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# Bulb Out Evaluation Report

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SW 10' BO 9' G 1.42' BL 4.08' TL 11.08' TL 9.33' BL 4.75' G 1.25' BO 9.17'  
SW10'

Figure 1. Prairie Avenue and 40<sup>th</sup> Street

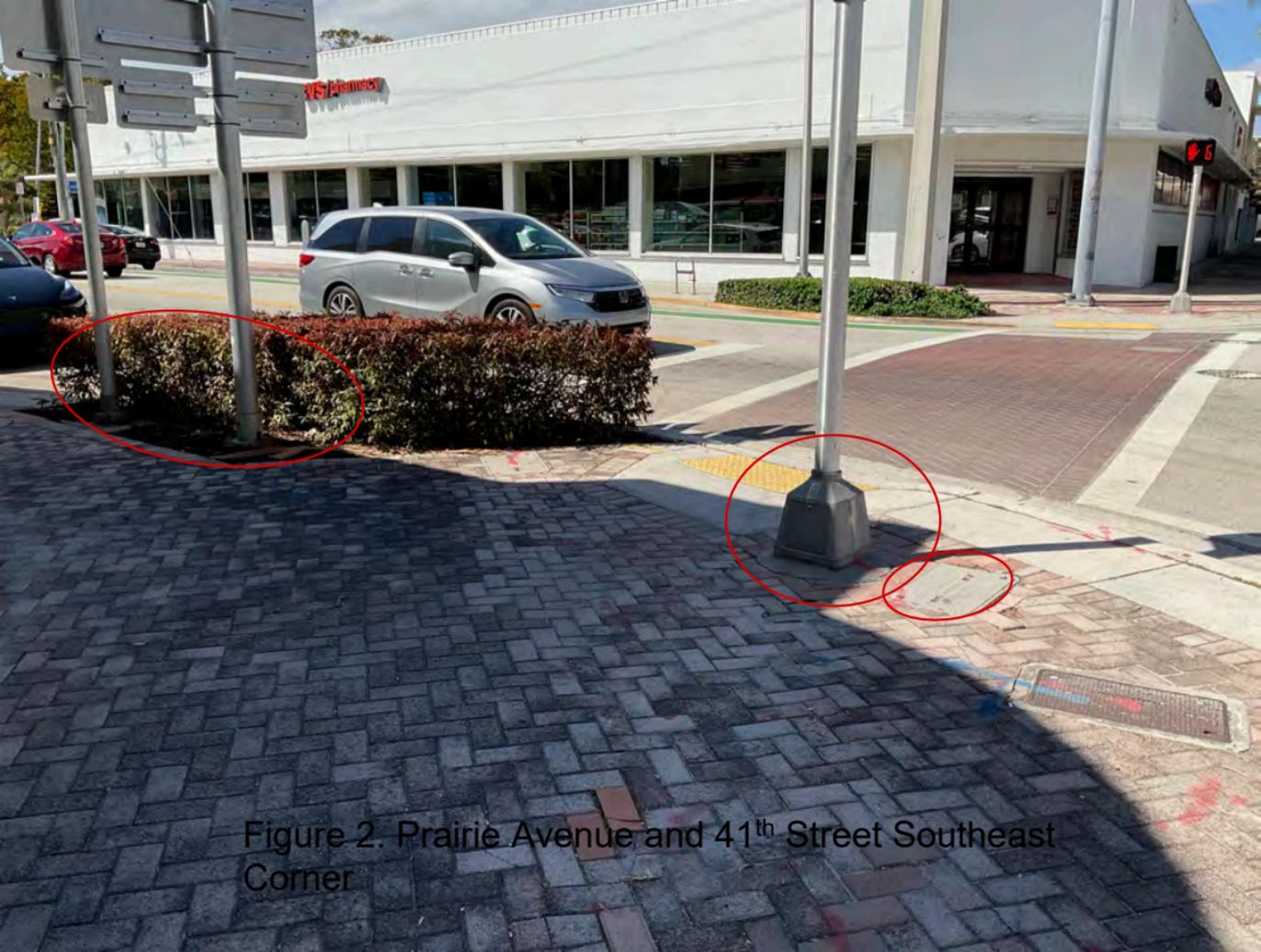


Figure 2. Prairie Avenue and 41<sup>th</sup> Street Southeast  
Corner

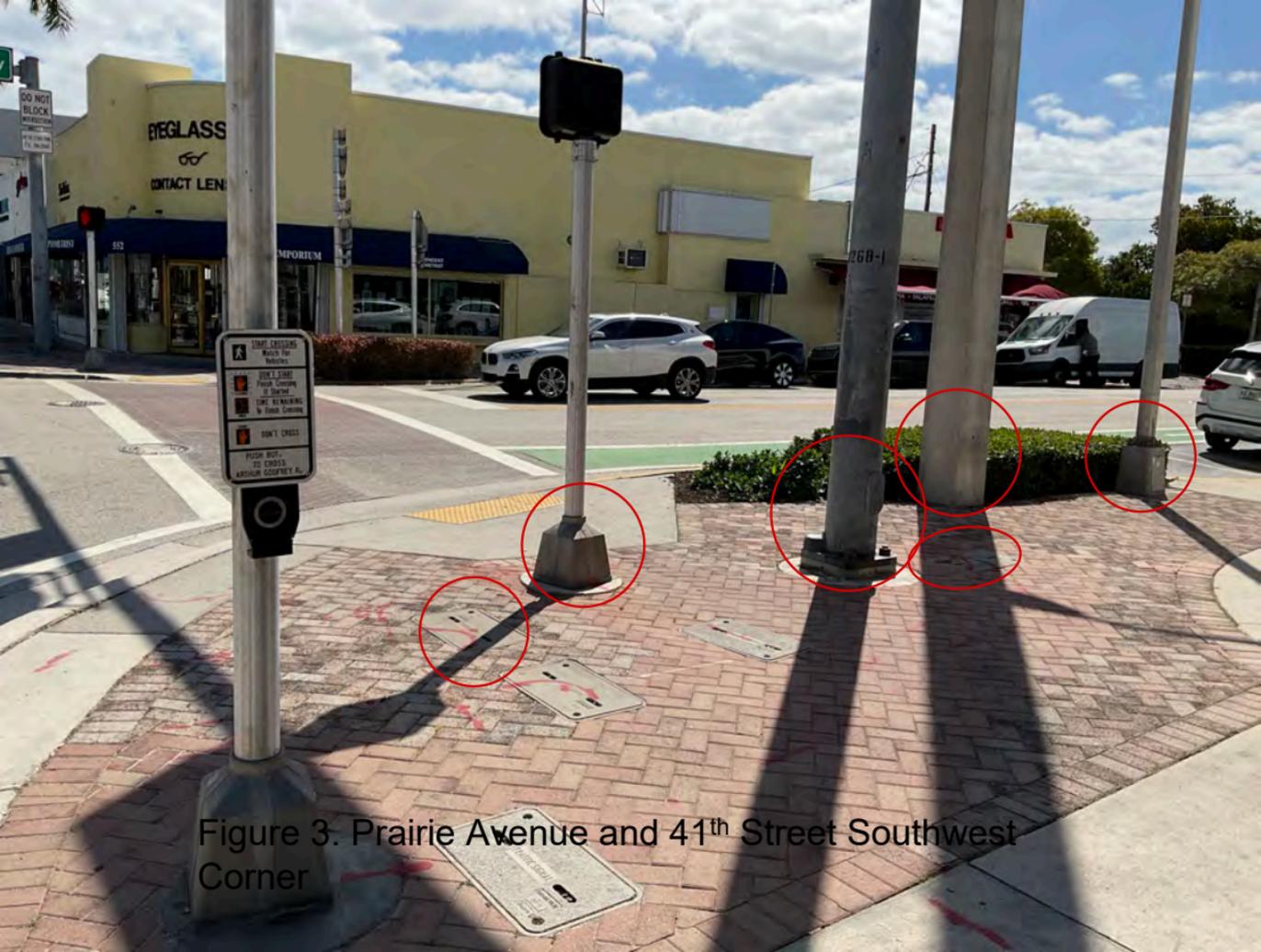


Figure 3. Prairie Avenue and 41<sup>th</sup> Street Southwest Corner



SW 6' G 1.33' P 7' TL 17.42' TL 15' P 7' G 1.33' SW 5'

Figure 4. Chase Avenue and 41<sup>th</sup> Street



Figure 5. Chase Avenue and 41<sup>th</sup> Street Southeast Corner



Figure 6. Chase Ave and 41<sup>th</sup> Street Southwest Corner



SW 9' BO 11' G 1.33' TL 12.33' TL 12.5' G 1.17' BO 12.42' SW 6'

Figure 7. Royal Palm Avenue and 40<sup>th</sup> Street



Figure 8. Royal Palm Avenue and 41<sup>th</sup> Street Southeast Corner



Figure 9. Royal Palm Avenue and 41<sup>th</sup> Street Southwest Corner



SW 9.67' G 1.17' P 7' TL 16.42' TL 17.25' P 7' G 1' SW 10'

Figure 10. Sheridan Avenue and 41<sup>th</sup> Street



Figure 11. Sheridan Avenue and 41<sup>th</sup> Street Southeast Corner



Figure 12. Sheridan Avenue and 41<sup>th</sup> Street Southwest Corner

Street Segments	Sidewalk	Bulb Out	Gutter	Parking	Bike Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Gutter	Bulb Out	Sidewalk	Total Road ROW available
Priair Ave 40th to 41st	10	9	1.4167		4.0833	11.0833	9.3333	4.75		1.25	9.1667	10	50.0833
Chase Ave 40th to 41st	6		1.3333	7		17.4167	15		7	1.3333		5	49.0833
Royal Palm Ave 40th to 41st	9	11	1.3333			12.3333	12.5			1.1667	12.4167	6	50.75
Sheriden Ave 40th to 41st	9.6667		1.1667	7		16.4167	17.25		7	1			49.8334
												Average ROW from Curb to Curb	49.9375

**Table 1.** Tabulated Cross Sectional Measurements

Bulb Out Evaluation Report

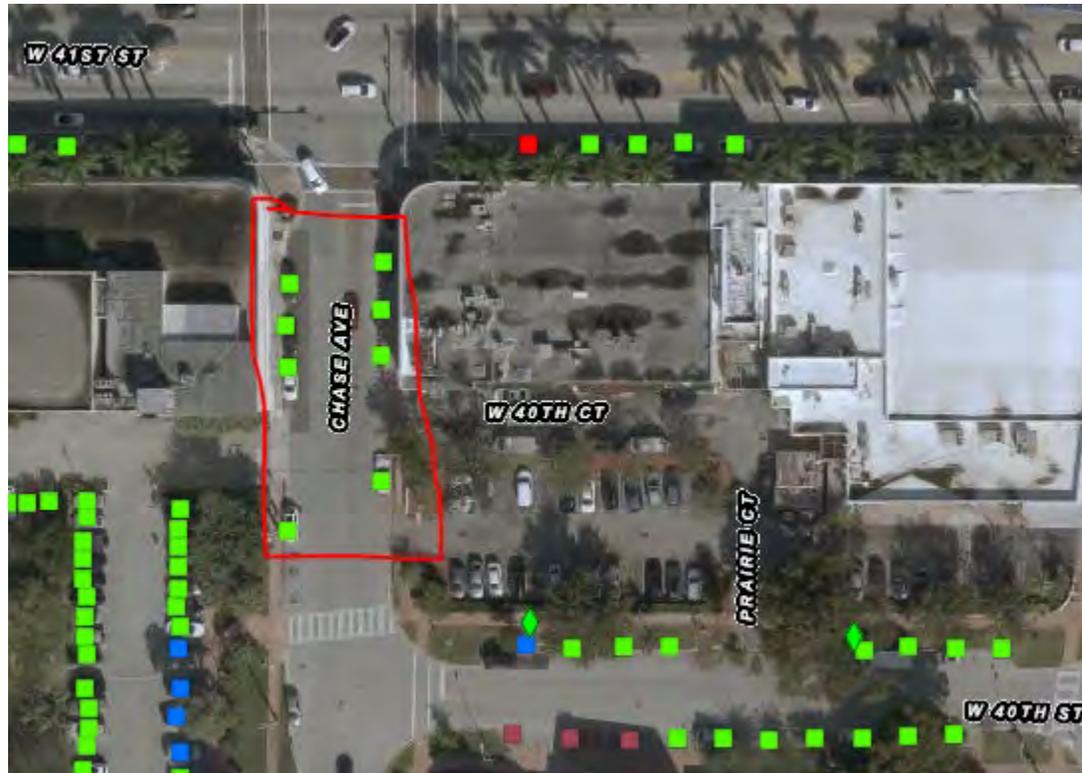


Figure 13. Chase Avenue between 40<sup>th</sup> Street and 41<sup>st</sup> Street 8 Metered Spaces

Bulb Out Evaluation Report



**Figure 14.** Prairie Avenue between 40<sup>th</sup> Street and 41<sup>st</sup> Street 10 Metered Spaces (7 Vehicular Spaces; 2 Motorcycle Spaces; 1 Passenger Loading Zone)

Bulb Out Evaluation Report

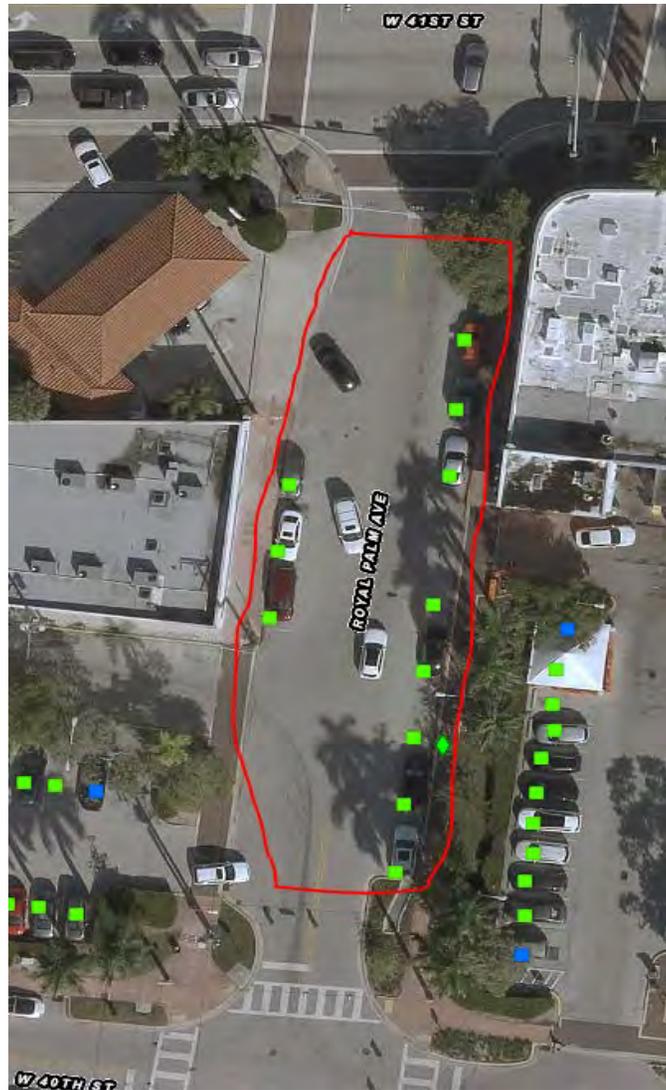
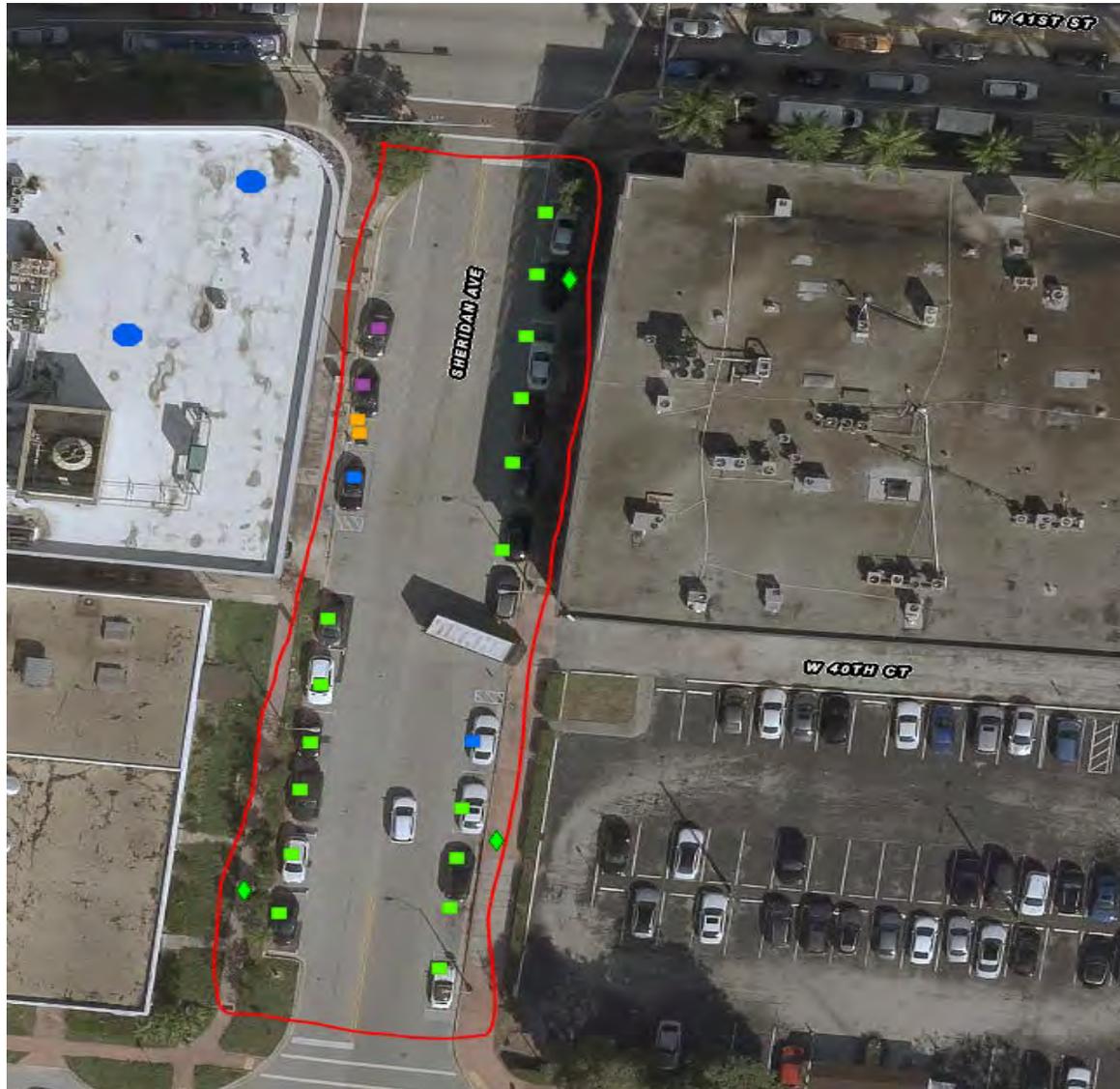


Figure 15. Royal Palm Avenue between 40<sup>th</sup> Street and 41<sup>st</sup> Street 11 Metered Spaces

Bulb Out Evaluation Report



**Figure 16.** Sheridan Avenue between 40<sup>th</sup> Street and 41<sup>st</sup> Street 22 Metered Spaces (16 Vehicular Spaces; 2 Motorcycle Spaces; 2 Valet Spaces; 2 Handicapped Spaces)

## Bulb Out Evaluation Report

An initial field evaluation conducted by City Staff has assessed the feasibility of removing bulb outs on the 41st Street corridor between 40th Street and 41st Street on Chase Avenue, Prairie Avenue, Royal Palm Avenue, and Sheridan Avenue. The evaluation involved taking measurements and pictures of the existing roadway cross section of each segment, which were used to determine the width of each segment from Curb to Curb without the bulb outs. On average, the width of each segment was approximately 50 feet.

The removal of bulb outs would result in a minimum of two 10 feet wide travel lanes in both directions. However, this would also lead to a significant reduction in on-street parking availability, with a potential loss of 51 parking spaces within this corridor. The removal of bulb outs located at the southwest corner of the intersection of 41st Street and Palm Avenue, as well as the southwest corner of 41st Street and Prairie Avenue, may also impact the mast arm foundation at that section of the intersection, and geotechnical analysis of the foundations would be necessary to determine any changes to the bulb outs' effect on these structures.

Furthermore, removing bulb outs on Prairie Avenue between 40th Street and 41st Street would require the removal of bike lanes, posing a safety hazard to cyclists in the network. As the Transportation & Mobility Department is committed to expanding the Bicycle Master Plan, removing bike lanes is highly discouraged. Alternative solutions need to be explored to avoid endangering cyclists' safety.

It is essential to consider the potential impact on parking availability, cyclist welfare, and traffic congestion in this corridor. While the initial feasibility assessment deemed it feasible based on geometry, City Staff will work closely with Miami Dade County Public Works and Transportation Department (DTPW) and FDOT to conduct a comprehensive traffic study to determine the significant impact of this solution on traffic congestion in the area.