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OFFICE OF THE CITY MANAGER

NO. LTC # 170-2011

LETTER TO COMMISSION

TO: Mayor Matti Herrera Bower and Members of the City Commission

FROM: Jorge M. Gonzalez, City Manager

DATE: July 7, 2011

SUBJECT: Traffic Back-ups at MacArthur Causeway & Terminal Island

The purpose of this Letter to Commission is to provide you with correspondence received from the Transportation and Parking Committee regarding the above subject.

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TO: Mayor Matti Herrera Bower and Members of the City Commission

FROM: Mark Weithorn, Transportation & Parking Committee Chair

DATE: July 7, 2011

SUBJECT: Traffic Back-ups at MacArthur Causeway & Terminal Island

Dear Mayor and Honorable City Commission:

At a previous Commission meeting there were questions raised regarding traffic back-ups on the McArthur Causeway at Terminal Island. The Transportation and Parking Committee inquired with the County and they have provided the below response (italics):

The referenced intersection is a critical choke point on this major route to and from Miami Beach and I'm pleased to know there is interest by the City in improving it.

The problem exists because there are so many (three) side streets on the S side of the intersection, requiring the intersection to operate with a 5-phase signal. The other two signals on the Causeway operate as 3-phase signals, leaving much more green time per cycle for the major EW movements.

We've looked for inexpensive solutions to this problem in the past, but found none.

I believe there are expensive solutions to this situation involving geometric modifications to the roadways on the S side of the intersection. Options include various combinations of the following:

- *Complete relocation of the ferry terminal to the E end of the island or to South Beach (either of which would yield the valuable side benefit of a conveniently shorter ferry trip).*
- *Complete relocation of the FPL property access to either the W or E ends of the FPL property .*
- *Adding one or two new lanes to the EW access road which connects the ferry terminal to the Coast Guard property (which would require taking some of the FPL property currently used for decorative vegetation).*
- *Rerouting all drivers that want to head EB from any of the S-side properties to a modified version of the existing unsignalized NBRT ramp 200' E of the signalized intersection.*
- *Replacing the three S-side stop bars with one stop bar that is just S of MacArthur Cswy and parallel to it.*

- *Creating dual NBLT lanes and reducing the WB turbo lanes from three to two.*

These modifications would require thorough analysis and simulation by a skilled consultant to identify the most cost-effective solution. They would also require a funding source for design and construction phases. Lastly, they would require significant cooperation from all involved parties including the following:

- *Fisher Island Ferry operators*
- *FPI*
- *US Coast Guard*
- *City of Miami Beach*
- *MDPW*
- *FDOT*

I think the next step would be to reach out to those parties to ascertain their interest in pursuing a solution.

Sincerely,

Transportation and Parking Committee