

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE LAND USE AND SUSTAINABILITY COMMITTEE, AT ITS JANUARY 16, 2025 MEETING, TO CONDUCT A FEASIBILITY STUDY ON THE USE OF THE MIDDLE TURN LANE AS A REVERSIBLE LANE ON 41ST STREET TO IMPROVE TRAFFIC FLOW DURING PEAK TRAFFIC HOURS, SUBJECT TO A FISCAL YEAR 2025 OPERATING BUDGET AMENDMENT, OR CONSIDERED AS A BUDGET ENHANCEMENT THROUGH THE FISCAL YEAR 2026 BUDGET PROCESS.

WHEREAS, at the June 26, 2024 City Commission meeting, at the request of Commissioner Alex Fernandez, the City Commission referred an agenda item (C4 AE) to the Land Use and Sustainability Committee ("LUSC") to discuss the use of the center turn lane as a reversible lane on 41 Street to improve traffic flow during peak traffic hours; and

WHEREAS, State Road ("SR") 112/41 Street is classified as a principal arterial with four (4) travel lanes (two (2) lanes eastbound and two (2) lanes westbound), and a dedicated center turn lane, primarily used for left turns; and

WHEREAS, the roadway is under the jurisdiction of the Florida Department of Transportation ("FDOT"); and

WHEREAS, the 41 Street corridor regularly experiences heavy traffic congestion during peak hours on weekday afternoons and during major special events in the City of Miami Beach ("City"); and

WHEREAS, 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, extensive school zones in the area, closely spaced traffic signals, and a high number of pedestrian crossings on 41 Street, along with heavy side street traffic from the connecting north-south avenues which results in vehicles frequently blocking the 41 Street intersections and creating gridlock in all directions; and

WHEREAS, based on the FDOT 2022 Level of Service ("LOS") map, the 41 Street corridor is, and has been, operating at an LOS F (failing) rating based on the annual average daily traffic and capacity of the roadway; and

WHEREAS, reversible lanes are a traffic management technique often utilized to improve traffic flow by changing the direction of travel lanes during a specified period of time in order to serve the direction with greater travel demand; and

WHEREAS, reversible lanes increase the directional capacity of a roadway during peak traffic periods; and

WHEREAS, reversible lanes on thoroughfares longer than two (2) miles with less than ten (10) traffic signals are encouraged and preferred. Reversible lanes can be used on a single center lane and are marked with a dashed doubled yellow line on both sides of the road with signs above to indicate which lanes are open or closed to vehicular traffic during a specific time of the day; and

WHEREAS, a benefit of reversible lanes is to improve traffic flow without the need for additional infrastructure such as road widening; however, reversible lanes also tend to be commuter-oriented and primarily serve vehicular traffic, de-emphasizing pedestrians and bicyclists and restricting left turn movements to limit access to/from adjacent land uses; and

WHEREAS, 41 Street is a roadway corridor with a large amount of pedestrian activity, nine (9) traffic signals, a school zone, on-street parking on both sides of the street, and multiple bus stops along the 3,115-foot roadway segment between Alton Road and Pine Tree Drive; and

WHEREAS, in order to implement a reversible lane on 41 Street, a warrant analysis and feasibility study including data collection, a traffic signal mast arm structural analysis, and community outreach are required to determine the feasibility of utilizing the center turn lane as a reversible lane to improve traffic flow during peak traffic hours; and

WHEREAS, it is important to note that the center turn lane of 41 Street is frequently used by emergency vehicles, including Fire Rescue, to more quickly access Mount Sinai Medical Center during periods of heavy traffic congestion; and

WHEREAS, since 41 Street is under FDOT's jurisdiction, the traffic study will need to be reviewed and approved by both FDOT and Miami-Dade County Department of Transportation and Public Works ("DTPW") in order to ascertain feasibility and proceed with design and implementation; and

WHEREAS, the City Administration is exploring various strategies to manage the increased vehicular demand on 41 Street, and the north-south avenues connecting to 41 Street, in order to help improve traffic flow in the immediate area, as well as to improve pedestrian safety; and

WHEREAS, at the January 16, 2025 LUSC meeting, the Committee discussed this item and recommended that the Administration proceed with conducting a traffic study to evaluate the feasibility of utilizing the center turn lane as a reversible lane on 41 Street between Alton Road and Pine Tree Drive to improve traffic flow during peak traffic hours; and

WHEREAS, the estimated cost for the 41 Street reversible lane feasibility study is approximately \$160,000; however, such funding has not been identified, budgeted or

appropriated at this time in the Transportation and Mobility Department's Fiscal Year 2025 operating budget.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby accept the recommendation the Land Use And Sustainability Committee, at its January 16, 2025 meeting, to conduct a feasibility study on the use of the middle turn lane as a reversible lane on 41st Street to improve traffic flow during peak traffic hours, subject to a Fiscal Year 2025 operating budget amendment, or considered as a budget enhancement through the Fiscal Year 2026 budget process.

PASSED and **ADOPTED** this ____ day of _____, 2025.

ATTEST:

Steven Meiner, Mayor

Rafael E. Granado, City Clerk

(Sponsored by Commissioner Alex J. Fernandez)

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

for Nick Colles 3/17/25
City Attorney Date
MAF