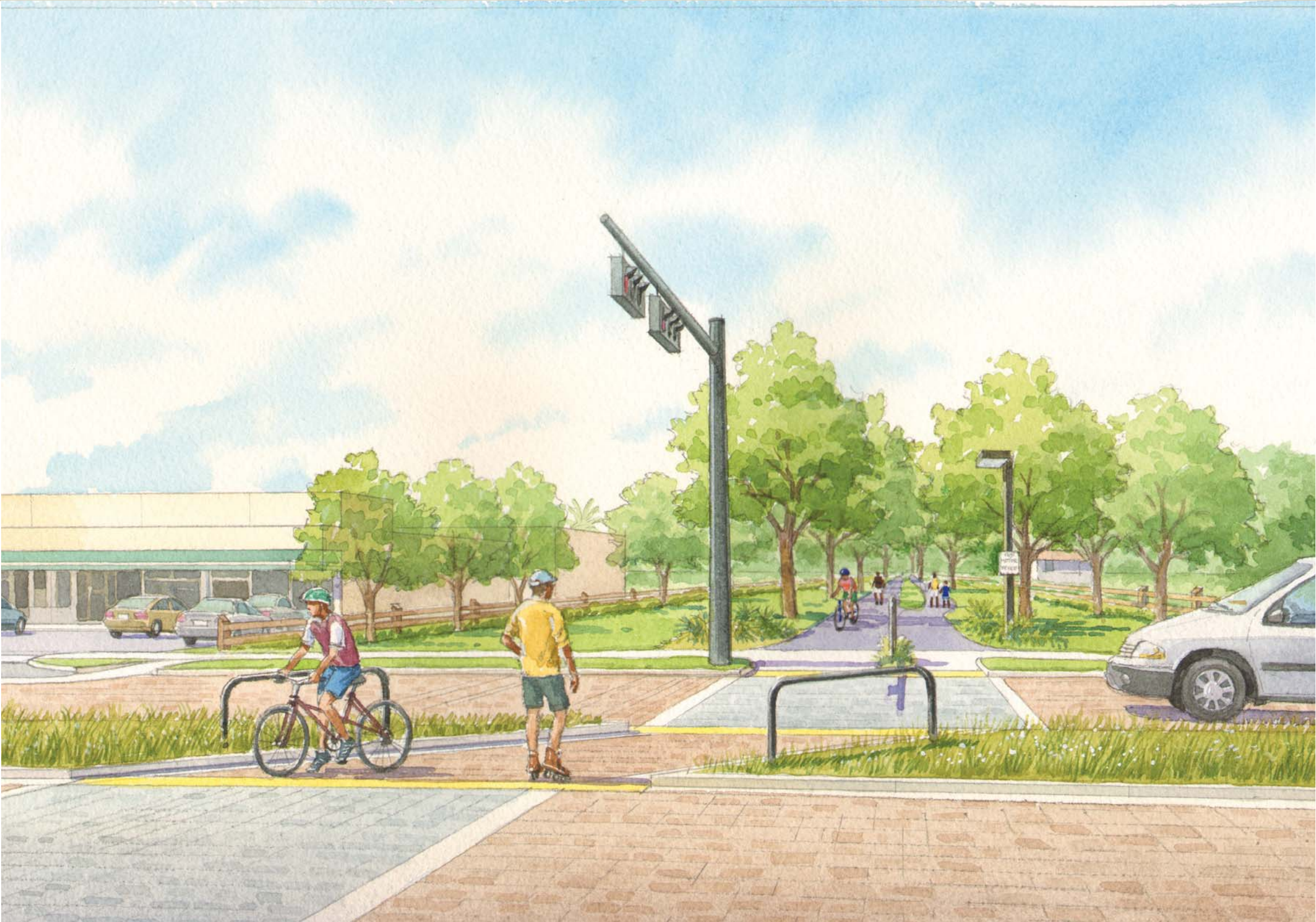
CORAL WAY (SW 24TH ST.) CROSSING

BEFORE IMAGE

Highlighting an area of the corridor where the track has been removed and historical sense of the roadway has been lost, this ‘before’ image of the Coral Way crossing of Ludlam Trail builds upon neighborhood connectivity and safe transportation alternatives.



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Ludlam Trail at Coral Way (SW 24th St.) looking north

TYPICAL COLLECTOR STREET
CROSSING
AFTER IMAGE
CORAL WAY (SW 24TH ST.) CROSSING

The guidelines shown for the Coral Way crossing provide a safe at-grade crossing for a heavily traveled historical roadway. The image highlights the use of a twelve (12) foot wide pedestrian refuge island with bike lean rails and quick response push button actuators along with the use of high contrast pavers which help to establish the corridor as a pedestrian priority zone.

