



COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission

FROM: Rickelle Williams, Interim City Manager

DATE: June 26, 2024

TITLE: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE PUBLIC SAFETY AND NEIGHBORHOOD QUALITY OF LIFE COMMITTEE, AT ITS JUNE 5, 2024 MEETING, DIRECTING THE CITY ADMINISTRATION TO PROCEED WITH OPTION 2 OF THE PROPOSED PILOT PROGRAM WHICH MAINTAINS TWO-WAY TRAFFIC ON SHERIDAN AVENUE AND ROYAL PALM AVENUE FROM 40 STREET TO 41 STREET, AND PROHIBITS NORTHBOUND AND SOUTHBOUND LEFT TURNS ONTO 41 STREET DURING WEEKDAY AFTERNOON PEAK PERIODS, FROM 3:30 P.M. TO 7:00 P.M., FOR A DURATION OF UP TO SIX (6) MONTHS, COMMENCING AFTER SCHOOL IS BACK IN SESSION.

RECOMMENDATION

The City Administration ("Administration") recommends that the Mayor and City Commission ("City Commission") adopt the Resolution.

BACKGROUND/HISTORY

At the March 13, 2024 City Commission meeting, at the request of Commissioner David Suarez, the City Commission referred item C4 V to the Public Safety and Neighborhood Quality of Life Committee ("PSNQLC" or "Committee") to discuss a potential pilot program which would consist of a one-way conversion of Sheridan Avenue and Royal Palm Avenue from 37 Street to 44 Street, and the restriction of turning movements, particularly left turns, onto 41 Street (i.e. allowing north-south travel only) during weekday afternoon peak periods. The pilot is intended to facilitate northbound/southbound vehicular travel within the City of Miami Beach ("City") rather than vehicular trips leaving the City via 41 Street during the weekday afternoon peak hours.

State Road ("SR") 112/41 Street is classified as a principal arterial under the jurisdiction of the Florida Department of Transportation ("FDOT"). The corridor is located in Middle Beach and provides direct access to/from I-195/Julia Tuttle Causeway, a limited access federal interstate facility, and SR A1A/Collins Avenue/Indian Creek Drive (also under FDOT's jurisdiction).

The 41 Street corridor regularly experiences heavy traffic congestion during weekday afternoon peak hours and major special events in the City. Several factors contribute to daily recurring traffic congestion along the corridor, including increased volumes due to drivers avoiding major ongoing construction and choke points on I-395/MacArthur Causeway, closely spaced traffic signals, extensive school zones, high number of pedestrian crossings, and heavy side street traffic from the connecting north-south avenues which results in vehicles frequently blocking the intersections and creating gridlock in all directions. Based on the FDOT 2022 Level of Service ("LOS") map, the 41 Street corridor is and has been operating at LOS F (failing) based on the annual average daily traffic and capacity of the roadway.

ANALYSIS

Pursuant to Sections 2-95 and 2-96.1 of the Miami-Dade County ("County") Code, all traffic control and traffic engineering services in Miami-Dade County are under the exclusive jurisdiction of the County. Therefore, any modifications to the existing traffic flow usually require review and approval from Miami-Dade County Department of Transportation and Public Works ("DTPW").

At the March 30, 2024 PSNQLC meeting, the Committee discussed the item and recommended that the Administration schedule a community charrette to obtain feedback on a potential pilot program and return to the June 5, 2024 PSNQLC meeting with an update.

Pursuant to the Committee's recommendation, on May 7, 2024, the Administration conducted a hybrid community charrette to obtain community input on the potential pilot program. The community charrette was well-attended with 41 of participants attending in person and 73 participants attending virtually via Zoom. During the community charrette, the Administration presented two (2) potential options to the community (Attachment A). Both pilot options are intended to facilitate northbound-southbound vehicular traffic flow through the 41 Street intersection during the weekday afternoon peak hours of 3:30 p.m. to 7:00 p.m.

Option 1 will create a one-way pair with Sheridan Avenue (two travel lanes) operating in the northbound direction and Royal Palm Avenue (two travel lanes) operating in the southbound direction. No turns (left or right) onto 41 Street would be allowed from either Sheridan Avenue or Royal Palm Avenue during the pilot. This option will require Police resources to be deployed at the six (6) intersections affected along both avenues between 40 Street and 42 Street. On-street parking would be temporarily prohibited along the west side of Sheridan Avenue and the east side of Royal Palm Avenue during the pilot so that vehicles do not park facing the opposite direction of vehicular traffic flow. No northbound left turns will be permitted from Sheridan Avenue onto 40 Street during the Pilot Program.

Option 2 will maintain the existing two-way traffic flow on Sheridan Avenue and Royal Palm Avenue. No left turns would be allowed onto 41 Street from Sheridan Avenue and Royal Palm Avenue during the pilot. This option will require Police resources to be deployed at two (2) intersections only (Sheridan Avenue and 41 Street and Royal Palm Avenue and 41 Street). In addition, this option does not affect on-street parking and reduces the impact to the neighborhood as compared to Option 1. It is worth noting that, pursuant to recent discussions with DTPW regarding the pilot program, Option 2 would not require DTPW review and approval.

During the community charrette, most participants did not support a pilot program. Additionally, following the community charrette, the Administration conducted a two (2) week online survey from May 9 through May 23, 2024. The purpose of the survey was to obtain feedback from the community on the two (2) options for a potential pilot program. **A total of 343 responses were received (Attachment B). Based on the general community feedback received, 34.69% of respondents supported Option 1; 34.11% of respondents supported Option 2; and 31.20% of respondents did not support the implementation of a pilot program.**

At the June 5, 2024 PSNQLC meeting, the Administration provided an update on the community charrette and the results of the community online survey. The PSNQLC recommended that the Administration implement Option 2 of the proposed pilot program maintaining the two-way traffic configuration on Sheridan Avenue and Royal Palm Avenue from 40 Street to 41 Street, and prohibiting northbound and southbound left-turns onto 41 Street during weekday afternoon peak periods, from 3:30 p.m. to 7:00 p.m., for a duration not to exceed six (6) months. The Committee recommended that the pilot commence after school is back in session to allow the Administration to collect data prior to implementation for post-implementation evaluation.

Tangentially, the Administration is exploring various strategies to manage the increased vehicular demand on 41 Street and on the north-south avenues connecting to 41 Street. Currently, the Transportation and Mobility Department is engaging one of the City's rotational traffic engineering consultants to study the feasibility of creating dedicated turn lanes on the north-south avenues to

more effectively facilitate turns onto 41 Street during peak periods as well as the flow of vehicles wishing to cross 41 Street and continue traveling northbound/southbound. The preliminary findings and recommendations of the traffic study are anticipated by end of 2024 and will be shared with the City Commission via Letter To Commission ("LTC"). Note that FDOT and DTPW review and approval of the traffic study will be required.

Furthermore, FDOT is currently conducting a comprehensive analysis to re-time the traffic signals along 41 Street to ensure signal coordination and vehicular traffic progression along the corridor. The FDOT study is anticipated to be completed by early 2025.

FISCAL IMPACT STATEMENT

The implementation of Option 2 will require Miami Beach police resources at two (2) intersections on 41 Street to assist with placing signs and enforcement of the no-left turns onto 41 Street from northbound and southbound Sheridan Avenue and Royal Palm Avenue. The cost to rent traffic control signage necessary for the pilot program is included in the Transportation and Mobility Department's Fiscal Year 2024 Operating Budget.

Does this Ordinance require a Business Impact Estimate? (FOR ORDINANCES ONLY)

The Business Impact Estimate (BIE) was published on . See BIE at:
<https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notices/>

FINANCIAL INFORMATION

N/A

CONCLUSION

The Administration is committed to exploring ways to more effectively manage increased traffic volumes and congestion on 41 Street and along the north-south avenues connecting to 41 Street, particularly during afternoon peak periods.

A strategy recommended by the PSNQLC consists of implementing a pilot program intended to facilitate northbound/southbound vehicular travel within the City rather than vehicular trips making northbound left turns onto 41 Street to leave the City via 41 Street during the weekday afternoon peak hours. Following a community charrette and a two-week online survey period, approximately 69% of all survey respondents supported a pilot program.

At the June 5, 2024 PSNQLC meeting, the PSNQLC recommended that the Administration implement Option 2 of the proposed pilot program. Option 2 will maintain the existing two-way traffic flow on Sheridan Avenue and Royal Palm Avenue. No left turns would be allowed onto 41 Street from Sheridan Avenue and Royal Palm Avenue during the pilot. This option will require Police resources to be deployed at two (2) intersections only (Sheridan Avenue and 41 Street and Royal Palm Avenue and 41 Street). In addition, this option does not affect on-street parking and reduces the impact to the neighborhood as compared to Option 1. Option 2 would not require DTPW review and approval.

As such, the Administration recommends that the City Commission accept the recommendation of the PSNQLC directing the Administration to proceed with Option 2 of the proposed pilot program during weekday afternoon peak periods, from 3:30 p.m. to 7:00 p.m., for a duration of up to six (6) months, commencing after school is back in session.

The Administration will provide the City Commission with periodic updates on the status and performance of the pilot program via Letter to Commission ("LTC").

Applicable Area

Middle Beach

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-17?

Yes

Is this item related to a G.O. Bond Project?

No

Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying? No

If so, specify the name of lobbyist(s) and principal(s): N/A

Department

Transportation and Mobility

Sponsor(s)

Commissioner David Suarez

Co-sponsor(s)