

RESOLUTION NO. _____

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 JANUARY 29, 2025 MEETING, DIRECTING THE CITY ADMINISTRATION TO EVALUATE THE POTENTIAL REMOVAL OF BULB-OUTS AT CERTAIN LOCATIONS TO INCREASE PARKING AND/OR MITIGATE TRAFFIC CONGESTION, SUBJECT TO A FISCAL YEAR 2025 BUDGET AMENDMENT OR CONSIDERED AS A BUDGET ENHANCEMENT THROUGH THE FISCAL YEAR 2026 BUDGET PROCESS.

WHEREAS, at the July 24, 2024 City Commission meeting, at the request of Mayor Steven Meiner, the City Commission referred an agenda item (C4 R) to the Public Safety and Neighborhood Quality of Life Committee ("PSNQLC") to discuss the potential removal of bulb-outs at certain locations to increase parking and/or mitigate traffic congestion; and

WHEREAS, State Road ("SR") 112/41 Street is classified as a principal arterial under the jurisdiction of the Florida Department of Transportation ("FDOT"); and

WHEREAS, this corridor is located in Mid-Beach and provides direct access to/from I-195/Julia Tuttle Causeway, a limited access federal facility, and SR A1A/Collins Avenue/Indian Creek Drive (also under FDOT's jurisdiction); and

WHEREAS, the 41 Street corridor regularly experiences heavy traffic congestion during weekday afternoon peak hours and 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, closely spaced traffic signals, an extensive school zone, a 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; and

WHEREAS, 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 volumes and the capacity of the roadway; and

WHEREAS, bulb-outs, often referred to as curb extensions, are physical extensions of the sidewalk into the parking lane to reduce the effective width of the roadway and enhance pedestrian visibility, particularly at intersections; and

WHEREAS, the Transportation and Mobility Department engaged Alta Planning & Design, Inc. ("Consultant"), one of the City's pre-qualified rotational transportation consultants, to conduct a comprehensive Traffic Study to evaluate the feasibility of creating dedicated left-turn lanes on the north-south avenues (from Chase Avenue on the

west to Sheridan Avenue on the east) approaching 41 Street to more effectively facilitate vehicular turning movements from those avenues onto 41 Street as well crossing 41 Street (north/south); and

WHEREAS, the Traffic Study includes an analysis of the impacts, if any, to the existing bulb-outs at the study intersections; and

WHEREAS, based on the preliminary findings in the draft Traffic Study, Chase Avenue, Prairie Avenue, Royal Palm Avenue, and Sheridan Avenue warrant the creation of dedicated left-turn lanes, both northbound and southbound, approaching 41 Street; and

WHEREAS, the recommended dedicated northbound and southbound left-turn lanes on Chase Avenue, Royal Palm Avenue, and Sheridan Avenue could be accommodated without impacting the existing bulb-outs; and

WHEREAS, Prairie Avenue would require the removal of existing bulb-outs and the on-street parking lane, potentially in both directions, in order to accommodate dedicated northbound and southbound left-turn lanes while maintaining the existing green bicycle lanes in each direction; and

WHEREAS, the Administration will work with FDOT to determine next steps and identify funding for the design and construction of the recommended dedicated northbound and southbound left-turn lanes approaching 41 Street on Chase Avenue, Royal Palm Avenue, and Sheridan Avenue; and

WHEREAS, at the January 29, 2025 PSNQLC meeting, the PSNQLC recommended that the Transportation and Mobility Department conduct an analysis of all existing bulb-outs in the City to determine the feasibility of potentially removing bulb-outs at certain locations to increase parking and/or mitigate traffic congestion through the creation of dedicated turning lanes; and

WHEREAS, the cost of conducting a Citywide feasibility study to evaluate the potential removal of existing bulb-outs at certain locations to increase parking and/or mitigate traffic has not been determined at this time; and

WHEREAS, the Transportation and Mobility Department staff will reach out to one of the City's rotational transportation consultants to obtain a scope of services and a fee proposal for this evaluation; and

WHEREAS, funding for this initiative has not been identified, budgeted, or appropriated; and

WHEREAS, pursuant to the recommendation of the PSNQLC, once a cost for the feasibility study has been determined, the Administration will seek a Fiscal Year 2024/25 budget amendment or work through the Fiscal Year 2025/26 budget process to allocate funding.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission accept the recommendation the Public Safety and Neighborhood Quality of Life Committee, at its January 29, 2025 meeting, directing the City Administration to evaluate the potential removal of bulb-outs at certain locations to increase parking and/or mitigate traffic congestion, subject to a Fiscal Year 2025 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 Mayor Steven Meiner
Co-Sponsored by Commissioner Laura Dominguez)

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

Dick Halligan 2/25/25
for City Attorney Date
MAF