

MIAMI BEACH

Neighborhood/Community Affairs Committee Meeting

City Hall, Commission Chambers, 3rd Floor, 1700 Convention Center Drive

July 18, 2018 - 9:00 AM

Commissioner Kristen Rosen Gonzalez, Chair

Commissioner Michael Gongora, Vice-Chair

Commissioner Mark Samuelian, Member

Commissioner Micky Steinberg, Alternate

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OLD BUSINESS

1. **DISCUSSION REGARDING AN ORDINANCE AMENDING THE HOURS OF OPERATION FOR ALCOHOLIC BEVERAGE ESTABLISHMENTS IN THE SUNSET HARBOUR NEIGHBORHOOD**
July 26, 2017 - C4 P
Sponsored by Commissioner Arriola
Office of the City Attorney/Planning/Police/Code Compliance
Status: Withdrawn by sponsor via email on 6/29/2018.
2. **DISCUSSION REGARDING CABLERUNNER AND ITS TECHNOLOGY**
February 14, 2018 - C4 V
Sponsored by Commissioner Alemán
Public Works
3. **DISCUSSION REGARDING THE INCREASE IN CRIME IN MIAMI BEACH AND HAVING MORE COMMUNITY POLICING CITYWIDE**
February 14, 2018 - R9 X
Sponsored by Commissioner Góngora
Police
4. **DISCUSSION TO EXPLORE PURCHASING NEW STREET SIGNS IN MIAMI BEACH**
April 11, 2018 - C4 AF
Sponsored by Commissioner Rosen Gonzalez
Transportation
5. **DISCUSSION REGARDING NAMING FOR THE NEW NORTHERN CONVENTION CENTER PARK AND THE MAIN CONVENTION CENTER PARK**
May 16, 2018 - C4 AN
Tourism, Culture and Economic Development
Status: Deferred pending review by Miami Beach Commission for Women.
6. **DISCUSSION REGARDING DOCKLESS BICYCLE SHARING PLATFORM REGULATIONS**
May 16, 2018 - R9 Q
Sponsored by Commissioner Alemán
Parking

NEW BUSINESS

7. **DISCUSSION TO EXPLORE OPPORTUNITIES TO EXPAND THE USE OF SERVICES LIKE FREEBEE AND THE COMMUNICATIONS TO POTENTIAL RIDERS**
April 11, 2018 - C4 T
Sponsored by Commissioner Samuelian
Transportation
8. **DISCUSSION REGARDING MOVING FORWARD WITH AN ART INSTALLATION THAT CELEBRATES DIVERSITY IN OUR COMMUNITY, AS REQUESTED BY THE LGBTQ ADVISORY COMMITTEE**
April 11, 2018 - C4 X
Sponsored by Commissioner Steinberg
Tourism, Culture and Economic Development
9. **DISCUSSION REGARDING QUALITY EDUCATION IN MIAMI BEACH TO CONSIDER THE IMPLEMENTATION OF THE ACTIVE SHOOTER AWARENESS PROGRAM (ASAP) IN MIAMI BEACH SCHOOLS**
April 11, 2018 - C4 AE
Sponsored by Commissioner Rosen Gonzalez
Organization Development Performance Initiatives
10. **DISCUSSION REGARDING THE USE OF MOTORCYCLE PARAMEDICS IN MIAMI BEACH TO REDUCE MEDICAL RESPONSE TIMES DURING HEAVY TRAFFIC, WHICH CAN INCREASE SURVIVAL RATES FOR PATIENTS**
April 11, 2018 - C4 AG
Sponsored by Commissioner Rosen Gonzalez
Fire
11. **DISCUSSION REGARDING A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF MIAMI BEACH, FLORIDA, RECOGNIZING UNITED NATIONS ANTI-BULLYING DAY ON MAY 4TH; DIRECTING THE CITY ADMINISTRATION TO REVIEW AND, IF APPLICABLE, PROPOSE AMENDMENTS TO ANY EXISTING ANTI-BULLYING POLICIES (OR TO PROPOSE NEW ANTI-BULLYING POLICIES) FOR CITY SERVICES, CITY-SUPPORTED SERVICES, AND CITY FACILITIES; ESTABLISHING GUIDELINES FOR SUCH POLICIES; REQUIRING THAT SUCH POLICIES PROTECT INDIVIDUALS ON THE BASIS OF THE PROTECTED CLASSES SET FORTH IN THE CITY'S HUMAN RIGHTS ORDINANCE, AS MAY BE APPLICABLE; AND PROVIDING THAT THE CITY ADMINISTRATION SHALL PRESENT SUCH POLICIES TO THE AD HOC ANTI-BULLYING TASK FORCE PRIOR TO CITY COMMISSION APPROVAL**
April 11, 2018 - R7 H
Sponsored by Commissioner Alemán & Co-sponsored by Commissioner Gongora
Organization Development Performance Initiatives/Human Resources/Police
12. **DISCUSSION REGARDING FUNDING FOR FEDERATION TOWERS' PROGRAMMING**
April 11, 20148 - R9 S
Sponsored by Commissioner Rosen Gonzalez
Finance/ Office of Housing and Community Services
13. **DISCUSSION REGARDING HOW MIAMI BEACH CAN EXPEDITE HOMEOWNER PERMIT APPLICATIONS**
April 11, 2018 - R9 V
Sponsored by Commissioner Góngora
Building
14. **DISCUSSION REGARDING THE CONDITION OF WASHINGTON AVENUE, THE INCREASING NUMBER OF VACANT STOREFRONTS THEREIN, AND THE STATUS OF THE WASHINGTON AVENUE BUSINESS IMPROVEMENT DISTRICT**
April 11, 20148 - R9 W
Sponsored by Commissioner Góngora
Tourism Culture and Economic Development

15. **DISCUSSION ON THE CITY'S CURRENT LANE CLOSURE POLICY**
May 16, 2018 - C4 AN
Transportation
16. **DISCUSSION REGARDING THE POSSIBILITY OF INSTALLING A TURNING LANE WHEN YOU ARE DRIVING EAST ON I-195 HEADING ONTO 41ST STREET AND TURNING SOUTH ON ALTON ROAD**
May 16, 2018 - C4 AO
Sponsored by Commissioner Góngora
Transportation
17. **DISCUSSION REGARDING CONDUCTING A SECURITY ASSESSMENT OF CITY HALL AND OTHER CITY FACILITIES**
May 16, 2018 - C4 AQ
Sponsored by Commissioner Góngora
Police
18. **DISCUSSION REGARDING MOVING THE STAGING SITE LOCATED INSIDE THE MIAMI BEACH GOLF CLUB, AT THE CORNER OF MERIDIAN AVENUE AND 28TH STREET, TO A DIFFERENT LOCATION**
May 16, 2018 - R9 W
Sponsored by Commissioner Rosen Gonzalez
Public Works
19. **DISCUSSION REGARDING THE COMFORT OF CITY TROLLEYS AND REQUEST THE ADMINISTRATION TO REPORT ON THE STATUS OF THE RETROFITTED TROLLEYS**
May 16, 2018 - R9 X
Sponsored by Commissioner Rosen Gonzalez
Transportation
20. **DISCUSSION TO CONSIDER THE IMPLEMENTATION OF A PEDESTRIAN SCRAMBLE INTERSECTION IN MIAMI BEACH**
June 6, 2018 - C4 P
Sponsored by Commissioner Rosen Gonzalez
Transportation
21. **DISCUSSION TO EXPLORE ADDITIONAL AVENUES FOR PUBLIC ENGAGEMENT**
June 6, 2018 - C4 Q
Sponsored by Commissioner Samuelian
Marketing & Communications
22. **DISCUSSION TO CONSIDER UTILIZING EXISTING RESOURCES TO MARKET CITY INITIATIVES THAT CATER TO WORKFORCE HOUSING**
June 6, 2018 - C4 R
Sponsored by Commissioner Alemán
Office of Housing and Community Services/ Office of Communications
23. **DISCUSSION REGARDING THE DEVELOPMENT OF A TRAINING PROGRAM FOR NON-PROFIT BOARD DIRECTORS TO BE REQUIRED FOR ALL NON-PROFIT ORGANIZATIONS RECEIVING FUNDING FROM THE CITY**
June 6, 2018 - C4 S
Sponsored by Commissioner Góngora
Office of Housing and Community Services
24. **DISCUSSION REGARDING SAND SIFTING, BEACH CLEANING AND MAINTENANCE**
June 6, 2018 - C4 T

Sponsored by Commissioner Góngora & Co-sponsored by Commissioner Rosen Gonzalez
Beach Maintenance

25. **DISCUSSION REGARDING REGISTERING AND PROVIDING SPECIAL IDENTIFICATION TO ALL RESIDENTS AND EMPLOYEES OF THE CITY OF MIAMI BEACH SO THAT IN THE EVENT OF A HURRICANE, OR OTHER DISASTER, REQUIRING EVACUATION, THERE IS A WAY TO EASILY IDENTIFY RESIDENTS AND EMPLOYEES SO THEY CAN RETURN TO THEIR HOMES AND THEIR JOBS EXPEDITIOUSLY**

June 6, 2018 - C4 U

Sponsored by Commissioner Rosen Gonzalez
Emergency Management

26. **DISCUSSION REGARDING CITY SUPPORT FOR A HOMELESS WALK-A-THON TO REDUCE HOMELESSNESS AND ENGAGE THE COMMUNITY**

June 6, 2018 - C4 V

Sponsored by Commissioner Góngora
Office of Housing and Community Services

DEFERRED ITEMS

27. **DISCUSSION REGARDING THE 23RD STREET AND 63RD STREET COMPLETE STREETS FEASIBILITY STUDIES**

December 13, 2017 - C4 A

Transportation

Status: Deferred to the September 26, 2018 NCAC meeting pending completion of community outreach.

28. **DISCUSSION REGARDING THE RATIONAL RECOVERY PROJECT, SPONSORED BY THE FREEZONE YOUTH SELF RESPECT AND SOUTH BEACH SOBER COACH**

January 17, 2018 - C4 M

Sponsored by Commissioner Góngora
Organization Development Performance Initiative

Status: Deferred to the September 26, 2018 NCAC meeting pending more information regarding a program targeting college-aged individuals.

29. **DISCUSSION REGARDING POTENTIALLY ADDING THE NAME "MIAMI BEACH BOULEVARD" TO 5TH STREET**

February 14, 2018 - C4 I

Sponsored by Commissioner Góngora
Transportation

Status: Deferred to the September 26, 2018 NCAC meeting per the sponsor's request.

30. **DISCUSSION REGARDING THE RENEWAL OF THE POLICE AND PARKING DEPARTMENT TOWING PERMITS TO BEACH TOWING SERVICES, INC. AND TREMONT TOWING, INC. FOR A TERM OF ONE (1) YEAR, COMMENCING ON MARCH 1, 2018 AND EXPIRING ON FEBRUARY 28, 2019**

February 14, 2018 - C7 A

Sponsored by Commissioner Alemán
Parking

Status: Deferred to the September 26, 2018 NCAC per City attorney.

31. **DISCUSSION REGARDING AN AUTONOMOUS MASS TRANSIT SHUTTLE TEST PROGRAM IN MIAMI BEACH**

March 7, 2018 - C4 J

Sponsored by Commissioner Rosen Gonzalez
Transportation

Status: Deferred to the September 26, 2018 NCAC meeting per NCAC direction.

32. **DISCUSSION TO CONSIDER THE INSTALLATION OF THE BEAUTIFUL BARRIERS CONCEPT**

AS SECURITY BARRIERS AROUND THE CITY

April 11, 2018 - C4 Q

Sponsored by Commissioner Alemán & Co-sponsored by Commissioner Rosen Gonzalez

Property Management

Status: Deferred to the January 2019 NCAC meeting pending results of how the prototype withstood the seasonal elements.

33. DISCUSSION REGARDING THE POSITION OF CONDOMINIUM OMBUDSMAN WITHIN THE CITY OF MIAMI BEACH

April 11, 2018 - R9 N

Sponsored by Commissioner Góngora

Marketing and Communications

Status: Deferred to the September 26, 2018 NCAC meeting pending meeting regarding ideas on what can be done under Florida Law, how to improve the position and the advertisement of services.

34. DISCUSSION REGARDING UNDERGROUNDING FOR NORTH BAY ROAD AND ALTON ROAD

May 16, 2018 - R7 O

Public Works

Status: Deferred to the September 26, 2018 NCAC meeting pending acceptance of direction by the Mayor and Commission.

35. DISCUSSION REGARDING THE STATUS UPDATE OF THE BOARDWALK ALONG THE BEACH, FROM 23RD TO 46TH STREETS

May 16, 2018 - R9 R

Sponsored by Commissioner Steinberg

Capital Improvement Projects

Status: Deferred to the September 26, 2018 NCAC meeting pending more information.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING AN ORDINANCE AMENDING THE HOURS OF
OPERATION FOR ALCOHOLIC BEVERAGE ESTABLISHMENTS IN THE
SUNSET HARBOUR NEIGHBORHOOD**

ATTACHMENTS:

Description	Type
☐ Purdy Lounge - Withdrawal email	Other

Toussaint, Geraldine

From: Chiroles, Erick
Sent: Friday, June 29, 2018 4:05 PM
To: Brooks, Kathie
Cc: Aguila, Raul; Toussaint, Geraldine; Granado, Rafael
Subject: Purdy Lounge Item at Neighborhoods Committee

Follow Up Flag: Follow up
Flag Status: Flagged

Kathie,

Commissioner Arriola would like to formally withdraw his item at the Neighborhoods and Community Affairs Committee relating to Purdy Lounge and potentially closing the bar down at 2AM.

The Commissioner acknowledges the business owners have done their best to address the concerns of the community. Thank you!

Best,
Erick Chiroles

Aide to Commissioner Arriola
City of Miami Beach

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING CABLERUNNER AND ITS TECHNOLOGY**

ANALYSIS:

Multinet Cablerunner LLC (Cablerunner) is a company that specializes in building fiber optic networks without trenching by using existing infrastructure similar to sewer systems or storm water drains to install fiber networks. It is said to allow faster installation of fiber networks with a competitive cost advantage, compared to conventional deployment systems.

At its February 15, 2018 meeting, the City Commission placed dual referrals to the Finance and Citywide Projects Committee and the Neighborhood/Community Affairs Committee, to discuss Cablerunner and its technology. The item was heard and the dual referrals were approved by the Commission to have Public Works staff begin researching the new technology, and understand its capabilities.

At its March 26, FCWPC meeting, a discussion was heard about CableRunner's suggested approach to implement a 5G method by running the fiber networks through the sewer system. It was recommended to have the engineering firm, Hazen and Sawyer review and consider local conditions in Miami Beach to determine the suitability of installing an in-sewer fiber optic network.

Hazen and Sawyer's analysis came back unfavorable, indicating that the City's sewer system is not suitable for the installation of an in-sewer fiber optic network. Full report attached.

ATTACHMENTS:

Description	Type
<div data-bbox="152 1661 178 1696">  </div> <div data-bbox="224 1661 293 1696">analysis</div>	Other

April 20, 2018

To: Mr. Roy Coley, MBA
Director, Miami Beach Public Works

From: Jayson Page, PE, Vice President
Beth Waters, PE, Associate
Alexandra Westbrook, Assistant Engineer

CableRunner Technology Review City of Miami Beach

Introduction

The City of Miami Beach owns and operates a gravity wastewater collection system that includes approximately 113 miles of gravity sewer and approximately 2,750 manholes. The majority of the sewer piping was installed circa 1950, as indicated by the major presence of vitrified clay pipe (VCP), also referred to as terracotta piping. Concrete, polyvinyl chloride (PVC), cast iron, and ductile iron piping are also present in the system. The size of piping ranges from 4-inches in diameter to 36-inches in diameter.

The sewer system collects wastewater from the City's service area and transmits that wastewater to 23 lift stations, which pump wastewater through the City's force main network. Flow converges at South Point Park, where wastewater is conveyed through a subaqueous 60-inch force main under Government Cut and is received by Miami-Dade Water and Sewer's (MDWASD) Central District Wastewater Treatment Plant (CDWWTP) for treatment and disposal. Refer to **Figure 1-1** for an overview of the City's sewer system.

CableRunner International (CableRunner) is a company based in Vienna, Austria. CableRunner offers a mechanism to install fiber optic conduits within gravity sanitary sewer systems, benefiting from the connectivity and proximity to homes. Stormwater systems can also be utilized for CableRunner technology. The company was founded in 1999 and has completed several projects in Europe. In recent years CableRunner has expanded to China, Russia, and the Americas. In 2013, CableRunner began work in the United States (US) with a large diameter sanitary sewer project in Cleveland, Ohio, which is the sole installation in the US to date.

The City of Miami Beach contracted Hazen and Sawyer to perform an evaluation of CableRunner technology and consider local conditions in Miami Beach to determine the suitability of installing an in-sewer fiber optic network.

Job no 49000-004

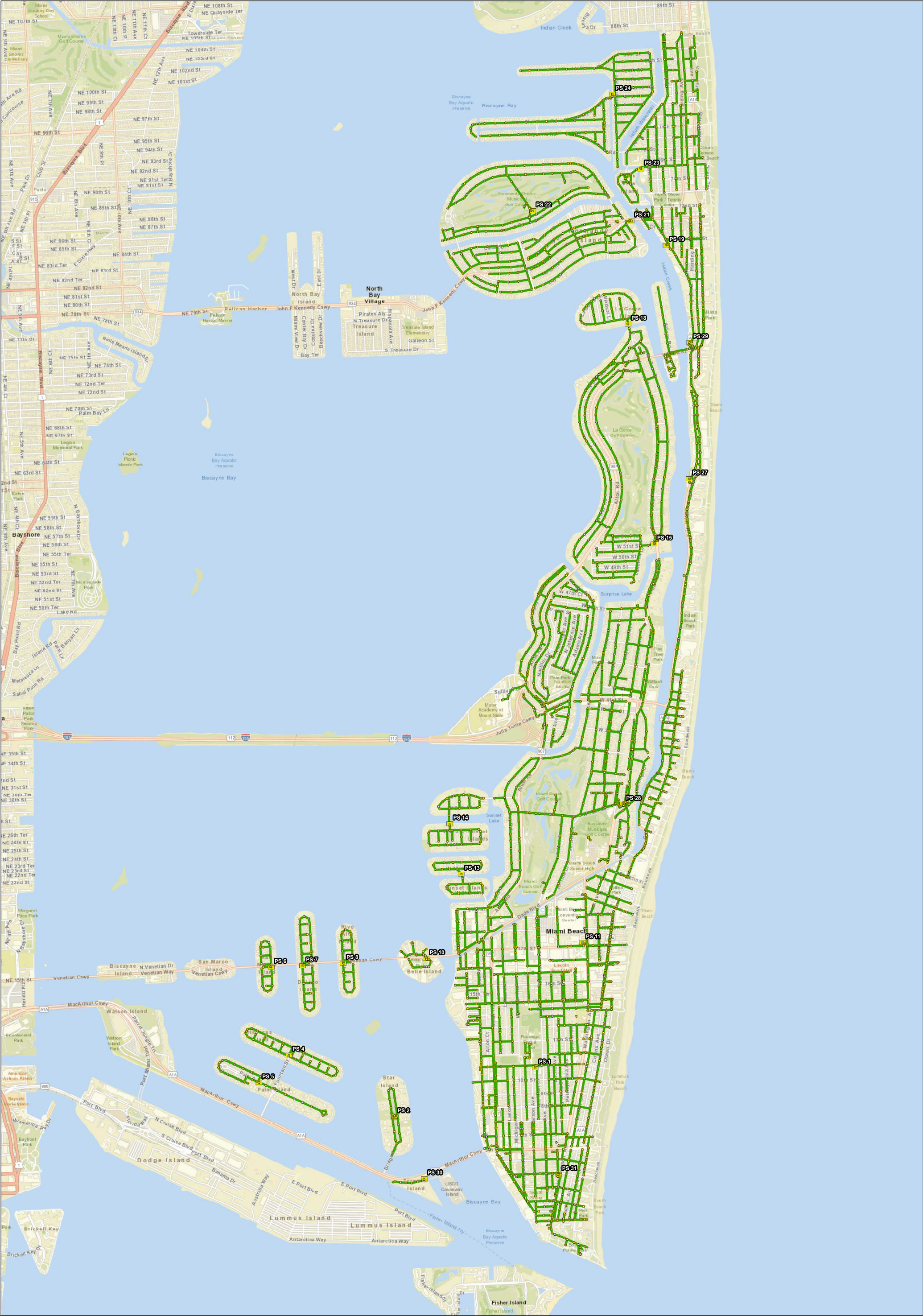


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1. Broadband Availability in Miami Beach

Broadband in Miami Beach is currently provided by digital subscriber line (DSL), cable, fiber optic, and satellite. Cable and DSL are the most widely used broadband service method, with coverage across approximately 98% of the City.

DSL is a type of broadband connection that transmits data over telephone cables. Internet speed depends on how far the connection must travel from the provider, but speed is independent of the volume of users. DSL broadband is typically the slowest option, with speeds ranging in the hundreds of kilobytes per second (Kbps). However, many users choose DSL because it is typically the most cost-effective option.

Cable is a type of broadband connection that transmits data through coaxial copper cables. Each cable line services more than one home, so the speed of broadband depends on the volume of users. Cable internet speed is independent of distance to provider. Cable internet is typically faster than DSL, with speeds ranging in the hundreds of megabits per second (Mbps). Cable is typically more expensive than DSL but less expensive than fiber optic service.

Fiber optic service transmits data in the form of light waves through plastic or glass fiber optic cable. The speed of fiber optic broadband is independent of both distance from the provider and volume of users. Fiber optic service typically provides the fastest broadband speeds ranging in the thousands of Mbps into the gigabits per second (Gbps). Fiber optic service is not widely used in Miami Beach, as coverage is only available across approximately 3-4% of the City, and the cost per month in comparison to DSL and cable is high.

Satellite broadband works wirelessly through the interaction of geosynchronous satellites, and therefore is available essentially everywhere in the world. Satellite internet speeds fall between DSL and cable. Speed may be slowed down or interrupted by inclement weather. Satellite broadband is typically the most expensive in monthly fees, depending on the data usage cap chosen by the customer.

Table 1.1 summarizes the characteristics of the different broadband service types available in Miami Beach.

Table 1.1: Comparison of Broadband Service Types in Miami Beach

Parameter of Comparison	Broadband Service Method			
	DSL	Cable	Fiber Optic	Satellite
Speed of connection	Slowest	Fast	Fastest	Slow
Potential for lag in service	Common ¹	Common ²	Uncommon	Common ³
Availability	Wide	Wide	Limited	Wide
Price of monthly service	Lowest	Low	High	High

¹ Occurs when home connection is far from provider.

² Occurs when high volume of users are online.

³ Occurs during inclement weather conditions.

2. Technology Review

2.1 Standard Installation Practices

Wired broadband infrastructure, including DSL, coaxial cable, and fiber optic cable, are traditionally installed separately from the sewer infrastructure. Broadband infrastructure may be installed above or below ground. Above ground, aerial cables are affixed to power or telephone poles. Below ground cables are most commonly installed via open trench and are protected by PVC or galvanized steel ducts. Underground installation may also be completed via horizontal directional drilling (HDD), which is the process of reaming an arced pathway which cables can be pulled through. Trenchless technology such as HDD is less disruptive to the public and environment. In Miami Beach, the broadband network provider is responsible for installation, operation, and maintenance of the system.

Sewer systems are installed below ground by open trench or through trenchless technology, such as tunneling or HDD, when necessary. The City of Miami Beach is responsible for installation, operation, and maintenance of its sewer system. Small diameter sewer pipes service homes and businesses while larger diameter pipes collect flow and are typically located closer to pump stations. Currently, the City's sewer network is comprised of approximately 113 miles of below ground gravity sewer and 2,750 manholes which allow access to the sewers at regular intervals.

2.2 CableRunner Installation

CableRunner's in-sewer fiber optic technology involves installation of fiber optic cables inside existing gravity sewer mains through manholes. Prior to installation, the CableRunner team performs an inspection via camera to assess the condition of the pipe. The pipe is then assigned a Damage Class, a number from 1 to 5 rating the condition of the pipe. 1 refers to a pipe in perfect condition while 5 refers to a pipe in very poor condition. CableRunner only installs their system on pipes with a Damage Class rating of 1 through 3, that is pipes that are not expected to need repair or replacement within the next 10 years.

If a pipe passes the Damage Class evaluation, the CableRunner team will proceed with installation. If there is settled sludge in the sewer pipe, the system must be cleaned before installation. The system may also need to be plugged and vacuumed in the case that more than 30% of the pipe is full of water, where vacuuming is possible. The CableRunner robot, discussed below, is not able to work in excessively dirty or inundated pipes.

Crew-accessible sewers are defined by CableRunner as sewers with a diameter of greater than 80 cm (30 in). A human crew enters the sewer and manually affixes cables to the wall of the pipe with mounting clips at pre-defined intervals. The depth that these clips are driven into the pipe wall depends on the pipe material and wall thickness. The mounting clips hold 8.2cm x 3.6 cm (3.2" x 1.4") rectangular cable trays in place. The cable trays run along the length of the pipe and are used as a conduit for fiber optic cables.

Figure 2-1 shows CableRunner technology installed in a crew accessible sewer.

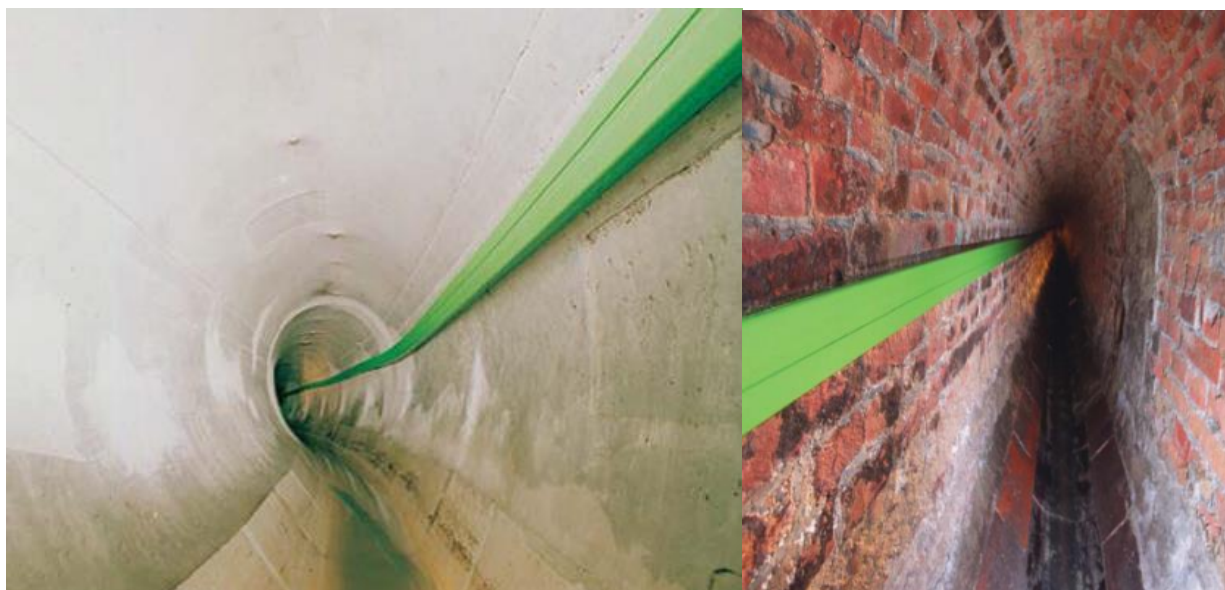


Figure 2-1: CableRunner technology installed in an accessible sewer of diameter greater than 80 cm (30 in).

Non-accessible sewers are defined by CableRunner as sewers with a diameter of less than 80 cm (30 in). In non-accessible sewers, a robotic device on wheels enters the sewer and is guided by a wire connected to an installation vehicle above ground. The robot makes a series of punctures in the upper wall of the sewer pipe and affixes 6.8cm x 3.0cm (2.7" x 1.2") rectangular cable trays at pre-defined intervals. Fasteners are driven completely or partially through the sewer pipe wall. The depth of puncture is determined by the material and wall thickness of the pipe. The robot exits the sewer and the cable tray remains in place along the top wall of the sewer. **Figure 2-2** shows CableRunner technology installed in a non-accessible sewer and **Figure 2-3** shows the current version of the robot used for installation.



Figure 2-2: CableRunner technology installed in a non-accessible sewer of diameter less than 80 cm (30 in).



Figure 2-3: Current version of CableRunner robot used for installation of fiber optics in inaccessible sewers.

CableRunner has tested their system on various pipe materials including concrete, brick, PVC, and terracotta piping. Installation in PVC piping is most desirable because the fastener can be threaded completely through the PVC, and the plastic and the fastener create a watertight seal. Ductile iron and cast iron can similarly be drilled with minimal leakage. Drilling completely through a brittle material such as concrete, brick, or terracotta pipe is the least desirable, as a watertight seal is not created between the wall of the pipe and the bolt. Pipes of these materials may be partially drilled. Concrete and brick pipes in accessible sewers are typically thicker and may be partially drilled to affix mounting clips. Smaller pipes made of brittle material may be partially drilled if the wall thickness is adequate.

A key element to the functionality of the CableRunner system is redundancy. Ideally, the system would be very interconnected and have multiple pathways for each connection, to assure reliable uninterrupted service. CableRunner's intent is to install fiber optic connections through multiple pathways, so in case of an interruption in service along one pathway, there are backup pathways to maintain service. The interconnectivity of a sewer system to homes and businesses makes it a potential conduit for installation of a fiber optic network.

Table 2.1 summarizes the installation requirements for CableRunner technology, as discussed above.

Table 2.1: CableRunner Installation Requirements

Parameter	Capability of Installation
Condition of Pipe	
Damage Class 1-3	CableRunner may perform installation.
Damage Class 4-5	Pipe in too poor condition for CableRunner installation.
Pipe Diameter	
4-10"	Too small to access via robot or crew.
12-27"	Accessible via robot.
30-36"	Accessible via crew.
Pipe Material	
Concrete	Bolts are drilled partially through wall of pipe. The depth of the bolts depends on the thickness of the pipe.
Brick	Bolts are drilled partially through wall of pipe. The depth of the bolts depends on the thickness of the pipe.
PVC	Threaded bolts are drilled fully through wall of pipe. Threaded plastic creates a watertight seal.
Ductile or Cast Iron	Threaded bolts are drilled fully through wall of pipe.
Terracotta	Bolts are drilled partially through wall of pipe. The depth of the bolts depends on the thickness of the pipe.
Connectivity of Suitable Pipes	
Low	Minimal pathways for in-sewer fiber optic network.
High	Allows for redundancy and an expansive fiber optic network.

The single case of installation of CableRunner technology in the United States is in Cleveland, Ohio. The North East Ohio Regional Sewer District (NEORS) contracted CableRunner to install a fiber optic system in the Heights Hilltop Interceptor, a sanitary sewer tunnel. The installation was performed by a local construction company, remotely supervised by CableRunner, within a 12-foot (144-inch) diameter, crew accessible concrete tunnel. The extent of the project was approximately 3,000 linear feet. According to phone correspondence with NEORS, they have experienced no difficulties with the system and have no current plans for expanding the network. See **Figure 2-4** for photographs from the Cleveland installation.



Figure 2-4: CableRunner installation in Heights Hilltop Interceptor in Cleveland, Ohio.

3. Suitability Review

3.1 Size of Sewer System

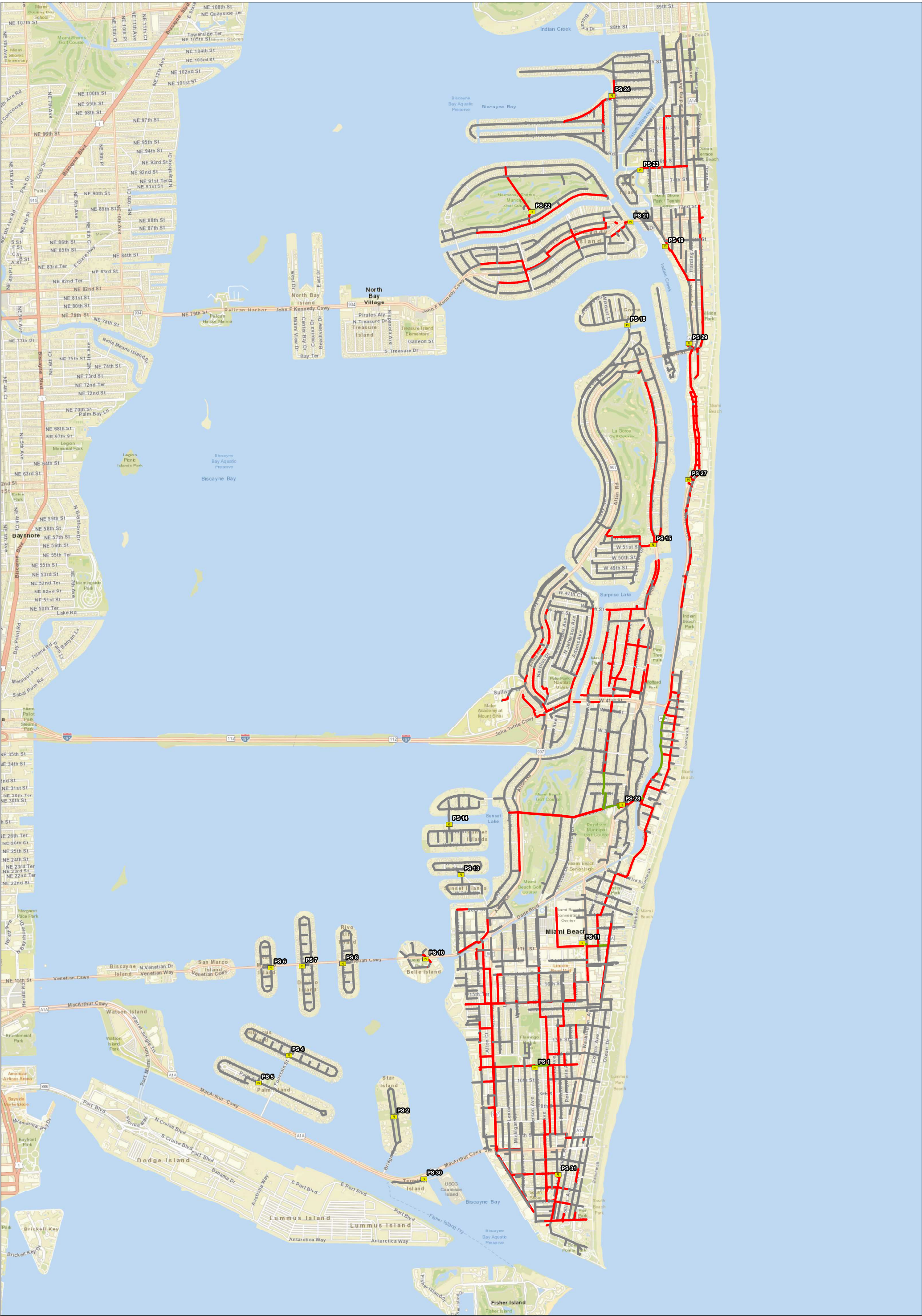
As discussed in Section 2.2, CableRunner classifies a crew-accessible sewer as one that is greater than 80 cm (30 in) in diameter. According to CableRunner’s size classification, less than 1% of City’s sewer system is crew-accessible. The current version of the CableRunner robot is able to install cable trays in sewers greater than 30 cm (12 in) in diameter. As presented in Table 3.1, approximately 23% of the City’s existing gravity collection system is robot accessible. The remaining 75% of sewer system of known diameter is too small to be accessed via either crew or robot.

Table 3.1: Wastewater Collection System Gravity Sewer Distribution by Size

Diameter (Inches)	Pipe Length (Feet)	Percentage (%)	Accessibility
4 – 10	444,907	75%	Not accessible
12 – 27	139,470	23%	Accessible via robot
30 – 36	4,883	0.8%	Accessible via crew
Unknown	7,195	1.2%	N/A
Total	596,455		

Source: City of Miami Beach GIS database dated December 12, 2017.

Refer to **Figure 3-1** for the distribution of gravity mains between 4-10 inches (inaccessible), 12-27 inches (accessible by robot), and 30-36 inches (accessible by crew). As previously discussed, CableRunner technology depends on high connectivity of the sewer system and the proximity to homes. The large amount of 8-inch piping throughout the system severely limits the ability to install an integrated fiber optic network with redundant pathways, because of limited connectivity of accessible pipes.



3.2 Material of Sewer System

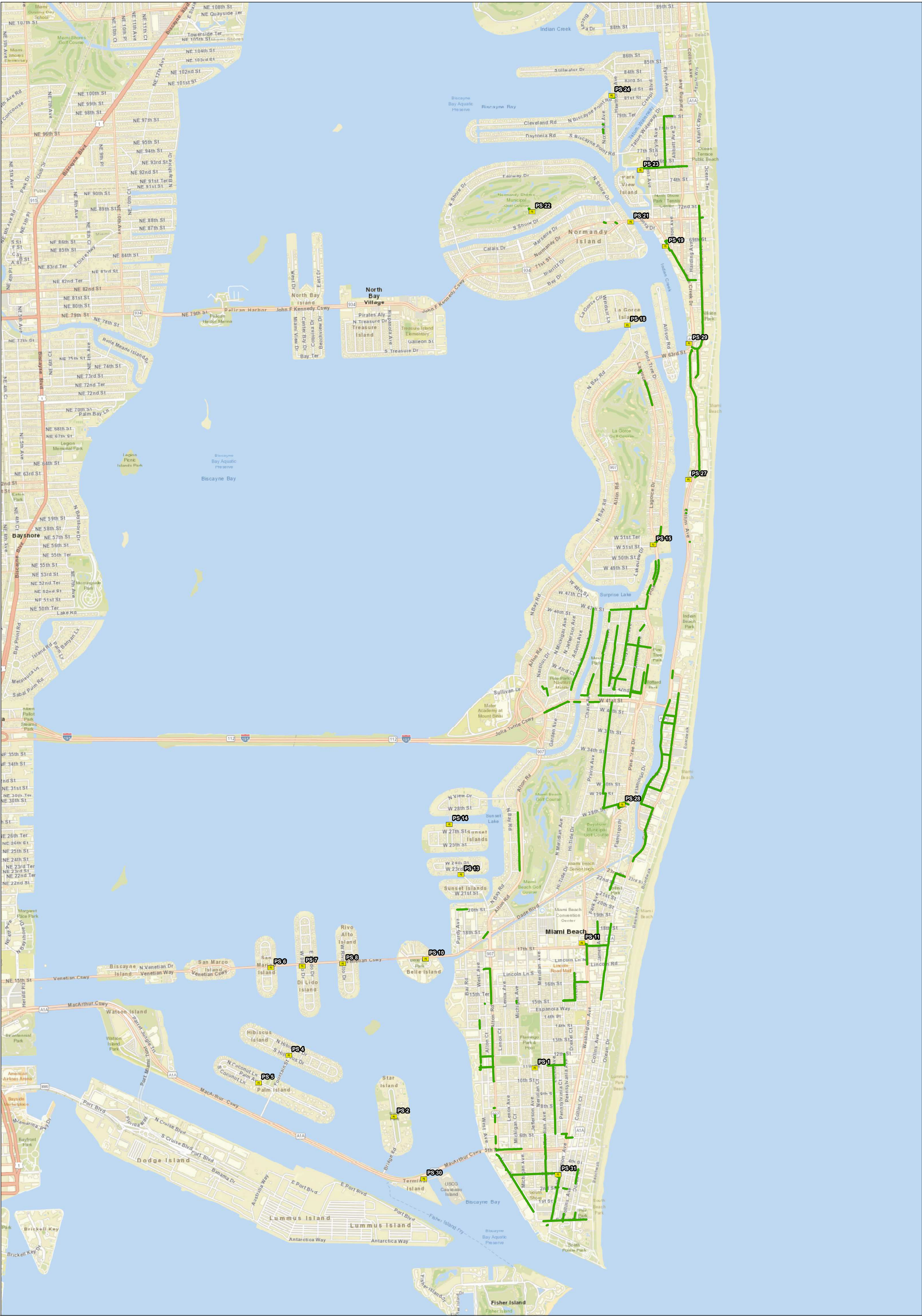
Table 3.2 presents a breakdown of the City's sewer system by material. A majority (approximately 54.5%) of the City's existing gravity sewer system is constructed out of terracotta pipe. Terracotta pipe is very susceptible to cracking once an initial fracture is made. Drilling bolts partially or fully into a terracotta sewer pipe for mounting of cable trays could compromise the structural integrity of the pipe and likely lead to leakage. The second most common material of construction for Miami Beach sewer is concrete (37.3%). CableRunner has previously successfully installed fiber optic cables in large diameter concrete tunnels and pipes. Other materials within the City's sewer system include PVC (7.6%) and Ductile or Cast Iron (0.3%), which can better structurally support CableRunner technology.

Table 3.2: Wastewater Collection System Gravity Sewer Distribution by Material

Material	Pipe Length (Feet)	Percentage (%)
Ductile or Cast Iron	1,896	0.3%
Concrete	221,721	37.3%
PVC	45,502	7.6%
Terracotta	325,326	54.5%
Unknown	2,010	0.3%
Total	596,455	

Source: City of Miami Beach GIS database dated December 12, 2017.

Figure 3-2 presents the distribution of sewer pipe by material in Miami Beach, for pipes greater than 12-inches, the portion that is accessible to CableRunner. Assuming that installation of CableRunner in terracotta pipe could potentially diminish the structural integrity of the pipe, the connectivity of the system will be further reduced. The portion of the sewer that is larger than 12-inches in diameter and not constructed out of terracotta piping amounts to approximately 12% of the entire sewer network, as shown in **Figure 3-3**.



3.3 Other Considerations

3.3.1 Age of Piping

As discussed in Section 2.2, prior to installation CableRunner performs a Damage Class evaluation and will not install on pipes assigned a Damage Class of 4-5, or a pipe that may need replacement within 10 years. Although the exact age distribution of the existing gravity sewer piping is unavailable, the major presence of terracotta piping indicates that a majority of the sewer system was installed circa 1950, making the system almost 70 years old.

The US Environmental Protection Agency (EPA) issued a document in September 2002 titled “Clean Water and Drinking Water Infrastructure Gap Analysis Report” (document no. 816-R-02-020). This report indicates that the average expected useful life of gravity sewer piping is in the range of 80-100 years. The majority of the City’s sewer piping is approaching this age threshold and will likely need a great deal of replacement and repair within the next 10-20 years. Comprehensive repair and replacement of an aging sewer system takes many years and resources.

3.3.2 Repair

The CableRunner team is responsible for the maintenance of the CableRunner system. If the City must repair or replace a pipe where CableRunner is installed, the CableRunner team must be contacted to splice the cables as necessary and install a manhole to manhole cable bypass system to ensure that broadband customers do not lose service during the pipe repair. If enough redundancy exists, the CableRunner team may not need to install a bypass, but the system will still need to be removed for the City to perform the pipe repair. Following the repair, CableRunner must be present to reinstall the cable trays. The added step of coordinating with an additional crew can lead to longer repair times and potentially greater public disruption, which may be especially problematic in emergency repair situations.

3.3.3 Lining

One common maintenance technique used on failing sewer pipes is lining. Cracked or damaged sewer pipe may be internally lined through cured-in-place piping (CIPP) or similar trenchless methods. CIPP is the process by which a flexible lining material containing fiber glass particles is inserted into the sewer pipe. Water is pumped through the liner so that it expands to the walls of the sewer pipe. The water is heated, which causes the liner to harden, essentially forming a new internal wall of the pipe.

A pipe could not be lined with CableRunner technology present. The CableRunner crew would need to be contacted to install a bypass and remove the cable trays before lining could take place. This adds extra time and resources to a lining procedure.

Commonly, the liner material is thin, as not to impact the hydraulic carrying capacity of the sewer pipe. The thickness of a liner does not often exceed one inch, as presented in Table 3.3. Attaching cable trays

to the liner may penetrate the surface of the liner, potentially resulting in leaks and possibly voiding the liner warranty. As presented in Table 3.4, half of all sewer piping in Miami Beach has been lined.

Table 3.3: Average Sewer Pipe Liner (CIPP) Thickness

Diameter of Pipe	Range of Normal Liner Thickness (mm)	Range of Normal Liner Thickness (in)
8" - 15"	6.0 - 9.0	0.236 - 0.354
18"	6.0 - 10.5	0.236 - 0.413
21"	6.0 - 12.0	0.236 - 0.472
24" - 30"	9.0 - 15.0	0.354 - 0.591
36"	10.5 - 18.0	0.413 - 0.709

Table 3.4: Wastewater Collection System Lining Status

Status	Pipe Length (Feet)	Percentage (%)
Lined	291,239	49%
Unlined	305,216	51%
Total	596,455	

Source: City of Miami Beach GIS database dated December 12, 2017.

3.3.4 Maintenance

Inspection and maintenance is necessary for all sewer systems. A single clogged sewer pipe can compromise the functionality of the entire system. If a blockage or build-up is suspected, the City uses robotic cameras on wheels to perform an in-sewer TV inspection of the line.

CableRunner technology may interfere with videoing of the system. Any cracks, fractures, or points of concern on the top wall of the pipe could be covered up by the cable tray and go undetected. If the CableRunner tray detaches from the wall of the pipe, it may physically obstruct the path of the camera, especially in smaller diameter pipes.

If excess debris is detected after videoing the line, the sewer pipe is flushed out by hydro-jetting. Jetting is the procedure of inserting high pressure water hoses into the pipe to clean the line and remove debris. The hose is inserted into the sewer through an upstream manhole and pulled back through the pipe while jetting high pressure water in its path.

The CableRunner system has been tested to withstand pressures in the range of 150 bars (2,200 psi). Jetting of a sewer line can use water pressures from 750 psi to 2,500 psi, depending on the condition and blockages within the pipe. If the CableRunner fastening system is compromised in any way, it could potentially be detached during high pressure cleaning and create blockages downstream.

3.4 Infiltration/Inflow (I/I)

I/I refers to infiltration and inflow of stormwater or groundwater into a sewer system. Groundwater may enter a sewer system when a pipe is damaged or cracked and installed below the water table. Miami Beach is very susceptible to I/I because of the depth of the pipes below the water table and the age of the sewer system.

The United States Geological Survey (USGS) records daily groundwater levels at various monitoring wells across the US. Well No. F-179 (254444080144801) is located at the intersection of SW 32 Avenue and SW 24 Terrace in Miami, Florida. The average wet season groundwater elevation for 2017 was 0.90 NAVD 88 and the average dry season groundwater elevation for 2017 was 0.75 NAVD 88.

Table 3.5 shows the range of invert elevations of the City's gravity sewer. Approximately 90.5% to 99.5% of the entire gravity sewer system is below the groundwater table for the entire year. 90.5% conservatively assumes that all pipes of unknown elevation are above the water table, while 99.5% assumes that all pipes of unknown elevation are below the water table.

Table 3.5: Wastewater Collection System Gravity Sewer Distribution by Elevation

Average Invert Elevation of Pipe (NAVD 88)	Pipe Length (Feet)	Percentage (%)
< -3	8,550	1%
-3 to -2	40,322	7%
-2 to -1	283,443	48%
-1 to 0	204,123	34%
0 to 0.75	2,756	0.5%
> 0.75	3,001	0.5%
Unknown	54,260	9%
Total	596,455	

Source: City of Miami Beach GIS database dated December 12, 2017.

Due to the City being surrounded by water and the age of infrastructure, the sewer pipes often flow full and the CableRunner system could be subject to almost constant inundation by saline groundwater. Saline conditions are harsh on infrastructure and cause premature corrosion of metal piping and ducting.

3.5 Security

The US Department of Homeland Security (DHS) Water and Wastewater Systems Sector aims to protect water and wastewater systems across the country. The EPA oversees the water and wastewater sector. Water and wastewater systems are vulnerable to a variety of attacks that could threaten public health and safety. Wastewater system attacks could target treatment plants or transmission system access points such as manholes. Pointed attacks could affect a large amount of the public, since the transmission system is connected to almost every house and business in a given service area.

In 2015, DHS released a Water and Wastewater Sector Specific Plan (SSP) to outline possible risks and describe how to make the water and wastewater systems more resilient. In the report, intentionally malicious acts; such as release of chemical or biological contaminants into a water or wastewater system, disruption of service by physically harming infrastructure, or breaches in cyber security; are classified as high risk.

The extent of security concerns that would arise by allowing a private company to enter and install broadband technology in a sewer network is unknown. The integration of sewer and fiber optic infrastructure make the systems dually vulnerable in the case of an attack.

3.6 Regulatory Compliance

Install of CableRunner would need to be approved by various regulatory agencies that oversee the wastewater collection system in Miami Beach including the Miami-Dade Department of Economic Resource Management (DERM) and the Florida Department of Environmental Protection (FDEP). Hazen and Sawyer has not consulted with either regulatory agency during this review to determine if this system would be permissible.

4. Conclusions

The following conclusions indicate the City's sewer system is not suitable for the installation of an in-sewer fiber optic network:

- The majority of the gravity sewer is too small in diameter for installation by either human crew or the CableRunner robotic device.
- It is not advisable to drill into terracotta piping due to the limited knowledge of its physical condition.
- Drilling into existing piping regardless of the material will increase the potential for I/I problems that Miami Beach already faces due to the depth of pipes below the water table and the age of its sewer infrastructure.
- Based on the estimated age of the City's sewer infrastructure, a large amount of the existing sewer piping will likely require repair in the next 10-20 years.
- Maintenance procedures such as emergency repairs, lining of the pipe, or cleaning operations become more complex with the presence of an in-sewer fiber optic system.
- It is unknown if the regulatory agencies will permit an in-sewer fiber optic system.
- The suitable piping that does appear acceptable for CableRunner installation does not provide enough connectivity for an expansive or redundant in-sewer fiber optic network.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING THE INCREASE IN CRIME IN MIAMI BEACH AND HAVING MORE COMMUNITY POLICING CITYWIDE**

HISTORY:

This memorandum is provided as an update to a May 22, 2018 NCAC Committee discussion and pursuant to a motion the Committee adopted to bring the item to the July meeting after allowing time for staff to follow up on certain action items. The direction of the Committee included:

- 1) Develop the scope of a proposed study of policing issues in the City to include:
 - Impact of social media
 - Review of arrest policies
 - Data on quality-of-life crimes
 - Impact of increased positions on Ocean Drive
 - Focus on neighborhoods, especially the entertainment area
- 2) Propose questions to be added to the City's bi-annual survey.
- 3) Come up with some positive education programming, using the Police Department's data, so that positive messaging can be imparted to the public.
- 4) Assign someone to attend the impacted community groups that were identified by the Committee (i.e., North Bay Road, Entertainment, South of 5th, Ocean Drive).

ANALYSIS:

Item 1: Develop the scope of a proposed study of policing issues in the City.

The Police Department's assessment is that if the City were to fund a study by an independent expert of issues associated with crime and perception of crime in Miami Beach, such a study could potentially be very time consuming and expensive. This is because the factors that impact crime and the perception of crime are complex, varied and inter-related in ways that are not easily discerned without detailed analysis by experts. Crime data, trends and causes are particularly difficult to dissect and the perception-versus-reality of crime even more difficult to measure.

One way to reasonably limit the scope (and cost) of such an effort would be to limit the area of the City to be studied. In most areas of the city, when a crime problem (or perception of crime) develops, the MBPD is flexible enough with resources to address the issue quickly (e.g. most recently in the North Bay Road area). However,

the one area of the city that is consistently the topic of public discourse and social and mainstream media attention about crime is the Entertainment District. So if a study is to be conducted, this is the area the Police Department recommends be studied.

The scope of the study should include the following:

- An evaluation of data and crime trends over time – starting with perhaps a minimum of the past 10 years.
- An evaluation of MBPD staffing and resources provided over time.
- An evaluation of impact of social media and mainstream media on perceptions of crime.
- An evaluation of the criminal justice system's effectiveness at handling arrests made in the MXE, including an in-depth analysis of arrests for quality-of-life offenses and lower-level property crimes such as beach thefts.
- An evaluation of the homeless situation in the MXE and its impact on crime and perception of crime, including an evaluation of whether current city-driven methods to deal with homelessness are effective or can be improved. Included in this analysis should be an evaluation of the impact of package store liquor sales on homelessness and related quality-of-life and disorder issues.
- An evaluation of the impact of noise, traffic and congestion on behavior, crime and perceptions of disorder in the MXE. This should include whether traffic pattern changes on Ocean Drive (e.g., one-way only, elimination of parking, café/sidewalk expansion, pedestrian mall/street closure, etc.) would impact these issues.
- An evaluation of the history, deployment, challenges and effectiveness of the off-duty police program on Ocean Drive and in the larger MXE.

In addition, in response to the NCAC's most recent inquiries, the Police Department developed data on arrests for quality-of-life offenses comparing 2016-2017 and 2017-2018 YTD (attached). Also attached is statistical data on the impact of the Police Department's many initiatives to address Part 1 (UCR) crime in the Ocean Drive area between 2014 and 2017.

Convening a focus group or series of focus groups to obtain community insight and ideas, as discussed in earlier submissions to the Committee, also remains an option but would likely be expensive to do properly.

Item 2: Propose questions to be added to the City's bi-annual survey

The next resident survey to evaluate the success of city services will be taken this Fall. The questions in the 2016 resident survey conducted by the ETC Institute are attached. After reviewing these questions, the Police Department has no recommendations for additional questions at this time and would prefer, along with the Communications Department, to take input on suggested additions or changes from the Committee at its next meeting. A notable change with this year's survey is that once complete, the 2018 survey results have the potential to be displayed in a performance dashboard, allowing the administration and City officials to analyze satisfaction with services *per neighborhood* and correlations between responses and demographic data. City staff is conducting market research for the potential purchase of the dashboard, and estimates the cost to be near \$16,000 annually.

Item 3: Come up with some positive education programming, using the Police Department's data, so that positive messaging can be imparted to the public.

The Police Department is working with the Communications Department on new messaging in this regard. Both the MBPD and the Communications Department are very active in all realms of social media in delivering anti-crime messaging and touting success stories. This effort will continue to be a high priority and will expand as needed. Attached is a recent example, an article just published in *Miami Beach Magazine*, entitled "Safety First: The Low Down on Crime." This is one example of the kind of efforts underway. Another is an article just published in a Chamber-sponsored publication (attached) about a special new MBPD initiative with the U.S. Attorney's Office. The Communications Department and MBPD intend to highlight these kinds of successes in all forms of media as they occur.

The Department has a new e-newsletter and is now using the “Next Door” social media application for passing on information to neighborhood groups. The Department is even about to begin piloting the networking of neighborhood video cameras to generate communal efforts among homeowners with police to fight crime.

In a new effort, the Communications Department will assist the Command Staff in meeting with small groups of police officers over the next few months to better explore specific ways to effectively communicate with neighborhoods and key community leaders about our crime-reduction efforts and successes.

Item 4: Assign someone to attend the impacted community groups that were identified by the Committee. (i.e., North Bay Road, Entertainment, South of 5th, Ocean Drive)

This is already standard operating procedure and has been for many years as part of the Department’s ongoing community policing efforts. The MBPD’s four Area Captains, their Neighborhood Resource Officers (NROs) and all members of the Command Staff routinely attend neighborhood and community group meetings throughout the city. At these meetings, there is always an emphasis on presenting current crime data, trends and crime-prevention and safety resources.

Each of the four captains was asked to prepare a short summary of their current efforts in this regard. Their summaries are as follows:

From: Captain David De La Espriella, Area 1:

In keeping with our commitment to Community Policing, Captain De La Espriella, the Area one (1) Commander, along with Officer Deborah Martineau, the Area one (1) Neighborhood Resource Officer, maintain constant communication with key members of area one (1) in an effort to address identified crime problems and quality of life issues. As part of that commitment, they attend monthly meetings where any issues raised are addressed and, if needed, followed up and reported on at subsequent meetings. The following monthly meetings are attended:

- South of 5th Neighborhood Association (SOFNA)
- West Avenue Neighborhood Association (WAVNA)
- Collins Park Neighborhood Association (CPNA)

In addition to these general monthly association meetings, a strong relationship has been formed with other groups with the intended goal of working together to address and solve problems. Marie Peters, Chair of the SOFNA Safety Committee, constantly communicates with Captain De La Espriella and works closely with our department for the betterment of the SOFNA neighborhood. The President of the Palm/Hibiscus/Star Island HOA, Pierre de Agostini, also communicates with Captain De La Espriella, as needed, whenever issues arise in that neighborhood.

Acknowledging that some issues cross HOA boundaries, Captain De La Espriella has created a “President’s Council” where once a quarter, he hosts a meeting of all the Presidents of the HOA’s in area one (1) to discuss any larger, area-wide problems. By bringing all of the HOA leaders together, a more comprehensive discussion and collaboration can take place. These meetings are an opportunity for those leaders to discuss and understand the resource deployment for the area in general. It is also an opportunity for those leaders to hear what is going on in other parts of the city.

From Captain Mimi Pfrogner, Area 2:

Middle Beach covers the general area from 23rd to 63rd Street on Miami Beach. This includes the Venetian Islands, Sunset Islands, La Gorce Island and Allison Island. All four of these islands have active associations of which we attend meetings at least twice a year. There are 7 other Homeowners Associations which are active in Mid Beach. They are Pine Tree/La Gorce, Flamingo, Nautilus Area, Upper North Bay Road, Bay Shore (41st Street South neighborhood), Sunset Harbor and Mid Beach (Collins Corridor) Association. The Lakeview Area does not have an association but we are in touch with longstanding members of this community to address concerns upon request.

There are 2 Boardwalk Beat Units: Officer Pereira Mon-Fri 9a-3p and Officer Schultz Sun-Wed 3p-1a. We have one 41st Street Beat Unit Officer Cuellar Tues-Fri 7a-5p. Officer Hazzi is the NRO and works Mon-Thurs 7a-5p. Other community stakeholder meetings we attend at least twice a year include the synagogues, the Jewish Community Center, Mount Sinai Medical Center, the 41st Street Business association, St. Patrick's Church/School, Beach High PTA, Nautilus Middle School PTA and North Beach Elementary PTA. We have close relationships with HOA presidents and board members of various groups and make frequent contact with them outside of regular meetings.

Our closest and most active relationships in Mid Beach tend to exist within the Jewish Community, Venetian Islands, Sunset Harbor, and North Bay Road. This past years' contact has consisted of traffic and boardwalk concerns with the Mid Beach (Collins) associations; burglary, speeding, LPR and camera concerns with the North Bay Road association; noise reduction efforts with the Sunset Harbor association; traffic and suspicious person concerns with the Venetian community; footbridge traffic concerns with the Flamingo Drive community and safety and security concerns with all mentioned schools.

From Captain Henry Doce, Area 3:

I have a regular monthly meeting where I invite all of our HOA as well as residents to attend. During these meetings I typically discuss relevant issues in our North area. These gatherings are very productive and I routinely meet new residents who attend and join in on our efforts to address issues in the neighborhoods. I have personally given out my cell number and made sure that each resident has the opportunity to make a difference in their community by keeping me personally informed of any problems they take notice of. I also have quarterly events like the Relay for Life Bike Rides, Ride with the chief bike rides, Community Breakfast with officers, and Relay for life Community Car wash. NRO Blanco has also made a large impact by being the direct liaison to anyone wishing to alert us to any problems. I have added the North Walking Beats as an added resource to reach out to community business leaders who feel very close to the Walking Beat Cops. In our North area I have the following HOA who are very active:

- Bay Drive West HOA
- Stillwater Drive HOA
- Normandy Shores HOA
- Parkview Island HOA
- Ocean Terrace HOA
- Biscayne Pointe HOA
- Normandy Fountain HOA
- Normandy North HOA
- Biscayne Beach HOA
- Altos Del Mar HOA
- Normandy North HOA
- Normandy South HOA
- Normandy Center HOA

Captain Ian Robinson, Area 4/Entertainment District:

Within the Entertainment District I have one very active community association called the Ocean Drive Association (O.D.A.). Collins Avenue has no known organized association or community group that I am aware of that exists in the ED, although I do communicate with several of the larger property owners and managers on a regular basis. Washington Avenue is in the infancy stages of beginning an association or group of business owners led by a local attorney (Steve Polisar) whom I communicate often with. Thus far we have had two meetings with this still unnamed Washington Ave group, which my Washington Ave Beat Officers Nelson Cubides, Alain Rodriguez, and I attended.

There is also increasing interest and action led by Jeff Feldman, Mike Palma and others to begin a Business Improvement District (B.I.D.) that encompasses the area (5th to 23rd Street, Atlantic Ocean west to Washington Ave), in which most Miami Beach visitors are drawn to.

The O.D.A. meets monthly and I attend each meeting. Every day, I closely collaborate with Mike Palma (chairman of the ODA), Ceci Velasco (ODA Exec Director) and Mike DeFilippi (Nighttime ODA Manager) about issues on Ocean Drive and the feeder streets that lead to Ocean Drive. Within the past two weeks ODA leadership and I have met with the owners and managers of two problematic businesses along Ocean Drive to try to get them to alter their current business model. This is a constant work in progress. Right now we are going into week 5/12 of the TOPS (Tourist Oriented Policing Service) program. This is an off duty pilot program and will last until August 19th. This program involves a sergeant and four officers who specifically walk on the west sidewalk of the cabaret district (7-11 Streets) on Ocean Drive. The program operates on Friday, Saturday and Sunday nights and is in place to quell problems before they become problems as well as to significantly increase visibility on the west sidewalk of Ocean Drive. I also have an additional 12 officers (two of which are sergeants) who are specifically assigned to Ocean Drive at night. This group of officers is specifically assigned to Ocean Drive's 10 blocks from 5-15 Streets. During their busy shifts they constantly interact with the ODA staff.

CONCLUSION:

ATTACHMENTS:

Description	Type
☐ Quality of Life Graph 2016 vs 2017	Other
☐ Quality of Life Graph 2017 vs 2018	Other
☐ Ocean Drive Area UCR 2014 vs 2017	Other
☐ City of Miami Beach 2016 Survey	Other
☐ MB Community Newspapers - June 25 2018	Other
☐ Miami Beach Magazine - Safety First	Other



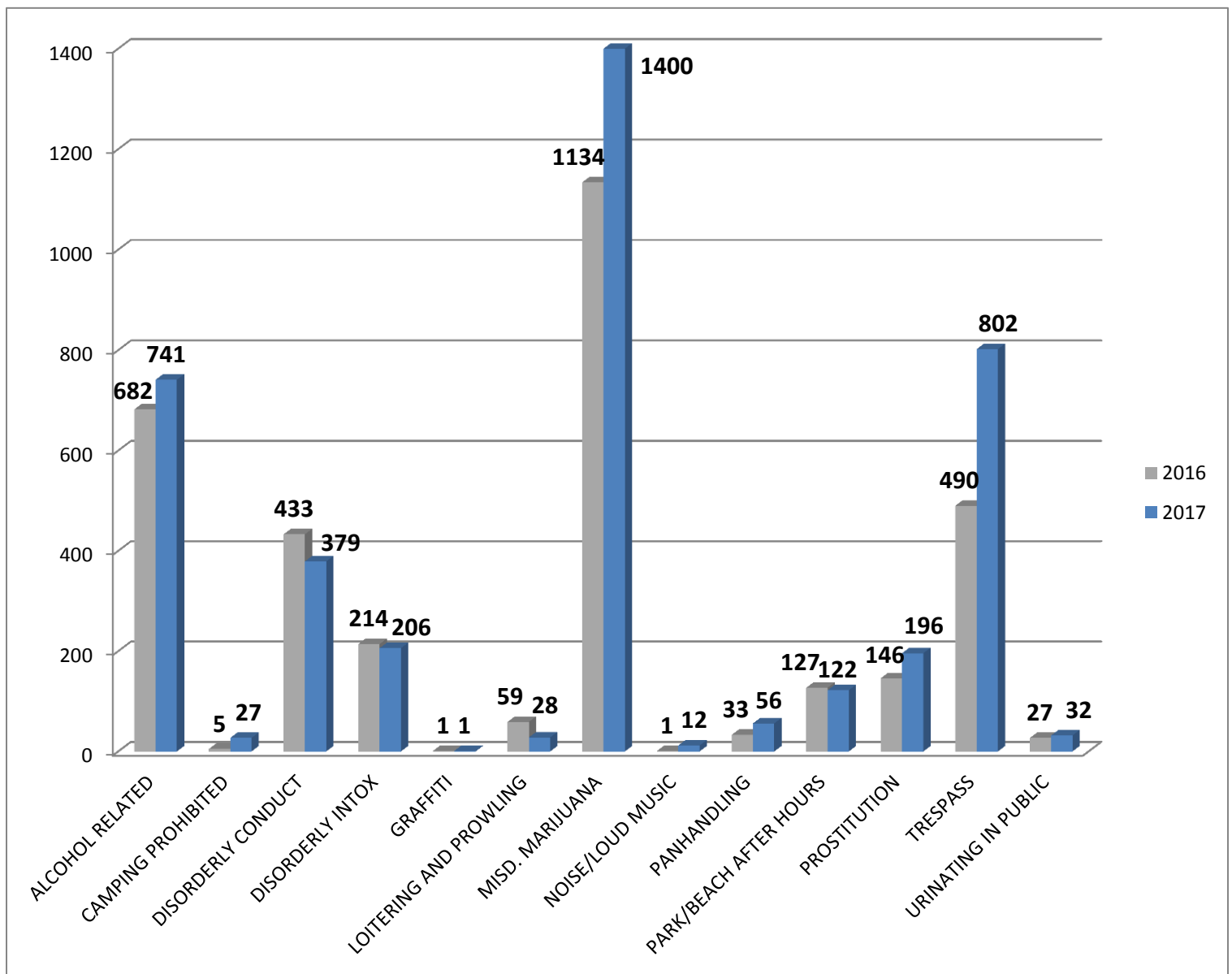
To: Chief Oates

Date: June 21, 2018

Subject: Criminal Charges for Quality of Life Offenses – 2016 VS 2017

The below graph illustrates individual instances in which persons were charged with certain quality-of-life offenses.

Note: Each instance below does not illustrate a separate arrest. Multiple charges for a single defendant are common. Each arrest charge is illustrated separately in this report.





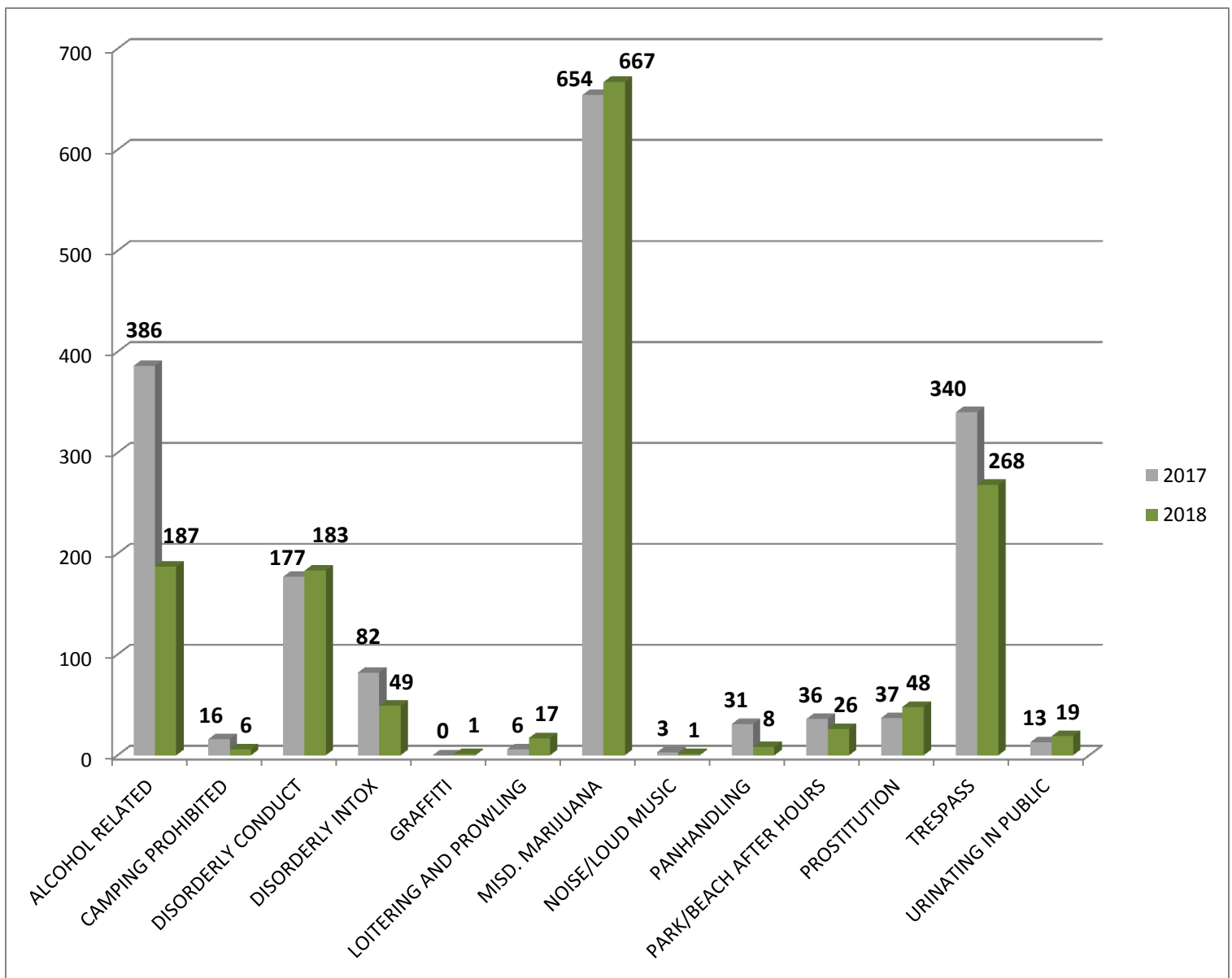
To: Chief Oates

Date: June 21, 2018

Subject: Criminal Charges for Quality of Life Offenses – 2017 VS 2018 (Jan. 1 – May 31)

The below graph illustrates individual instances in which persons were charged with certain quality-of-life offenses.

Note: Each instance below does not illustrate a separate arrest. Multiple charges for a single defendant are common. Each arrest charge is illustrated separately in this report.



To: Chief Oates

Date: June 21, 2018

Subject: 2014 VS 2017 UCR Part I Crime Comparison – Ocean Drive Area

Area of Analysis: 5th to 15th Street, ocean shoreline west to (but not including) Collins Ave.

OCEAN DRIVE AREA UCR PART I COMPARISON			
PERIOD COVERED: JANUARY 1 - DECEMBER 31			
	% CHANGE	2014	2017
HOMICIDE	#DIV/0!	0	0
RAPE	16.67%	6	7
ROBBERY	-33.80%	71	47
AGGRAVATED ASSAULT	37.21%	43	59
TOTAL VIOLENT	-5.83%	120	113
	% CHANGE	2014	2017
BURGLARY	2.44%	41	42
LARCENY	-23.29%	1,421	1,090
AUTO THEFT	33.33%	15	20
TOTAL PROPERTY CRIMES	-22.00%	1,477	1,152

TOTAL PART I	
2014	1,597
2017	1,265
-20.79%	

City of Miami Beach 2016 Survey: Conducted by ETC Institute

Police-related questions

How Safe do you Feel: (Likert scale 1-5)

- *In your neighborhood during the day*
- *In your neighborhood during the evening/night*
- *In business/commercial areas of the City during the evening/night*
- *In City parks that currently had Park Randers during park hours (Flamingo, N. Shore Open Space, S. Shore Park)*
- *In entertainment areas*
- *During special events*

How Satisfied are you with: (Likert scale 1-5)

- *Overall image of the City of Miami Beach City*
- *City efforts to prevent Crime*
- *Quality of local schools within Miami Beach*
- *Quality of life within the City of Miami Beach*
- *The City of Miami Beach as a place to live*
- *Professionalism of City employees who respond to emergencies*

Do you thing the amount of noise in your neighborhood is:

Way to too much/A bit too much/Acceptable and not a problem/Don't know

Can you think of a location in Miami Beach that need improvements related to litter clean up, graffiti removal, better code enforcement, homelessness, or anything else? If so, please write the location and the improvement that is needed for up to three locations in the spaces below.

Rate the level of bicycle safety in the City of Miami Beach (Likert scale 1-5)

In the past 6 months please indicate if you have accessed any of the Police Department's following social media platforms:

- *Twitter*
- *Facebook*
- *Have not accessed*

How useful is the information provided by the City of Miami Beach Police Department's social media platforms: (Likert scale 1-5)



Law Enforcement Partnership Targets Armed Robbers of Miami Beach Tourists

Five Individuals Convicted and Sentenced to Prison

Benjamin G. Greenberg, United States Attorney for the Southern District of Florida, Robert F. Lasky, Special Agent in Charge, Federal Bureau of Investigation (FBI), Miami Field Office, and Daniel J. Oates, Chief, City of Miami Beach Police Department, announce the conviction and sentencing of five individuals who participated in armed robberies of Miami Beach tourists.

In February of 2017, **Roy William Reed**, 24, from Memphis, Tennessee held up two tourists at gunpoint on Ocean Drive, in Miami Beach, while **Ashley Brooks**, 25, also from Memphis, acted as a lookout (Case No. 17-CR-20930). During the course of the robbery, Reed took, among other items, the victims' wallets, cash and cellular telephones. Shortly after the robbery, Brooks attempted to use one of the victims' credit cards at a gas station.

On March 13, 2018, Reed pled guilty to conspiracy to commit Hobbs Act robbery, two counts of Hobbs Act robbery, and brandishing a firearm in furtherance of a crime of violence. On the same day, Brooks pled guilty to brandishing a firearm in furtherance of a crime of violence. On May 15, 2018, U.S. District Judge Donald M. Middlebrooks sentenced Reed and Brooks to 124 months and 84 months, respectively. A restitution hearing has been scheduled for Reed and Brooks on July 17, 2018, at 11:00 a.m., before Judge Middlebrooks.

Similarly, in October of 2017, **Rahshard Jovan Stepherson**, 45, and **Vidyapati El**, both of Riviera Beach, and **Kemon Dominique Thompson**, 25, of Opa Locka, held two foreign tourists at gunpoint in a stairwell on Miami Beach (Case No. 17-CR-20895). Stepherson shoved a firearm into the victims' necks and stomachs and forced them to comply with his demands. The three defendants ultimately took the tourists' wallets, watches, and cell phones, before fleeing the crime scene.

On April 10, 2018, a federal jury convicted Stepherson of conspiracy to commit Hobbs Act robbery, Hobbs Act robbery, and brandishing a firearm in furtherance of a crime of violence. Stepherson was sentenced today by Judge Middlebrooks to 360 months in prison and was ordered to pay \$6,600 in restitution to the victims.

Defendants Thompson and El pled guilty, on March 20, 2018, to brandishing a firearm in connection with this robbery. On May 15, 2018, Judge Middlebrooks sentenced El to 86 months in prison and was ordered to pay \$8,620 in restitution to the victims. Thompson was sentenced today by Judge Middlebrooks to 96 months in prison and was ordered to pay \$8,300 in restitution to the victims.

All five defendants were also ordered to serve 5 years of supervised release, following their release from prison.

These armed robbery cases are part of Project Safe Neighborhoods (PSN), a program bringing together all levels of law enforcement and the communities they serve to reduce violent crime and make our neighborhoods safer for everyone. Attorney General Jeff Sessions reinvigorated PSN in 2017 as part of the Department's renewed focus on targeting violent criminals, directing all U.S. Attorney's Offices to work in partnership with federal, state, local, and tribal law enforcement and the local community to develop effective, locally-based strategies to reduce violent crime.

Mr. Greenberg commended the investigative efforts of the FBI and the City of Miami Beach Police Department in this matter. Mr. Greenberg thanked the Shelby County Sheriff's Office in Memphis for their assistance. These cases are being prosecuted by Assistant United States Attorneys Daniel Marcet, Jessica Obenauf, and David Turken.

A copy of this press release may be found on the website of the United States Attorney's Office for the Southern District of Florida at www.usdoj.gov/usao/fls. Related court documents and information may be found on the website of the District Court for the Southern District of Florida at www.flsd.uscourts.gov or on www.pacer.flsd.uscourts.gov.

THE LOW DOWN ON CRIME



By Taylor Hall

An alarming video climbs to the top of your Facebook feed, while another grave headline scrolls the bottom of your television screen. It raises an important question: are we giving too big of a spotlight to isolated crimes or simply becoming more aware of long-standing crime trends?

As society hands the mic to everyday citizens to do the reporting, an inaccurate perception that crime is on the rise can develop. Despite unsettling video footage and ominous blog postings, crime trends in Florida, Miami-Dade County, the City of Miami and Miami Beach have all shown significant decreases in the last four years, with Miami Beach achieving the biggest reduction – a significant 21 percent drop in major crime since 2013. Robbery and burglary, two bellwether crimes, have dropped 18 percent and 26 percent respectively. While these are notable results, the Miami Beach Police Department is never satisfied. Every crime statistic has a real victim behind it. Seeing these victims face to face, officers feel their anguish. Their goal is to protect everyone – to prevent all victimization.

As law enforcement in the region has sharpened and improved on its crime fighting skills, it has also become more efficient. Arrests by officers in Miami-Dade County, City of Miami and Miami Beach have all decreased in the last four years. While it may seem counter-intuitive that crime would be down at the same time that arrests are down, there is a valid explanation: officers and detectives in Miami Beach, and in the region, are working harder and smarter – ultimately, being more successful at putting the most high-profile and frequent criminals behind bars.

“The effectiveness of policing isn’t measured by how many people you arrest, but rather by whether or not you have an impact on victimization and crime,” noted Miami Beach Police Chief Daniel J. Oates. “Although the numbers are a clear indication of our committed efforts, the goal isn’t low statistics. Public safety at its core is ensuring the community is safer, feels safer and that police resources are being used to their maximum capability.”

John Deutzman, a spokesperson for a relatively new citizen watchdog group that monitors crime, operates a Facebook blog known as “Miami Beach Crime Prevention and Awareness,” recently expanded on the correlation between lower arrests and lower crime.

“In 2017, based on our data, there were 19 people (in the South Beach Entertainment District) who had 10 arrests or more. Total arrests in 2017 for those 19 individuals was 233,” explained Deutzman. “As we end the first quarter of 2018, there seems to be a dramatic change in the number

of arrests within this group; there have been only 13. Annualized, that’s 52 total arrests and 181 less arrests marking a 77 percent decrease in arrests. It’s early in the game, but this is encouraging given that arrests cost money.”

Not only is it a smart use of police resources to focus on repeat offenders, but cracking down on repeat offenders saves taxpayer money. As the worst offenders spend more time in jail, MBPD officers are freed up to spend more time focusing on priorities important to the community, like quality-of-life complaints and traffic safety. However, keeping crime down requires continuous effort and the full support of all community partners. Residents can do their part in keeping Miami Beach safe by following these safety tips:

- **See something, say something.** If you see something suspicious in your neighborhood or area, say something immediately by calling 911. Don’t record it, report it.
- **Give the illusion of occupancy.** This can be done a number of ways in your home, such as by leaving a television on, having music playing or making sure lights are left on or are running on a timer. It’s important to never advertise that you are leaving town. This includes asking your children not to post on social media about their upcoming vacation. You shouldn’t either. Make sure to lock all windows, doors and cars – even if they are in the garage. Lastly, trust a good neighbor to check on your home while you’re away.
- **Secure your home.** Tweaks to your outdoor lighting and landscaping can make a significant difference in the safety of your home. First, know the difference between security lighting and decorative landscape lighting. Then, prioritize lighting by recognizing typically dark areas, such as the front, rear and sides of your yard. Proper maintenance and installation of spot lighting around your home is key. Installing timers, motion sensors and other options to control frequency as well as leaving outside lights on after dark is important. Further helping with visibility – consistently trimmed trees, shrubbery and bushes limit someone with a place to hide.
- **Consider a Crime Prevention Survey.** The Miami Beach Police Department deploys experts who can assess your home’s security features and vulnerabilities. Call MBPD to arrange a survey and learn what you can do to better target harden your home.
- **Request a Watch Order.** The Miami Beach Police Department will visit your home while you are out of town to make sure it is secure. Call 305.673.7901 to arrange this service.

For emergencies, call 911. For non-emergencies, call 305.673.7901.

La disminución del índice de delincuencia Un video alarmante aparece en su página de Facebook mientras que lee otro titular de una noticia grave en la parte inferior de la pantalla de su televisor. Ambos hechos plantean una pregunta importante: ¿estamos dando demasiada importancia a crímenes o delitos aislados, o simplemente somos más conscientes de las tendencias delictivas arraigadas?

Mientras que la sociedad pone un micrófono en manos de ciudadanos de a pie para hacer informes o reportes, es posible que desarrollemos una percepción inexacta de que el número de delitos que se comenten va en aumento. A pesar de los innumerables videos inquietantes y de las siniestras publicaciones que encontramos en los blogs, las tendencias delictivas en Florida, el Condado de Miami-Dade, la Ciudad de Miami y Miami Beach se han reducido significativamente en los últimos cuatro años, siendo Miami Beach la que ha logrado la mayor reducción: un significativo 21 por ciento menos en delitos graves desde 2013. Los delitos indicadores de tendencias como el robo con violencia o intimidación, o el robo con allanamiento de morada, han disminuido un 18 por ciento y un 26 por ciento, respectivamente. Si bien estos resultados son verdaderamente positivos, los oficiales de policía de Miami Beach y el Departamento nunca están satisfechos. Todas las estadísticas de criminalidad tienen detrás una verdadera víctima. Al ver a estas víctimas cara a cara, los oficiales sienten su angustia y su objetivo es protegernos a todos con el fin de evitar toda victimización.

Al igual que la aplicación de la ley en la región se ha agudizado y ha mejorado en lo que respecta a combatir el crimen, también se ha vuelto más eficiente. Las detenciones realizadas por oficiales en el Condado de Miami-Dade, la Ciudad de Miami y Miami Beach han disminuido en los últimos cuatro años. Si bien puede parecer poco intuitivo que el crimen disminuya al mismo tiempo que los arrestos se reducen, hay una explicación válida: tanto los oficiales como los detectives de Miami Beach y de la región están trabajando más duro y de forma más inteligente, y como consecuencia de ello están teniendo más éxito en lo que se refiere a poner entre rejas a los delincuentes más peligrosos y con actividad delictiva más frecuente.

"La efectividad de la policía no se mide por la cantidad de gente que arrestas, sino más bien por si tienes o no un impacto en la victimización y el crimen", afirma Daniel J. Oates, jefe de policía de Miami Beach. "Aunque las cifras son una clara indicación de nuestros comprometidos esfuerzos, el objetivo no es bajar las estadísticas. La seguridad pública consiste esencialmente en garantizar que la comunidad sea más segura, se sienta más segura y que los recursos policiales estén siendo utilizados de la mejor manera posible."

John Deutzman, portavoz de un grupo de vigilancia ciudadana relativamente nuevo que supervisa los índices de delincuencia y lleva un blog de Facebook conocido como "Miami Beach Crime Prevention and Awareness", recientemente amplió la relación que existe entre la reducción en el número de arrestos y en el número de delitos.

"Según nuestros datos, en 2017 hubo 19 personas (en el distrito de entretenimiento de South Beach) que fueron arrestadas 10 o más veces. El número total de arrestos de estos 19 individuos en 2017 fue de 233", explica Deutzman. "Al finalizar el primer trimestre de 2018, parece ser que ha habido un cambio drástico en el número de arrestos de los miembros de este grupo: solo ha habido 13. Si anualizamos, ese número total de arrestos de 52

y los 181 arrestos menos, marcan una disminución del 77 por ciento en arrestos. Todavía falta mucho, pero hasta la fecha es muy alentador dado que los arrestos cuestan dinero".

No solo se trata de usar los recursos policiales de manera inteligente con el objetivo de centrarse en infractores reincidentes, sino que además tomar medidas enérgicas contra los reincidentes ahorra dinero a los contribuyentes. Asimismo, como los peores delincuentes pasan más tiempo en la cárcel, los oficiales del MBPD tienen más tiempo para dedicarlo a las prioridades importantes para la comunidad, como las quejas sobre la calidad de vida y la seguridad vial. Sin embargo, mantener bajo el índice de delincuencia requiere un esfuerzo continuo y el apoyo total de todos los miembros de la comunidad. Los residentes pueden hacer su parte del trabajo para mantener a Miami Beach segura siguiendo estos consejos de seguridad:

- **Si observa algo extraño, dígalos.** Si ve algo sospechoso en su vecindario o área, informe inmediatamente llamando al 911. No lo grabes, repórtalo.
- **Tiene que dar la impresión de que su casa está ocupada.** Esto lo puede hacer de varias formas. Por ejemplo, deje un televisor encendido, la música sonando o deje las luces encendidas o funcionando con un temporizador. Es importante no decirle a nadie que va a salir de la ciudad. Para ello, diga a sus hijos también que no publiquen nada al respecto de sus próximas vacaciones en las redes sociales. Usted tampoco lo haga. Asegúrese de cerrar bien todas las ventanas, puertas y vehículos, aunque estén en el garaje. Por último, pídale a un vecino de confianza que eche un vistazo a su casa mientras usted está fuera.
- **Asegure su hogar.** Haga algunos cambios en la iluminación exterior de su casa y de su jardín, ya que esto puede influir positivamente en la seguridad de su hogar. En primer lugar, debe conocer la diferencia entre la iluminación de seguridad y la iluminación decorativa de su jardín. A continuación, priorice la iluminación prestando más atención a las zonas que suelen estar más oscuras, como la parte delantera, trasera y lateral de su patio. Es muy importante llevar a cabo el mantenimiento adecuado e instalar focos de iluminación alrededor de la casa. También resulta clave la instalación de temporizadores, sensores de movimiento y otras opciones para controlar la frecuencia, así como dejar las luces exteriores encendidas después del anochecer. Y para que la visibilidad sea aún mejor, los árboles y arbustos deben estar perfectamente recortados para limitar los posibles lugares en los que alguien pueda esconderse.
- **Considere la posibilidad de hacer una Encuesta de Prevención del Crimen.** El Departamento de Policía de Miami Beach cuenta con un equipo de expertos capaces de evaluar las vulnerabilidades y características de seguridad de su hogar. Llame al MBPD para participar en una encuesta e informarse sobre qué puede hacer para lograr que su hogar sea más seguro.
- **Solicite una orden de vigilancia.** El Departamento de Policía de Miami Beach visitará su hogar mientras se encuentre fuera de la ciudad para asegurarse de que todo esté en orden. Llame al 305.673.7901 para organizar este servicio.

Para emergencias, llame al 911. Para las emergencias, llame al 305.673.7901.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION TO EXPLORE PURCHASING NEW STREET SIGNS IN MIAMI BEACH**

HISTORY:

City of Miami Beach street name signs are currently installed and maintained by Miami-Dade County Department of Transportation and Public Works (DTPW). The current sign design, color (green), and lettering follow the standards set in the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD also allows for some variations in color for street name signs, such as brown or blue. Historically, any variation from the approved colors requires approval from FHWA. The City has previously received FHWA variances for the existing blue wayfinding signs throughout the City.

City Transportation Department staff has contacted DTPW and various municipalities in Miami-Dade County to understand the process and costs associated with the installation of new non-standard street name signs in their respective cities. Given that the County has jurisdiction over all traffic engineering functions within Miami-Dade County, an Intergovernmental Agreement with Miami-Dade County is required for a municipality to be authorized to install non-standard street name signs. Consistent with existing agreements executed between the County and the aforementioned cities, the municipality is responsible for removal of all existing standard street name signs as well as the design, fabrication, installation, and maintenance of the new non-standard street name signs and decorative poles.

This item was discussed at the June 6, 2018 Neighborhood/Community Affairs Committee (NCAC) meeting. At the meeting, Transportation Department staff provided some preliminary cost information received from other cities in Miami-Dade County that have installed decorative street name signs. The NCAC directed staff to explore the feasibility of deploying new decorative street name signs on a pilot basis in one single family neighborhood only as part of an upcoming neighborhood improvement project. The intent of the pilot project would be to gauge community feedback and costs associated with the deployment and maintenance of the decorative street name signs in order to determine if the City should pursue this initiative on a citywide basis.

ANALYSIS:

Miami Beach currently has a total of 1,500 intersections (240 signalized and 1260 unsignalized). Per the County's standard, unsignalized intersections are equipped with pole-mounted street name signs in one of the corners of each intersection. Signalized intersections are equipped, for the most part, with four (4) internally illuminated overhead street name signs (one for each leg of the intersection). A few intersections throughout the City, particularly in the older neighborhoods, have span-wire mounted static street name signs.

SIGNALIZED INTERSECTIONS

The benefit of upgrading internally illuminated street name signs at signalized intersections is limited given that

the only change allowed by the County would be the background color of the street name panel (currently green). The cost of replacing each panel is approximately \$400, thus the cost of replacing all four (4) street name panels at an intersection would be approximately \$1,600 per intersection.

UNSIGNALIZED INTERSECTIONS

Based on input received from DTPW and other municipalities in Miami-Dade County, the City would need to fund the following costs associated with fabrication and installation of decorative street name signs at unsignalized intersections. Costs may vary based on the design of the sign and the decorative pole.

- removal of the County's existing street name signs
- fabrication and installation of new poles, pole bases, pole caps, and sign topper (optional)
- fabrication and installation of the new street name signs

UPDATE SINCE JUNE 6 NCAC MEETING

Since the June 6 NCAC meeting, Transportation Department staff has reached out to more cities as well as a sign contractor who has worked with various cities in the County on their respective decorative street name sign programs. Based on feedback from various cities, the following average "all-in" costs per unsignalized intersection were obtained by staff:

- City of South Miami - \$1,635
- Town of Miami Lakes - \$1,000
- Village of Key Biscayne - \$2,110
- City of Weston - \$3,030
- Town of Bay Harbor Islands: \$1,460
- City of Sunny Isles - \$1,195

It is worth noting that in most cities, the installation of the new decorative street name signs was accomplished as a citywide program phased and implemented over several years (e.g. 2 to 5 years).

Based on Transportation staff's research to date, and taking into consideration the total number of unsignalized intersections in Miami Beach, the cost to the City to replace all existing street name signs with new decorative street name signs at all unsignalized intersections in the City would range from approximately \$1.47 million (assuming \$1,165 per unsignalized intersection) to \$2.9 million (assuming \$2,300 per unsignalized intersection). For example, if the citywide installation is funded over 5 years, this would represent a cost ranging between \$294,000 and \$580,000 per year.

Pursuant to the NCAC's direction, Transportation Department staff coordinated with the City's Public Works Department and the Office of Capital Improvements to identify upcoming neighborhoods that could be candidates for decorative street name sign deployment. Based on this coordination, the next neighborhood improvement project where installation of decorative street name signs might be possible is the LaGorce Neighborhood. As directed by the NCAC, staff has estimated that the cost of installing decorative street name signs in the LaGorce Neighborhood (which consists of 34 unsignalized intersections) would range between \$39,610 and \$78,200. However, the neighborhood-by-neighborhood phased installation approach would need to be negotiated with and approved by the County as part of the required Intergovernmental Agreement. Additionally, even if the neighborhood-by-neighborhood phased implementation approach is approved by the County, City staff has concerns that this approach might create gaps in the street signage network given that the boundaries of neighborhood improvement projects are not contiguous and do not always include all unsignalized intersections in the City.

Furthermore, staff estimated the cost of installation of decorative street name signs on intersections in single family neighborhoods. If all single family neighborhood intersections in the City were enhanced with decorative street name signs, the total cost of replacement would range between \$423,000 and \$833,000, depending on final design of the sign. If these costs were programmed over a 5-year period, the cost per year would range between \$85,000 and \$167,000, depending on the final design of the sign. Additionally, staff has a concern with potentially creating gaps in the street signage network given that several of our residential

neighborhoods consist of a mix of single family and multi-family homes.

Pursuant to NCAC direction, Transportation Department staff communicated with County staff to discuss the possibility of deploying decorative street name signs as a pilot project in a single neighborhood in the City. However, County staff has advised that a pilot program would not be approved given that street name signs should be installed as a citywide program on a permanent basis in order to achieve a uniform branding throughout the City. Further, the County advised that the City would need to obtain County approval of the design and, subsequently, execution of an Intergovernmental Agreement between the City and County would be required for the installation and maintenance of the new decorative street name signs as part of a citywide program.

CONCLUSION:

This item is presented to the Neighborhood/Community Affairs Committee for discussion and further input.

ATTACHMENTS:

Description	Type
 Decorative Street Name Sign Examples	Memo



City of South Miami



Village of Key Biscayne



City of Weston



Town of Bay Harbor Islands



City of Sunny Isles Beach

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING NAMING FOR THE NEW NORTHERN CONVENTION
CENTER PARK AND THE MAIN CONVENTION CENTER PARK**

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING DOCKLESS BICYCLE SHARING PLATFORM REGULATIONS**

HISTORY:

On May 16, 2018, the Mayor and Commission referred Item No. R9Q, entitled, "Discussion of Dockless Bicycle Sharing Platform Regulations" to the Neighborhoods Committee for discussion.

On June 20, 2018, the Neighborhoods and Community Affairs Committee (NCAC) discussed the item and directed the Administration to return to the Committee with proposed regulatory guidelines for dockless "DoBi" bike sharing services.

General Concerns:

The DoBi model has been deployed in US cities over the last two years in varying markets; under regulated and unregulated conditions. In all cases, the paramount concern is obstruction of the right-of-way; DoBi providers being ready, willing, and able to correct these obstructions or deficiencies; and uncontrolled proliferation of DoBi.

It is also important to note that during the last session of the State Legislature HB 1033 was introduced proposing a pre-emption of regulation by local governments. HB 1033 was not approved; however, despite assurances from members of the DoBi industry that they will not seek a pre-emption, another preemption bill could be introduced in a future session of the Legislature.

ANALYSIS:

The Administration reviewed regulations from a variety of cities, including: Seattle, Washington, San Francisco, California, and Palo Alto, California as well as local jurisdictions such as Miami Springs, Village of Key Biscayne, Coral Gables, Orlando, Florida among others. The following guidelines are largely composed of the City of Seattle's requirements and certain components from others that are applicable to Miami Beach. These were reviewed and endorsed by the Police Department, Code Compliance Department, Public Works, City Attorney's Office, and Parking Department. However, please keep in mind that this is a preliminary draft which will likely need further refinement. The Administration proposes the following regulatory framework for DoBi services.

DEFINITIONS:

1. "Dockless Bicycle Sharing Company" hereinafter referred to as "DoBi" means an entity that makes "dockless" bicycles available for private use by reservation and available for shared use through an online application, software, or website. DoBi is intended for shared use by individuals.

2. DoBi means a bicycle that is self-locking and that is not connected to a docking station.
3. "User" means a person who reserves a DoBi through a bicycle sharing company's online application, software, or website.
4. Habitual Offender is a DoBi service that has received five (5) penalties within a 30 day period, as stated in the enforcement provisions below.

All DoBi providers shall comply with the following requirements:

SAFETY REQUIREMENTS

1. All bicycles used in DoBi systems shall meet the standards outlined in the Code of Federal Regulations (CFR) under Title 16, Chapter II, Subchapter C, Part 1512 – Requirements for Bicycles. Dockless bicycle providers shall meet the safety standards outlined in ISO 43.150 – Cycles, subsection 4210.
2. Notify its users and promote all bicycle regulations as set forth in Florida Statutes Chapter 316.2065, entitled, Bicycle Regulations.
3. Provide a mechanism for notification to the operator of any safety or maintenance issue with the bicycle, including a contact number visible on the bicycle.
4. Satisfy and maintain insurance, indemnity, and hold harmless requirements permit requirements.
5. Have visible language that notifies the user that:
 - a. Helmets shall be worn while riding a bicycle.
 - b. Bicyclists shall yield to pedestrians on sidewalks.
6. Acknowledgment that the City is not responsible for educating users regarding helmet requirements and other laws. Neither is the City responsible for educating users on how to ride or operate a bicycle.
7. Educate users regarding laws applicable to riding and operating a bicycle in the City and to instruct users to wear helmets and otherwise comply with applicable laws.
8. DoBi must have a bell or other audible device and riders must provide an audible signal when approaching pedestrians from behind.
9. DoBi shall be equipped with front light(s).

PARKING (for DoBi)

Bicycle parking shall, at a minimum:

1. DoBi and its customers shall not be permitted to attach bicycles to personal property, fixtures or structures on the City's rights-of-way.² On blocks without sidewalks, bicycles may be parked if the travel lane(s) and pedestrian access are not impeded.
2. The City reserves its right to determine certain block faces where DoBi is prohibited. [Potential locations to consider include Lincoln Road, Ocean Drive, Espanola Way to name a few.]
3. Create geo-fenced corrals within certain areas, at the sole discretion of the City, where bicycles shall be parked.\
4. Bicycle(s) parked on City right-of-way in one location for more than 24 hours without moving may be removed by the City and taken to a City facility for storage at the expense of the DoBi.
5. Bicycles shall be upright when parked.
6. Any bicycle that is parked incorrectly shall be re-parked in a correct manner or shall be removed by the DoBi within two (2) hours of receiving notice.
7. Bicycles shall not be parked in the landscape/furniture zone adjacent to or within:
 - a. Transit zones, including bus stops, shelters, passenger waiting areas and bus layover and staging zones, except at existing bicycle racks:
 - b. Disabled parking spaces or access aisles;
 - c. Passenger, commercial, or freight loading zones;
 - d. Street furniture that requires pedestrian access (for example - benches, parking pay stations, transit information signs, etc.);
 - e. Curb ramps
 - f. Entryways;
 - g. Parklets;
 - h. Driveways; and
 - i. Bicycles shall not be parked in any landscaped areas.

OPERATIONS

1. Responsible for maintaining bicycles pursuant to industry maintenance standards and shall be solely responsible for repair, replacement and restoration of any real or personal property damaged as a result of the operation of the program.
2. Provide services through its online application, software, or website.
3. Provide contact information including customer service support information on each bicycle for bicycle relocation requests from the public or city staff; staff customer service lines 24 hours a day, 7 days a week; and provide a two (2) hour response window for urgent customer service issues/bicycle relocation requests.
4. Hire and maintain, a minimum of one (1) full-time equivalent staff per 100 bicycles to manage, repair, and re-balance the fleet within the Miami Beach city limits, at full capacity; and monitor and reposition bicycles on a 24 hour basis in order to ensure no obstructions on the City's rights-of-way and maximizes efficiencies.
5. Share monthly reports with city staff, free of charge, with useful data (i.e., average riding time, average riding distance, number of active riders, cumulative calories burned, and carbon offset). DoBi shall also provide real-time access to bicycle locations and related data.
6. Include GPS (Global Positioning System) devices on each bicycle.
7. Protect and maintain all data domestically.
8. Provide contact information for personnel who are capable of addressing any issues that may arise.
9. Relocate or rebalance bicycles every 24 hours or within two (2) hours of receiving notice.
10. Insurance/Indemnification:
 - a. Workers' Compensation, as required by Florida Law;
 - b. Commercial General Liability and Rights-of-Way Damage Insurance (One Million Dollars (\$1,000,000) combined single limit per occurrence, with Two Million Dollars (\$2,000,000) annual aggregate for bodily injury, property damage, products, completed operations, and contractual liability coverage; and c. Comprehensive automobile insurance in an amount not less than one million dollars (\$1,000,000) per occurrence for bodily injury and property damage, including coverage for owned and non-owned vehicles. All insurance coverages shall be subject to review and approval by the City's Risk Manager. Providers shall indemnify the City from all claims, including, without limitation court costs and reasonable attorneys' fees, resulting in loss of life, bodily injury or property damage arising directly or indirectly out of or from or account of provider's use of the City's rights-of-way, use of the provider's bikes by anyone, or provider's failure to comply with the terms of the permit; and
 - d. Have a cash deposit or irrevocable letter of credit approved by the City in the amount of \$100 per bicycle. These funds shall be accessible to the City for future public property repair and maintenance costs that may be incurred; removing; and storing bicycles improperly parked; or if a DoBi is not present to remove bicycles. In case there is an approval to increase the size of their fleet, the cash deposit or letter of credit shall be adjusted appropriately before deploying additional bicycles.

ENFORCEMENT

The following is the enforcement provision for DoBi services:

1. Any bicycle improperly parked or blocking the City's rights-of-way which is not removed or relocated by the DoBi within two (2) hours shall be subject to a \$25.00 penalty;
2. Any bicycle improperly parked or blocking the City's rights-of-way which is not removed or relocated by the DoBi within four (4) hours shall be removed by the City and shall be subject to a \$100.00 penalty;
3. A DoBi deemed as a "habitual offender" is subject to the enforcement provisions contained in the City Code, Section ____.

Other Considerations:

Permitting Options:

As we know, the City has a concession agreement with Citibike, formerly known as DecoBike, and it is a very successful bicycle sharing program in its own right. Currently, Citibike provides 1,000 bicycles at 100 docking stations, citywide.

It is important to note that the bike sharing business model in Miami Beach is unique. Our research

indicates that Miami Beach is one of the few, if not only, municipality with a fully privately funded bike share system. Typically, cities must fund bike sharing programs meanwhile in Miami Beach, it is actually a revenue generator that offsets parking meter revenue and then some.

If the direction is to pursue a City endorsed DoBi model, at some level, a limitation to the quantities of DoBi entities, no more than five (5), and deployment of bicycles per entity of no more than 100 bicycles per entity, for a grand total of no more than 500 DoBi is recommended. The following are potential permitting options, all of which would require the inclusion of the aforementioned requirements:

1. City Code amendment allowing five (5) DoBi permits with a maximum of 100 bicycles per permit.
2. Procurement solicitation (RFP/RFQ) for up to five (5) DoBi concessionaires with a maximum of 100 bicycles per permit.

Pursuant to aforementioned concession agreement with Citibike, Section 3.1, entitled, "Bicycle Rental Services", states, Citibike may desire and request to add new technologies or equipment that are not contemplated in their Agreement. Therefore, Citibike may be granted a "right of first refusal" as one of the five (5) DoBi entities to provide 100 bicycles. If Citibike waives their right of first refusal, a fifth DoBi entity could be allowed.

Fiscal Impacts:

There are 82 metered parking spaces citywide impacted by Citibike docking stations. This results in an estimated annual parking revenue loss of \$395,000. The Citibike concession agreement currently yields \$438,000, annually. Therefore, currently, bike sharing revenues exceed parking revenue loss by \$43,000, annually.

It is important to note that overall the bicycle sharing (docked and dockless) industries are fairly recent and their economics are rather fragile. The introduction of different business models, while progressive and intuitively the next progression in the industry, has an associated risk. The new upstart DoBi business model may adversely impact the "docked" business model. If for any reason the Dobi model is not sustainable over time, there is a risk of losing the current successful bike sharing service. Of course, the City could always pursue a procurement solicitation for either or both services.

DoBi Financial Return to the City:

A permit fee in the form of a daily bicycle parking fee for use of the City's right-of-way is reasonable and justified should the NCAC and ultimately the Mayor and Commission endorse it.

Clearly, an essential component to the DoBi model is their use of the right-of-way for the placement or "parking of bicycles". The Miami Beach City Code Section 82-151, entitled, "Temporary Obstructions, Permit Required", provides for a usage fee of \$0.25 per lineal foot per day.

Upon further research for the dimensions of bicycle parking spaces, including Klmley-Horne; Association of Pedestrian and Bicycle Professionals (APBP); and other several cities, a typical bicycle parking space is two (2) feet wide by six (6) feet long or twelve (12) square feet.

Pursuant to the City Code, at \$0.25 per lineal foot, this equates to \$1.50 daily per bicycle. Therefore, the following permit fee structure is proposed yielding up to an estimated \$273,750, annually:

- 500 bicycles (5 permits of 100 bicycles each) x \$1.50 per day x 365 days = \$273,750

CONCLUSION:

The Administration is seeking guidance regarding this matter.

ATTACHMENTS:

Description	Type
☐ Attachment - Item R9Q May 16, 2018 Dockless Bike_Sharing	Other
☐ Code of Federal Regulations for Bicycles	Memo

New Business

MIAMI BEACH

TO: Honorable Mayor and Members of the City Commission
FROM: Commissioner John Elizabeth Aleman
DATE: May 16, 2018

SUBJECT: DISCUSSION REGARDING DOCKLESS BICYCLE SHARING PLATFORM REGULATIONS

ANALYSIS

Please place a Discussion item on the May 16, 2018 City Commission Agenda, regarding regulations.

In May 2017, having identified dockless bicycle sharing as an emerging disruptive business model, I referred the matter to the Neighborhood/Community Affairs Committee (NCAC) to discuss concerns regarding the practice being seen in other parts of the world. Subsequently, once dockless bikes appeared in our City in December 2017 requesting an organized pilot for dockless bike sharing in Miami Beach. In preempting local regulation of the practice at the state level, NCAC took no action on the item. Since the State of Florida did not preempt local bike share regulation in the 2018 session, I expect legislative session.

Dockless bike sharing is a business model that continues to grow and make its mark on the local market. At the bottom of this memo I have included a list of four major bike share companies and the business model.

Due to the recent announcement by Uber on their acquisition of Jump Bikes (see attached press release), I would like to direct our City Administration get in front of the dockless bike sharing business model. I would like to have all City departments (i.e., Parking, Transportation, Legal, Code Compliance, Police, etc.) work together to develop strategies and operating issues experienced in other cities who have embraced dockless bike sharing. Regulations and ordinances with fee structures to both address the concerns that bicycle sharing poses and a comprehensive program to meet our residents' and visitors' needs. The cohesive program recommendations and operating plans can be brought back to NCAC for their consideration.

It is important that Miami Beach place itself in a position through which to protect its residents from the negative consequences and any possible future state preemptive strategies. I would therefore recommend the recommendations to NCAC for further scrutinizing before being considered by the full commission.

Current Cities Operating Dockless Bike Share

Spin –

- Dallas, Texas
- Seattle, Washington

- South San Francisco, California
- Aurora, Colorado
- Washington, DC
- Miami, Florida
- Charlotte, North Carolina
- UC San Diego, San Diego, California

LimeBike –

- Albany, California
- Alameda, California
- Monrovia, California
- Arlington, Texas
- Austin, Texas
- Aurora, Colorado
- Charlotte, North Carolina
- Durham, North Carolina
- Dallas, Texas
- Imperial Beach, California
- Key Biscayne, Florida
- National City, California
- Rockford, Illinois
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- Tempe, Arizona
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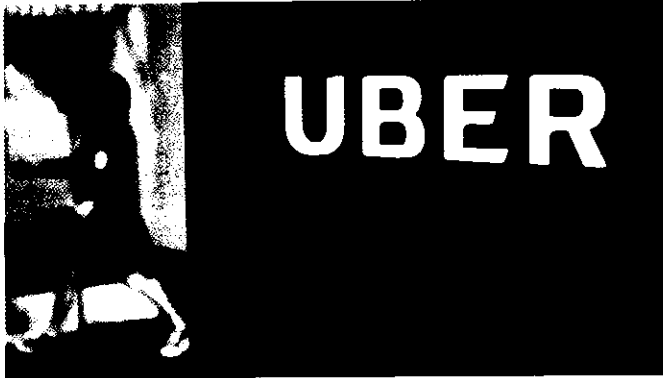
Commissioner John Elizabeth Aleman

ATTACHMENTS:

Description

- ▯ Uber-Jump News Release

Uber buys Jump Bikes and enters the electric bike sharing business



Uber is set to take over Jump Bikes, a bike sharing startup offering electric bicycles that don't have to be returned to any specific location. (Josh Edelson / AFP/Getty Images)

Ride-hailing giant Uber is buying the electric-bike startup Jump Bikes, adding bike sharing to its transportation options.

Uber Chief Executive Dara Khosrowshahi announced Monday that his company had reached a deal to acquire Jump, which operates dockless bike-sharing services in San Francisco and the District of Columbia.

The terms of the agreement were not disclosed. TechCrunch

reported last week that the sale could exceed \$100 million.

"We're committed to bringing together multiple modes of transportation within the Uber app — so that you can choose the fastest or most affordable way to get where you're going, whether that's in an Uber, on a bike, on the subway, or more," Khosrowshahi said in a blog post.

The deal comes a few months after Uber launched a pilot program to integrate Jump services into the Uber app in San Francisco. The pilot, which enables people to find and reserve the bikes through the Uber app, is "off to a very strong start," Khosrowshahi said.

Uber's move to acquire Jump signals the company's willingness to continue to expand its reach beyond its core ride-hailing services. Uber has been working to partner with fixed transit systems and pursuing autonomous vehicle ventures, food delivery services and now bike sharing.

Both Uber and Jump say the goal is to offer multiple modes of transportation within the Uber app, to give users options to fast and affordable transportation and make it easier to live without owning a car.

"We're excited to begin our next chapter and to play a significant part in the transition of Uber to a multi-modal platform," Jump Bikes founder and Chief Executive Ryan Rzepecki said in blog post Monday. "Joining Uber presents us with the opportunity to realize our dreams faster and at a much larger scale."

The Jump brand will continue as part of the Uber family, Rzepecki said.

The neon red bikes available for rent in the nation's capital and the Bay Area are part of a growing market for dockless bike sharing. Dockless bike share companies are expanding across the U.S., giving riders the freedom to locate GPS-tracked bikes through apps, unlock them and ride them from wherever the last user left them.

In Washington, Jump is one of five dockless bike operators. It has deployed about 200 bicycles in the city and has become one of the most popular bike services, with each bike averaging 3.5 trips daily and 11 miles per day, according to a company spokeswoman.

The bikes feature an electric motor in the front wheel and a battery concealed in the frame. Unlike other dockless systems, which can be left wherever there's sidewalk space, Jump bikes must be locked to a bike rack with an integrated U-lock that is held magnetically to the frame. It costs \$2 for 30 minutes of ride time.

ELECTRONIC CODE OF FEDERAL REGULATIONS

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Title 16: Commercial Practices

[PART 1512—REQUIREMENTS FOR BICYCLES](#)

Subpart A—Regulations

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§1512.1 Scope.

This part sets forth the requirements for a bicycle as defined in §1512.2(a) (except “one-of-a-kind bicycle” as defined in §1512.2 (d) and (e)) which is not a banned article

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§1512.2 Definitions.

For the purposes of this part:

(a) Bicycle means:

(1) A two-wheeled vehicle having a rear drive wheel that is solely human-powered

(2) A two- or three-wheeled vehicle with fully operable pedals and an electric motor with a maximum speed on a paved level surface, when powered solely by such a motor while the motor is running, is less than 20 mph.

(b) *Sidewalk bicycle* means a bicycle with a seat height of no more than 635 mm (25 inches) when the seat is adjusted to its highest position. Recumbent bicycles are not included in this definition.

(c) *Seat height* means the dimension from the point on the seat surface intersecting the center of the seating area if no seat post exists) and the ground plane, as measured with a line normal to the ground plane.

(d) *Track bicycle* means a bicycle designed and intended for sale as a competitive bicycle with no fenders or fender stays, single crank-to-wheel ratio, and no free-wheeling feature between the pedals and the rear wheel.

(e) *One-of-a-kind bicycle* means a bicycle that is uniquely constructed to the order of a customer, using assembly of stock or production parts.

(f) *Normal riding position* means that the rider is seated on the bicycle with both feet on the pedals and in a position that allows operation of handbrake levers if so equipped. The rider's feet are adjusted to positions judged by the rider to be comfortable.

(g) *Recumbent bicycle* means a bicycle in which the rider sits in a reclined position with the feet on the pedals.

[43 FR 60034, Dec. 22, 1978, as amended at 68 FR 7073, Feb. 12, 2003; 76 FR 27888, May 11, 2011]

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§1512.3 Requirements in general.

Any bicycle subject to the regulations in this part shall meet the requirements of this part when offered for sale to consumers; any bicycle offered for sale to consumers in disassembled form shall meet these requirements after assembly according to the manufacturer's instructions. In this part, where the metric and English units are not equal due to the conversion process, the metric units shall prevail.

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§1512.4 Mechanical requirements.

(a) *Assembly*. Bicycles shall be manufactured such that mechanical skills required exceed those possessed by an adult of normal intelligence and ability.

(b) *Sharp edges*. There shall be no unfinished sheared metal edges or other sharp may be, exposed to hands or legs; sheared metal edges that are not rolled shall be fin edges, or any burrs or spurs caused during the shearing process.

(c) *Integrity*. There shall be no visible fracture of the frame or of any steering, wheel component resulting from testing in accordance with: The handbrake loading and performance test, §1512.18(e); and the road test, §1512.18(p) (or the sidekick test).

(d) *Attachment hardware*. All screws, bolts, or nuts used to attach or secure components shall otherwise fail their intended function during the tests required in this part. All threaded fasteners shall allow adjustments and maintenance. Recommended quality thread form is specified in Standards for Federal Service,¹ issued by the National Bureau of Standards, Department of Commerce. Mechanical properties are specified in ISO Recommendation R898, "Mechanical Properties of Screws with General Purpose Thread," Recommendations 68, 262, and 263, "General Purpose Screw Threads."²

¹Copies may be obtained from: Superintendent of Documents, U.S. Government Printing Office.

²Copies may be obtained from: American National Standards Institute, 1430 Broadway, New York, NY 10018.

(e)-(f) [Reserved]

(g) *Excluded area*. There shall be no protrusions located within the area bounded by: (1) a line parallel to the handlebar stem; (2) a line tangent to the front tip of the seat and intermediate stay; (3) the top surface of the top tube; and (4) a line connecting the front of the seat (or the junction where the handlebar is attached to the handlebar stem). The top tube on a diamond frame and the down tube or tubes that are nearest the rider in the normal riding position shall have a minimum wall thickness of 1/16 in (1.6 mm) in diameter and cable clamps made from material not thicker than 4.8 mm (3/16 in).

(h) [Reserved]

(i) *Control cable ends*. Ends of all accessible control cables shall be provided with caps to prevent unraveling. Protective caps shall be tested in accordance with the protective cap test, §1512.18(c), and shall withstand a pull of 8.9 N (2.0 lbf).

(j) *Control cable abrasion*. Control cables shall not abrade over fixed parts and shall be routed in a direction in line with the sheath entrance and exit so as to prevent abrading.

[43 FR 60034, Dec. 22, 1978, as amended at 76 FR 27888, May 13, 2011]

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§1512.5 Requirements for braking system.

(a) *Braking system.* Bicycles shall be equipped with front- and rear-wheel brakes c

(b) *Handbrakes.* Handbrakes shall be tested at least ten times by applying a force contact the handlebar, or a maximum of 445 N (100 lbf), in accordance with the loading rocked back and forth with the weight of a 68.1 kg (150 lb) rider on the seat with the sa accordance with the rocking test, §1512.18(d)(2)(iii); there shall be no visible fractures, misalignment of brake components.

(1) *Stopping distance.* A bicycle equipped with only handbrakes shall be tested for 68.1 kg (150 lb) weight in accordance with the performance test, §1512.18(d)(2) (v) an of no greater than 4.57 m (15 ft) from the actual test speed as determined by the equiv (d)(2)(vi).

(2) *Hand lever access.* Hand lever mechanisms shall be located on the handlebar the rider when in a normal riding position.

(3) *Grip dimension.* The grip dimension (maximum outside dimension between the the plane containing the centerlines of the handgrip and the hand brake lever) shall no between the pivot point of the lever and lever midpoint; the grip dimension for sidewalk The grip dimension may increase toward the open end of the lever but shall not increa for the last 12.7 mm ($\frac{1}{2}$ in) of the lever. (See figure 5 of this part 1512.)

(4) *Attachment.* Brake assemblies shall be securely attached to the frame by mea as a lock washer, locknut, or equivalent and shall not loosen during the rocking test, § shall not cut any of the cable strands.

(5) *Operating force.* A force of less than 44.5 N (10 lbf) shall cause the brake pads wheel when applied to the handlever at a point 25 mm (1.0 in) from the open end of the

(6) *Pad and pad holders.* Caliper brake pad shall be replaceable and adjustable to contacting the tire or spokes and the pad holders shall be securely attached to the cali shall be retained in its holder without movement when the bicycle is loaded with a rider rocked forward and backward as specified in the rocking test, §1512.18(d)(2)(iii).

(7) [Reserved]

(8) *Hand lever location.* The rear brake shall be actuated by a control located on tl shall be actuated by a control located on the left handlebar. The left-hand/right-hand lo with an individual customer order. If a single hand lever is used to actuate both front ar requirements for hand levers and shall be located on either the right or left handlebar i preference.

(9) *Hand lever extensions.* Bicycles equipped with hand lever extensions shall be and the hand lever extensions shall also be considered to be hand levers.

(b) *Handlebar stem strength.* The handlebar stem shall be tested for strength in accordance with §1512.18(g), and shall withstand a force of 2000 N (450 lbf) for bicycles and 1000 N (225 lbf) for mopeds.

(c) *Handlebar.* Handlebars shall allow comfortable and safe control of the bicycle. The handlebars shall be located with respect to the longitudinal axis of the bicycle and no more than 406 mm (16 in) from the seat is in its lowest position and the handlebar ends are in their highest position. This requirement applies to all bicycles.

(d) *Handlebar ends.* The ends of the handlebars shall be capped or otherwise covered. The caps, covers, shifters, or other end-mounted devices shall be secure against a removal force of no less than 225 N (50 lbf) with the protective cap and end-mounted devices test, §1512.18(c).

(e) *Handlebar and clamps.* The handlebar and clamps shall be tested in accordance with the directions for assembly of the bicycle required in the instruction manual by §1512.19(a). The directions shall include about the danger of damaging the stem-to-fork assembly and the risk of injury to the rider from a loose stem bolt or other clamping device. The directions for assembly shall also contain a specific procedure to be followed to avoid damaging the stem-to-fork assembly when tightening the clamps.

[43 FR 60034, Dec. 22, 1978, as amended at 76 FR 27888, May 13, 2011]

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§1512.7 Requirements for pedals.

(a) *Construction.* Pedals shall have right-hand/left-hand symmetry. The tread surface shall be on the bottom surfaces of the pedal except that if the pedal has a definite preferred position, the tread surface shall be presented to the rider's foot.

(b) *Toe clips.* Pedals intended to be used only with toe clips shall have toe clips secured to the pedal. Pedals designed for optional use of toe clips shall have tread surface on the bottom surfaces.

(c) *Pedal reflectors.* Pedals for bicycles other than sidewalk bicycles shall have reflectors. Pedals for sidewalk bicycles are not required to have reflectors.

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§1512.8 Requirements for drive chain.

The drive chain shall operate over the sprockets without catching or binding. The chain shall withstand a force of no less than 8010 N (1,800 lbf) or 6230 N (1,400 lbf) for sidewalk bicycles.

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§1512.9 Requirements for protective guards.

(a) *Chain guard.* Bicycles having a single front sprocket and a single rear sprocket shall have a chain guard that covers the top strand of the chain and at least 90° of the perimeter where the drive chain contacts the sprockets.

7. The chain guard shall extend rearward to a point at least 8 cm (3.2 in.) forward of the minimum width of the top area of the chain guard shall be twice the width of the chain rim. The rear part of the top area may be tapered. The minimum width at the rear of the Such chain guard shall prevent a rod of 9.4 mm ($\frac{3}{8}$ in.) diameter and 76 mm (3.0 in.) l upper junction of the chain and the sprocket when introduced from the chain side of the a line normal to the sprocket.

(b) *Derailleur guard.* Derailleurs shall be guarded to prevent the drive chain from in the wheel through improper adjustments or damage.

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§1512.10 Requirements for tires.

The manufacturer's recommended inflation pressure shall be molded into or onto t than 3.2 mm ($\frac{1}{8}$ in.) in height. The statement of recommended inflation pressure shall Arabic numerals. (The following language is suggested to indicate recommended inflat inflation to 110 percent of the recommended inflation pressure, the tire shall remain int tested under a load of 2,000 N (450 lbf) in accordance with the rim test, §1512.18(j). T and nonmolded wired-on tires are exempt from this section.

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§1512.11 Requirements for wheels.

(a) *Spokes.* There shall be no missing spokes.

(b) *Alignment.* The wheel assembly shall be aligned such that no less than 1.6 mm tire and fork or any frame member when the wheel is rotated to any position.

(c) *Rims.* Rims shall retain the spokes and tire when side-loaded with 2000 N (450 rim test, §1512.18(j)). Sidewalk bicycles need not meet this requirement.

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§1512.12 Requirements for wheel hubs.

All bicycles (other than sidewalk bicycles) shall meet the following requirements:

(a) *Locking devices.* Wheels shall be secured to the bicycle frame with a positive l axles shall be tightened to the manufacturer's specifications.

(1) *Rear wheels.* There shall be no relative motion between the axle and the frame applied symmetrically to the axle for a period of 30 seconds in the direction of wheel re

(2) *Front wheels.* Locking devices, except quick-release devices, shall withstand a removal of 17 N-m (12.5 ft-lb).

(b) *Quick-release devices.* Lever-operated, quick-release devices shall be adjustable tightness. Quick-release levers shall be clearly visible to the rider and shall indicate when unlocked position. Quick-release clamp action shall emboss the frame or fork when locked.

(c) *Front hubs.* Front hubs not equipped with lever-operated quick-release devices shall be tested in accordance with the front hub retention test, §1512.18(j)(3), to assure that when released the wheel will not separate from the fork.

[43 FR 60034, Dec. 22, 1978, as amended at 76 FR 27888, May 13, 2011]

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§1512.13 Requirements for front fork.

The front fork shall be tested for strength by application of at least 39.5 J (350 in-lb) of energy, without visible evidence of fracture. Sidewalk bicycles need not meet this test, §1512.18(k)(1).

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§1512.14 Requirements for fork and frame assembly.

The fork and frame assembly shall be tested for strength by application of a load (in-lb) of energy, whichever results in the greater force, in accordance with the frame test, §1512.18(l), without visible evidence of fracture or frame deformation that significantly limits the steering angle over the steering range. Sidewalk bicycles are exempt from this section.

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§1512.15 Requirements for seat.

(a) *Seat limitations.* No part of the seat, seat supports, or accessories attached to the seat shall extend more than 100 mm (4 in) above the top of the seat surface at the point where the seat surface is intersected by a vertical line. This requirement does not apply to recumbent bicycles.

(b) *Seat post.* The seat post shall contain a permanent mark or ring that clearly indicates the maximum seat-height adjustment; the mark shall not affect the structural integrity of the seat post and shall be located no less than two seat-post diameters from the lowest point on the post shaft, and the post shall have a length of at least one shaft diameter below the mark. This requirement does not apply to recumbent bicycles; however, a permanent mark or other means to clearly indicate that the seat or seat post is not adjustable is required.

(c) *Adjustment clamps.* The seat adjustment clamps shall be capable of securing the seat to the seat post and preventing movement of the seat in any direction under normal conditions. When subjected to the seat adjustment clamp and load test, §1512.18(p) (or the sidewalk bicycle proof test, §1512.18(q), as applicable), the seat shall not move more than 10 mm (3/8 in) from its adjusted position.

[43 FR 60034, Dec. 22, 1978, as amended at 76 FR 27888, May 13, 2011]

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§1512.16 Requirements for reflectors.

Bicycles shall be equipped with reflective devices to permit recognition and identification of vehicle headlamps. The use of reflector combinations off the center plane of the bicycle is acceptable if each reflector meets the requirements of this section and of §1512.18 (m). Each reflector has a clear field of view of $\pm 10^\circ$ vertically and $\pm 50^\circ$ horizontally. Sidewalk bicycles.

(a) *Front, rear, and pedal reflectors.* There shall be an essentially colorless front-facing reflector, amber pedal reflectors, and a red rear-facing reflector.

(b) *Side reflectors.* There shall be retroreflective tire sidewalls or, alternatively, reflective wheel, or, for non-caliper rim brake bicycles, retroreflective wheel rims. The center of each reflective device shall be 76 mm (3.0 in.) of the inside of the rim. Side reflective devices shall be visible on each

(c) *Front reflector.* The reflector or mount shall not contact the ground plane when the bicycle is in the upright orientation. The optical axis of the reflector shall be directed forward within 5° of the horizontal when the wheels are tracking in a straight line, as defined in §1512.18(m)(2). The reflector shall be a distinct, preferred assembly method that shall insure that the reflector meets the optical requirements of this paragraph (c) when the reflector is attached to the bicycle. The front reflector shall be tested in accordance with the reflector mount and alignment test, §1512.18(m).

(d) *Rear reflector.* The reflector or mount shall not contact the ground plane when the bicycle is in the upright orientation. The reflector shall be mounted such that it is to the rear of the seat mast (3.0 in) below the point on the seat surface that is intersected by the line of the seat post. The optical axis shall be directed rearward within 5° of the horizontal-vertical alignment of the bicycle when the bicycle is in the upright position, as defined in §1512.18(m)(2). The reflectors and/or mounts shall incorporate a distinct assembly method that shall insure that the reflector meets the optical requirements of this paragraph (d) when the rear reflector shall be tested in accordance with the reflector mount and alignment test.

(e) *Pedal reflectors.* Each pedal shall have reflectors located on the front and rear surfaces. The reflector elements may be either integral with the construction of the pedal or mechanically attached to the pedal from the edge of the pedal, or of the reflector housing, to prevent contact of the reflector with the edge of the pedal.

(f) *Side reflectors.* Reflectors affixed to the wheel spokes shall be mounted either inside or outside the wheel rim such that the angle between the optical axis and the normal to the plane of the wheel spokes with the plane of the wheel. The reflectors shall not interfere with any wheel adjustment devices. Side reflective devices shall be essentially colorless or amber on the front wheel and essentially colorless or red on the rear wheel.

(g) *Reflector tests.* The pedal, front-mount, rear-mount, and side-mount reflectors shall be tested in accordance with the reflector test, §1512.18(n), to assure the reflectance values over the angles given in table 1.

(h) *Retroreflective tire sidewalls.* When retroreflective tire sidewalls are used in lieu of reflective devices, the reflective material shall meet the following requirements:

(1) The retroreflective material shall form a continuous circle on the sidewall.

(2) The retroreflective material shall adhere to the tire such that after the tire has been heated to 122° ±5.4 °F (50° ±3.0 °C) for 30 minutes, the retroreflective material cannot be peeled or scraped off.

(3) The retroreflective material shall be as resistant to abrasion as is the adjacent material. When the retroreflective material is removed from the inflated tire by abrasion with a wet, steel brush, the remaining material shall be as resistant to abrasion as the material along with the retroreflective material.

(4) The retroreflective material shall be tested for performance in accordance with the procedure in table 3. When a portion of the material is removed (and the remainder is masked as specified in §1512.18(o)(2)(i)), the selected portion of the assembled bicycle is resting on that plane in any orientation.

(i) *Retroreflective rims.* When retroreflective rims are used in lieu of spoke-mounted sidewalls, the reflecting material shall meet the following requirements:

(1) The retroreflective material shall form a continuous circle on the rim.

(2) If the retroreflective material is applied to the rim in the form of a self-adhesive tape, use a sharp knife, razor blade, or similar instrument to carefully release an end of the tape. Grasp the freed tape end and gradually pull it away from the rim. The tape material must break before additional separation (peeling) from the rim is observed.

(3) After the retroreflective material is abraded in accordance with the abrasion test, the rim must then be tested for performance in accordance with the retroreflective tire test. The reflectance properties over the angles given in table 3.

[43 FR 60034, Dec. 22, 1978, as amended at 45 FR 82627, 82628, Dec. 16, 1980]

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§1512.17 Other requirements.

(a) *Road test.* Bicycles, other than sidewalk bicycles, shall be ridden at least 6.4 km (4.0 mi) at a speed of 16 km/h (10 mi/h) and travel five times over a 30.5 m (100 ft.) cleared course in accordance with the procedure in table 3. The bicycle shall exhibit stable handling, turning, and steering characteristics without difficulty of or component failure of the structure, brakes, or tires, and there shall be no loosening or damage to the controls, or reflectors during or resulting from this test.

(b) *Sidewalk bicycle proof test.* Sidewalk bicycles shall be dropped a distance of 1.8 m (6 ft.) from a paved surface with weights attached in accordance with the sidewalk bicycle proof test in table 3. The bicycle shall not be damaged to the wheels, frame, seat, handlebars, or fork during or resulting from this test.

(c) *Ground clearance.* With the pedal horizontal and the pedal crank in its lowest position, it shall be possible to tilt the bicycle at least 25° from the vertical without the pedal or any part of the bicycle touching the ground plane.

(d) *Toe clearance.* Bicycles not equipped with positive foot-retaining devices (such as $3\frac{1}{2}$ in) clearance between the pedal and the front tire or fender (when turned to any position measured forward and parallel to the longitudinal axis of the bicycle from the center of the pedal or fender, whichever results in the least clearance. (See figure 6 of this part 1512.)

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§1512.18 Tests and test procedures.

(a) *Sharp edge test.* [Reserved]

(b) [Reserved]

(c) *Protective cap and end-mounted devices test.* (Ref. §1512.4(i), §1512.6(d).) A force of at least 67 N (15 lbf) for protective caps and 8.9 N (2.0 lbf) for end caps at any point. All protective caps and end-mounted handlebar devices shall be tested to determine the effect of application of the specified forces.

(d) *Handbrake loading and performance test:* (Ref. §1512.5(b)).

(1) *Apparatus.* A spring scale or other suitable device for measuring the specified force on a dry, clean, level, paved surface of adequate length.

(2) *Procedure.* The loading test, §1512.18(d)(2)(i), and the rocking test, §1512.18(d)(2)(ii), performance test, §1512.18(d)(2)(v), is performed and no adjustments shall be made to the test.

(i) *Loading test procedure.* The hand levers shall be actuated with a force applied from the open end of the lever. If the hand lever contacts the handlebar (bottoms) before the loading may be stopped at that point, otherwise the loading shall be increased to a loading force shall be repeated for a total of 10 times and all brake components shall be tested.

⁴For hand lever extensions, the loading shall be continued until a force of 445 N (100 lbf) is applied in the same plane as the upper surface of the handlebars or the extension lever contacts the handlebar.

(ii) *Loading test criteria.* There shall be no visible fractures, failures, misalignments, or other inapplicable parts of §1512.5.

(iii) *Rocking test procedure.* A weight of at least 68.1 kg (150 lb) shall be placed on the handlebars to contact the handlebars or 445 N (100 lbf), as determined in §1512.18(d)(2), and the bicycle shall be rocked forward and backward over a dry, clean, level, paved surface at least 76 mm (3 in) in each direction.

(iv) *Rocking test criteria.* There shall be no loosening of the brake pads, pad holder devices or any other functional brake component.

(v) *Performance test procedure.* The following test conditions, unless otherwise specified, shall be followed:

(A) The bicycle shall be ridden over a dry, clean, smooth paved test course free from oil, water, or other slippery substances and shall provide a coefficient of friction of less than 1.0 and shall have a slope of less than 1 percent.

(B) The wind velocity shall be less than 11 km/h (7 mph).

(C) Only the brake system under test shall be actuated.

(D) The bicycle shall attain the specified ground speed while the rider is in the normal riding position.

(E) The rider shall remain in the normal riding position throughout the test.

(F) The bicycle must be moving in a straight line at the start of brake application.

(G) Corrections for velocity at the initiation of braking may be made. The corrections shall be as follows:

$$S_c = (V_s / V_m)^2 S_m$$

where:

S_c = Corrected braking distance,

V_s = Specified test velocity.

V_m = Measured test velocity,

S_m = Measured braking distance.

The test run is invalid if at the commencement of the test, the measured test speed is less than the test speed required by this part 1512 by 1.5 km/h (0.9 mph).

(H) Four test runs are required. The stopping distance shall be determined by averaging the results of the four runs.

(I) The stopping distances specified are based on a rider weight of at least 68.1 kg (150 lb) and a bicycle weight combination of 91 kg (200 lb). Greater stopping distances are allowable for heavier riders and bicycles at the rate of 0.30 m per 4.5 kg (1.0 ft per 10 lb).

(J) A test run is invalid if front-wheel lockup occurs.

(vi) *Performance test criteria.* The stopping force applied to the hand lever at a point 100 mm from the open end shall not exceed 178 N (40 lbf). Bicycles with an equivalent ground speed in the highest gear ratio at a pedal crank rate of 60 revolutions per minute³ shall stop from a specified speed or greater within a distance of 4.57 m (15 ft); when the equivalent ground speed is less than the specified speed, the bicycle shall stop from an actual test speed of 16 km/h (10 mph) or greater.

³See footnote 3 to §1512.5.

(e) *Footbrake force and performance test.* (Ref. §1512.5(c) (1) and (2)):

(1) *Apparatus.* Suitable devices for exerting and measuring the required forces and adequate length.

(2) *Force test.* The braking force shall be measured as the wheel is rotated in a direction tangential to the tire during a steady pull after the wheel before the wheel completes one revolution. The brake shall be capable of producing a gradually applied pedal force from 89 N to 310 N (20 to 70 lbf) and shall not be less than a force of 310 N (70 lbf). All data points must fall within plus or minus 20 percent of the load using the least square method of obtaining the best straight line curve.

(3) *Performance test.* The procedure of §1512.18(d)(2)(v) shall be followed to test distance shall be less than 4.57 m (15 ft) from an actual test speed of 16 km/h (10 mph) speed of the bicycle is in excess of 24 km/h (15 mph) (in its highest gear ratio at a pedal speed of 30 rpm),³ the stopping distance shall be 4.57 m (15 ft) from an actual test speed of 24 km/h.

NOTE: No allowance shall be made for rider weight. See §1512.5(d) for additional requirements for footbrakes.

(f) *Sidewalk bicycle footbrake force test.* For sidewalk bicycles, the footbrake force transmitted to the rear wheel shall continually increase as the pedal force is applied (up to 50 lbf). The ratio of applied pedal force to braking force shall not be greater than two to one.

(g) *Handlebar stem test.* (Ref. §1512.6(b)):

(1) *Procedure.* The handlebar stem shall be tested for strength by applying a force in any direction, for bicycles, or 1000 N (225 lbf) for sidewalk bicycles, at a point in line with the stem at an angle of 45° from the stem centerline (See fig. 2).

(2) *Criteria.* No visible fractures shall result from this test.

(h) *Handlebar test.* (Ref. §1512.6(e)):

(1) *Stem-to-fork clamp test—(i) Procedure.* The handlebar and handlebar stem shall be tested in accordance with the manufacturer's instructions. The handlebar-fork assembly shall be tested in the direction of the axis of the stem, and shall then be disassembled and examined for signs of structural damage, including stripping of threads, bearing damage, and bulging of the stem and fork structures. The components shall be inspected for visible signs of galling, gouging, and scoring not due to normal use.

(ii) *Criteria.* There shall be no visible movement between the stem and fork when a load of 200 ± 3, -0 N-m (15 ± 2, -0 ft = lb) for bicycles and 200 ± 3, -0 N-m (15 ± 2, -0 ft = lb) for sidewalk bicycles is applied to the stem-to-fork assembly. There shall be no visible signs of damage to the stem-to-fork assembly or any components.

(2) *Handlebar strength and clamp test—(i) Procedure.* The stem shall be in place and secured according to manufacturer's instructions. A load shall be applied in any direction to cause the greatest torque about the handlebar-to-stem clamp; deflection shall be measured.

(ii) *Criteria.* The handlebars shall support a force of no less than 445 N (100 lbf) or energy through a maximum deflection of no more than 76 mm (3.0 in.); the handlebars shall not separate from the clamp, and there shall be no visible fractures.

(i) *Pedal slip test.* [Reserved]

(j) *Rim test.* (Ref. §§1512.10 and 1512.11(c)):

(1) *Procedure.* Only one wheel need be tested if the front and rear wheel are of identical design. The wheel to be tested shall be removed from the bicycle and be supported circumferentially around the axle. A force shall be applied to the axle and normal to the plane of the wheel for at least 30 seconds. The force shall be applied in the direction of the offset.

(2) *Criteria.* The wheel and tire assembly shall be inspected for compliance with the requirements of §1512.11(b) and shall be remounted on the bicycle according to the manufacturer's instructions and shall turn freely. The wheel shall comply with the requirement of §1512.11(b).

(3) *Front hub retention test.* (Ref. §1512.12(c)).

(i) *Procedures.* Front hub locking devices shall be released. When threaded nuts are turned, they shall be open at least 360° from a finger tight condition. A separation force of at least 111 N (25 lbf) shall be applied along the slots in the fork ends.

(ii) *Criteria.* The front hub shall not separate from the fork; fenders, mudguards, stay-on wheels, or other devices shall not restrain the separation.

(k) *Fork and frame test.* (Ref. §§1512.13 and 1512.14):

(1) *Fork test*—(i) *Procedure.* With the fork stem supported in a 76 mm (3.0 in) vee block, as illustrated in figure 1 of this part 1512, a load shall be applied at the axle attachment in the centerline of the stem and against the direction of the rake. Load and deflection readings shall be taken at the point of loading.

(ii) *Criteria.* Energy of at least 39.5 J (350 in-lb) shall be absorbed with a deflection of at least 64 mm (2½ in.).

(2) *Fork and frame assembly test*—(i) *Procedure.* The fork, or one identical to that tested in §1512.18(k)(1), shall be replaced on the bicycle in accordance with the manufacturer's instructions. A force of at least 111 N (25 lbf), or an energy of at least 39.5 J (350 in-lb), whichever results in the greater force, shall be applied at the attachment point against the direction of the rake in line with the rear wheel axle. The force shall be applied at the location of the rear axle during this test.

(ii) *Criteria.* There shall be no visible evidence of fracture and no deformation of the frame at the attachment point or angle over which the front wheel can be turned.

(l) *Seat adjustment clamps and load test.* (Ref. §1512.15(c)).

(1) *Procedure.* A force of at least 668 N (150 lbf) shall be applied vertically downward to a point within 25 mm (1.0 in.) from either the front or rear of the seat, whichever procedure is specified. After removal of this force, a force of 222 N (50 lbf) shall then be applied horizontally to a point within 25 mm (1.0 in.) from either the front or rear of the seat, whichever procedure is specified.

(2) *Criteria.* No movement of the seat with respect to the seat post, or of the seat post with respect to the frame, shall have resulted from application of the forces specified.

(m) *Reflector mount and alignment test.* (Ref. §1512.16 (c) and (d)):

(1) *Procedure.* A force of 89 N (20 lbf) shall be applied to the reflector mount in at least one direction likely to affect its alignment. At least one of those directions shall be selected to represent the direction of lifting the bicycle by grasping the reflector.

(2) *Criteria.* (i) *During test:* The optical axis of the reflector shall remain parallel with the ground plane and the center plane of the bicycle defined as a plane containing both wheels and seat mast.

(ii) *Post test:* The optical axis of the reflector shall remain parallel within 5° to the ground plane and the center plane of the bicycle defined as a plane containing both wheels and the seat mast.

(n) *Reflector test.* (Ref. §1512.16(g)):

(1) *Conditioning.* The following conditioning in the order given shall be performed:

(i) *Warpage conditioning.* The reflector shall be held in a preheated oven for at least 1 hour. A pedal reflector may be conditioned integrally with its pedal.

(ii) *Mechanical impact conditioning.* The reflector shall be mounted faceup in a manner that simulates its mounting on the bicycle. A 13 mm (1/2 in.) diameter polished steel ball shall be dropped onto the reflector from a height of 0.76 m (30 in.). The ball may be guided by a tube with holes. Reflectors are exempt from this impact conditioning.

(iii) *Moisture conditioning.* The reflector shall be submerged in tap water in a suitably pressurized container at 17.2 kN/m² (2.5 psi) (equivalent to 1.7 m (5 3/4 ft.)) of water for 15 minutes.

(2) *Reflector performance test.* (i) Arrangements for the reflector performance test shall be such that the distance *D* between the light source and the reflector shall be 30.5 m (100 ft.). The source shall have a 51 mm (2.0 in.) effective diameter and a filament operating at 2,856±10 percent color temperature. The source shall be colocated (as close as practicable) with the source of illumination. The reflector shall be observed at the center of rotation and at the same horizontal level as the source of illumination. Measurements shall be made at the observation angles and entrance angles given in tables 1 and 2.

(ii) The observation angle is the angle formed by a line from the point of observation to the source of illumination and a second line from the center of the reflector to the source of illumination. The entrance axis of the reflector and a line from the center of the reflector to the source of illumination are designated left, right, up, and down in accordance with the position of the source of illumination relative to the reflector as viewed from behind the reflector when the plane of the observation angle is perpendicular to the plane of the source.

(iii) Photometric measurements shall be made either visually or photoelectrically. The location of the observation point shall be determined. Also, the illumination on the reflector from the source shall be determined.

(iv) For visual measurements a comparison lamp, emitting light similar in spectral characteristics to the reflector (at an angle not to exceed $\frac{1}{2}^\circ$) and arranged so that the candlepower of the comparison lamp to make the intensity duplicate that of the reflector under test. The candlepower of the reflector under test shall be known or determined for this test. Means shall be provided to change the intensity of the comparison lamp without changing the filament color temperature. The comparison lamp shall be so arranged that the source of illumination can be moved back in the direction of the observer. It shall be of such size that when viewed through a $2\frac{1}{2} \times$ reducing monocular, the candlepower can be readily compared with that of the reflector. The observer shall have at least 10 minutes of dark adaption before making observations. The opening to the photocell shall not be more than $\frac{1}{2}$ inch vertical by 1 inch horizontal.

(v) Reflectors that mount on the bicycle in a fixed rotational position with respect to the bicycle frame on which they are mounted (such as pedals or spokes), shall be tested with a single or multiple footcandle source. The bicycle in a fixed rotational position with respect to the bicycle shall be rotated about its axis. The minimum candlepower per footcandle for each test point. If the measurement falls below the minimum, the reflector shall be rotated $\pm 5^\circ$ about its axis from the angle where the minimum value was obtained. The minimum per footcandle within this angle shall be the measured value.

(vi) Should uncolored reflections from the front surface interfere with photometric readings, the location within 1° above, below, right, and left of the test point shall meet the requirements of the test point.

(vii) A recommended coordinate system for definition of color is the "International Commission on Illumination" coordinate system and when illuminated by the source defined in table 4 of this part 15, the color shall be red if its color falls within the region bounded by the red spectrum locus and the lines $y = 0.0001$ and $y = 0.0002$; it shall be considered to be amber if its color falls within the region bounded by the yellow spectrum locus and the lines $y = 0.0001$ and $y = 0.0002$; and $y = x - 0.120$.

(o) Reflective tire and rim test (Ref. §1512.16(h) and (i)):

(1) *Apparatus.* Arrangements for the reflective intensity measurement shall be as follows: A projector (having a maximum effective lens diameter of $D/500$, where D is the distance from the projector to the surface being measured) capable of projecting light of uniform intensity shall be used to illuminate the sample. The projector shall have a color temperature of $2856^\circ\text{K} \pm 10\%$ (equivalent to a tungsten filament lamp of $2856^\circ\text{K} \pm 10\%$ having approximately the relative energy distribution given in table 1). The light reflected from the test surface shall be measured with a photoelectric receiver, the response of which shall be the spectral sensitivity of the average photopic human eye. The dimensions of the active area of the receiver shall be not more than $\frac{1}{2}$ inch vertical by 1 inch horizontal.

no point on the perimeter of the receiver is more than $D/100$ from its center (where d is retroreflective surface). Wheels used for the measurement of retroreflective tires or rim surfaces, including spokes, masked in flat black so that when measured these surface. The tire shall be mounted and fully inflated. Distances shall be measured from the plane. For the tests, the distance D between the projector and the center of the wheel and distance and the receiver shall each be at least 15 m (50 ft.).

(2) *Procedure*—(i) *Masking*. The reflecting strip to be tested shall be within two centimeters more than 0.02 m (0.79 in.) greater in radius than the smaller. While additional reflective boundaries, such additional material shall not be counted in determining the average value masked off with opaque, matte black tape in testing the reflecting material.

(ii) *Orientation*. Every position of the reflecting strip on the rim or the mounted and oriented so that the normal to this portion is within 40° of parallel to the axis of rotation

(iii) *Measurement*. Measure the distance d from the receiver to the center of the wheel axis of rotation of the wheel to the unmasked portion of the reflective strip. Measure the strip at uniform intervals of no more than 45° around the wheel, with the receiver oriented radiation. The average of such readings will be the mean illumination of the sample E . more than 10 percent from the mean illumination, then a more uniform source must be receiver due to reflection from the retroreflective surface for each entrance angle and entrance this part 1512. The entrance angle and the observation angle shall be in the same plane as this part 1512) is specified when the entrance angle is small because the location of the illumination becomes important for distinguishing between ordinary mirror-like reflection incident on the test surface and the receiver shall be measured in the same units on a each combination of entrance angle and observation angle listed in table 3 as follows:

$$A = [(E_r / E_s)(d^2 / r)]$$

Where:

A = Ratio in meters,

E_r = Illumination incident upon the receiver,

E_s = Illumination incident upon a plane perpendicular to the incident ray at the specimen position (see (2)(iii) for averaging), measured in the same units as E_r ,

d = The distance in meters from the receiver to the center of the wheel,

r = The minimum radius in meters of the boundary circles of the retroreflective strip.

The minimum value of A shall be that listed in table 3 of this part 1512 for each combination angle. The plane containing the entrance angle and the plane containing the observation angle positive entrance angle corresponds to the case in which the line of sight to the receiver the optic axis of the reflector, and a negative entrance angle corresponds to the case in which the line of sight of the receiver and optic axis of the reflector.

rotating cup brush at the specified force against the retroreflective material on the bicycle wheel. The brush is positioned on the mid point in the width of the retroreflective material. The force is applied normal to the axis of the counterbalanced motor/brush assembly.

(3) *Specifications.* (i) The linear velocity of the reflective band on wheel rim shall be 100 ft/min at the point on the axis of the abrading brush.

(ii) The rotational velocity of the abrading brush shall be 60 rpm.

(iii) The force normal to the plane of the retroreflective material at which the abrader shall operate shall be 0.45 lbf.

(iv) The bicycle wheel shall make 1000 complete revolutions per test.

(v) The abrader shall be a cup brush having bristles that are 0.005 in. (approx. 0.13 mm) outside diameter of 0.5 inch (approx. 13 mm); a wire bristle length of 0.25 inch (approx. 6.35 mm).⁶

⁶For compliance testing the Commission will use a brush meeting this description distributed by Dremel, Racine, Wisconsin as Dremel Part No. 442. This brush is manufactured by Weiler Brush Company.

(vi) The abrasion test shall be conducted at an ambient temperature of between 10°C and 30°C.

(4) *Procedure.* (i) The retroreflective bicycle rim to be tested shall be an unused sample. Prior to beginning the test, remove, according to instructions supplied with the bicycle, the protective covering to prevent damage in shipping.

(ii) Test the wheel in a suitable test fixture, according to the specifications in paragraph (3).

(iii) Clamp the wheel by its axle in the test fixture and align the axis of rotation so that the axis of the abrading brush is horizontal.

(iv) Shape the cup brush by hand to the specified 0.5 (approx. 13 mm) diameter. A diameter of less than $\frac{1}{32}$ in. (approx. 1 mm) beyond the tip of the bulk of the bristles should be clipped off so that its axis is centered over the mid-point in the width of the retroreflective material.

(v) Adjust the rotational velocity of the bicycle wheel to obtain a linear velocity of 100 ft/min at the mid-point in the width of the retroreflective material. Adjust the force to obtain a force normal to the plane of the reflective material of 0.45 lbf.

(vi) Apply the abrading brush to the retroreflective material on the wheel rim, and count the number of revolutions of the bicycle wheel.

[43 FR 60034, Dec. 22, 1978, as amended at 45 FR 82628, Dec. 16, 1980; 46 FR 3204, Jan. 14, 1981; 50 FR 27888, May 13, 2011]

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§1512.19 Instructions and labeling.

A bicycle shall have an instruction manual attached to its frame or included with the bicycle.

(a) The instruction manual shall include at least the following:

(1) Operations and safety instructions describing operation of the brakes and gear shift, night-time operation, and a guide for safe on-and-off road operation.

(2) Assembly instructions for accomplishing complete and proper assembly.

(3) Maintenance instructions for proper maintenance of brakes, control cables, bearings, lubrication, reflectors, tires and handlebar and seat adjustments; should the manufacturer's instructions be beyond the capability of the consumer, specifics regarding locations where such maintenance should be included.

(b) A bicycle less than fully assembled and fully adjusted shall have clearly displayed on the outside surface of the shipping carton the following: (1) A list of tools necessary for assembly and adjustment, (2) a drawing illustrating the minimum leg-length dimension of a rider for the bicycle.

(c) The minimum leg-length dimension shall be readily understandable and shall be indicated by a 1-inch of clearance between (1) the top tube of the bicycle and the ground plane and (2) the bottom bracket of a girl's style frame shall be specified in the same way using a corresponding boys' model.

(d) [Reserved]

(e) Every bicycle subject to the requirements of this part 1512 shall bear a marking on the frame of the bicycle in such a manner that the marking or label cannot be removed. The marking or label shall identify the name of the manufacturer or private labeler and shall indicate the month and year of manufacture or from which the manufacturer can identify the month and year of manufacture. For purposes of this paragraph, the month and year of completion by the manufacturer of a bicycle of those construction or assembly operations shall be the month and year of manufacture before the bicycle is shipped from the manufacturer's place of production to the consumers.

[43 FR 60034, Dec. 22, 1978, as amended at 60 FR 62990, Dec. 8, 1995]

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§1512.20 Separability.

If any section or portion thereof of this part 1512 or its application to any person or persons, or any portion of the remainder of the section(s) and its (their) application to other persons or circumstances, is held to be invalid, the remainder of the section(s) and its (their) application to other persons or circumstances shall not be affected.

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Need assistance?

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION TO EXPLORE OPPORTUNITIES TO EXPAND THE USE OF SERVICES LIKE FREEBEE AND THE COMMUNICATIONS TO POTENTIAL RIDERS**

KEY INTENDED OUTCOME:

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

HISTORY:

On-demand transit service is a way to provide connections between transit stops and final destinations/trip origins, ease congestion, and address limited parking availability. Some cities have begun on-demand first/last mile service with operators such as Uber and Lyft. More locally, in Miami-Dade County, some cities have contracted on-demand electric-powered transit vehicle operators to fill this niche. These services are generally subsidized by cities and provided at no charge to the passenger. Other new, innovative technologies may also be available to provide this service.

Freebee is one of a few providers of on-demand transportation services currently operating in our City, and plays an important role in our transportation network. Approximately two months ago, Miami-Dade Transit modified Route 115 bus service in Miami Beach and implemented a mix of privately operated bus service and Freebee fixed-route service during certain times of the day and days of the week (Attachment A). The Freebee service is running from 10 AM to 2 PM and from 6 PM to 9 PM on weekdays; and from Noon to 4 PM and from 6 PM to 9 PM on weekends. The service operates along a portion of Route 115 from 69th Street on the north to 17th Street on the south (Attachment B). The County and Freebee are educating passengers on how to use the service, given that the goal is to provide a full on-demand service along Route 115 in the near future (i.e. user must request a ride and pre-arrange a trip with Freebee via phone or the mobile application).

Pursuant to City Commission direction, the City also has been exploring a potential partnership intended to provide on-demand transportation service in areas not currently served by the City's Trolley service and at no charge to passengers or the City.

ANALYSIS:

Earlier this year, pursuant to City Commission directive, the City issued a Request for Letters of Interest (RFLOI) for On-Demand Transit Service intended to connect to/from existing County bus stops and/or City Trolley stops to enable passengers to complete the first leg and/or last leg of their trip. The proposed service was intended to serve short distances and to originate at employment centers, retail and entertainment destinations, and residential areas. Communication with passengers in terms of requesting a ride and providing feedback was anticipated to occur through both smart phone mobile applications and phone service. Pursuant to

Commission direction, the service was to be provided at no cost to the City or the passenger.

One of the major areas of concern for service was the middle beach area west of Indian Creek given that the City provides no trolley service in this area.

Proposals from three (3) firms were received on March 2, 2018. Staff has reviewed the proposals and deemed all 3 firms to be unresponsive as all firms required financial assistance from the City in order to provide the on-demand service.

RECOMMENDATION:

Given that the County anticipates moving towards an on-demand service using Freebee for Route 115 which serves Middle Beach and North Beach, the Administration recommends exploring a potential partnership with the County to provide additional on-demand service in those areas.

CONCLUSION:

The Transportation Department will provide additional updates via Letter to Commission (LTC) as the discussions with Miami-Dade County Transportation move forward.

This information is provided to the Neighborhood/Community Affairs Committee for input.

ATTACHMENTS:

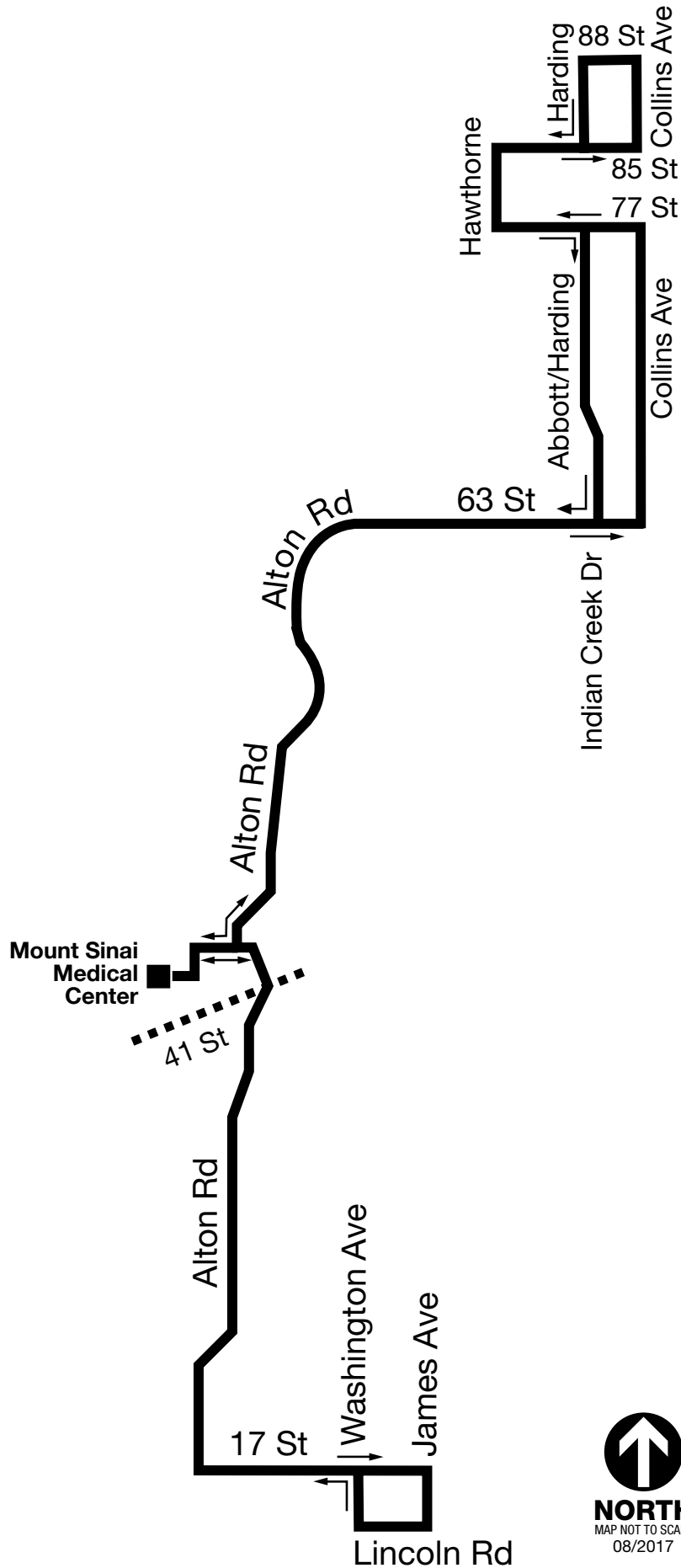
Description	Type
□ MDT FreeBee Vehicle	Memo
□ MDT Route 115	Memo





115

MID-NORTH
BEACH CONNECTION



NORTH
MAP NOT TO SCALE
08/2017

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING MOVING FORWARD WITH AN ART INSTALLATION THAT CELEBRATES DIVERSITY IN OUR COMMUNITY, AS REQUESTED BY THE LGBTQ ADVISORY COMMITTEE**

KEY INTENDED OUTCOME:

Enhance Cultural and Recreational Activities

HISTORY:

On May 17, 2017, a discussion item was placed on the City Commission meeting agenda regarding a public art installation that celebrates diversity in our community, as requested by the LGBTQ Advisory Committee. The item was referred to the Art in Public Places Committee.

On November 21, 2017, the Art in Public Places Committee met and reviewed the request, per referral from the City Commission, to discuss a public art installation that celebrates diversity in our community as requested by the LGBTQ Advisory Committee. The Art in Public Places Committee made a unanimous motion to defer the item until a funding source and funding amount is identified and provided to the Art in Public Places Committee.

ANALYSIS:

At the April 11, 2018 City Commission meeting, a dual referral was placed by Vice-Mayor Micky Steinberg to the Neighborhood/Community Affairs Committee and the Finance and Citywide Projects Committee to discuss moving forward with an art installation that celebrates diversity in our community, as requested by the LGBTQ Advisory Committee.

CONCLUSION:

Staff is looking for further direction from the Committee regarding a potential location for the art installation, noting that a funding source has as of yet not been determined.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING QUALITY EDUCATION IN MIAMI BEACH TO
CONSIDER THE IMPLEMENTATION OF THE ACTIVE SHOOTER AWARENESS
PROGRAM (ASAP) IN MIAMI BEACH SCHOOLS**

HISTORY:

At the April 11, 2018 Commission meeting, item C4 AE dually referred the implementation of the Active Shooter Awareness Program (ASAP) in Miami Beach public schools to the Neighborhood/Community Affairs Committee and the Committee for Quality Education in Miami Beach. The Committee for Quality Education reviewed the program on April 24, 2018 at their monthly meeting and made the following motion:

The Committee for Quality Education requests the Miami Beach Mayor and Commission review the offer made by VOLO Group (Active Shooter Awareness Program) and share it (if interested) with Miami-Dade County Public Schools and private schools located in Miami Beach.

The Committee for Quality Education urges the Mayor and Commission to support the above request.

The item is being referred to the NCAC for further discussion and consideration.

ANALYSIS:

The item is being referred to the NCAC for further discussion and consideration. Information regarding the program is provided in the attached documents.

CONCLUSION:

Review the item for consideration of sharing with Miami-Dade County Public Schools and/or private schools located in Miami Beach.

ATTACHMENTS:

Description	Type
<input type="checkbox"/> VOLO ASAP	Other
<input type="checkbox"/> ASAP Quote	Other



Active Shooter Awareness Program A.S.A.P - Frequently Asked Questions

How fast can we implement the solution?

In most cases the basic VOLO ASAP solution can be implemented within 48 hours of placing the order, however the solution can be implemented in as little as one hour. Custom solutions can take as long as 30 days.

Are there any additional costs?

Your basic ASAP subscription comes with everything you need and there are no additional fees. Clients opting for custom solutions may incur additional fees. Please see fee schedule.

How do I access my ASAP solution?

VOLO ASAP includes a web interface and smart phone application. The web interface can be accessed from any web browser and is used for managing your account. The smartphone app is available in both the Apple App Store and Google Play.

Are there required resources?

There are no additional required resources to use VOLO ASAP.

What additional options are available?

VOLO provides dozens of options for customizing the ASAP package. Additional options include hardware-based panic buttons as well as IoT integration with alarm systems, automatic doors, or virtually anything that is internet ready.

What happens when panic is launched?

Every employee and local authorities are instantly notified via automated voice call, text message, email alert, desktop pop-up and push notifications. VOLO's enterprise-grade network is capable of sending

thousands of simultaneous communications. Every client specifies their panic scenario communication list.

What sort of training is available?

Training is designed to be both quick and easy. System administrators are trained to use VOLO in one thirty minute session. Learning how to install and use the app can take as little as fifteen minutes.

Included in each VOLO ASAP subscription are best practices, which include quarterly drills for the entire staff.

Does VOLO provide a user guide?

Yes, VOLO ASAP includes a user guide for the both the administrative website as well as the smart phone application.

What sort of contract is required?

VOLO ASAP is a three year term.

What exactly are we buying?

You are licenesing access to the most sophisticated enterprise-grade messaging and response platform available. Each ASAP account includes five key features. [Click here to view our brochure.](#)

Is there ongoing support available?

VOLO provides ongoing web-based support as well as updated best practices and drill support.

Does VOLO offer custom solutions?

YES. Although the basic ASAP package is highly capable, some larger clients may require custom solutions. Contact VOLO Sales for more information.

How does it all work?

VOLO is an enterprise-level emergency response and communication platform. VOLO ASAP works by combining a series of proactive and reactive systems to help report and prevent active-shooters and increase response times and awareness during an active-shooter event.

What is Tip Center?

Tip Center is an intelligent multimedia tip reporting system.

Price Quote

For: Leslie Rosenfeld
 4/20/2018

By: Mitch Rothstein
 Account Executive
 386-676-0326

Item Description	Quantity	Cost
Anonymous Toll-Free Hotline Toll-free number that can allow students and teachers to anonymously report suspicious activity and forward that information to both faculty and law enforcement immediately.	1	Included
Panic Button Arm your entire staff with the ability to trigger an emergency panic scenario with the click of a button. Scenarios can simultaneously alert the police, security, other staff, and anyone else via a variety of means including SMS, voice call, and email.	1	Included
Emergency Check-In / Status Update Monitor locations of faculty while on school property with geo-fenced location tracking. Allow teachers to send location pins for critical events and check in for additional assistance. Panic button locations are also trackable in real-time.	1	Included
Threat Location Identification Pinpoint threats via map-based staff reporting. Track the status of threats and alerts in real-time and instantly forward critical information to those in harm's way and law enforcement simultaneously.	1	Included
Desktop Popup Alerts Allow every staff computer in the entire building to receive immediate pop up alerts with detailed information and instructions during emergency situations.	1	Included
Price Quote is valid for nine (9) months from date issued. Quote is subject to execution of a five-year agreement with the option to renew. VOLO is offering two Miami Dade schools to be selected at Client discretion to use the ASAP service at no cost for a period of up to five years so long as Client applies for the available grants. If qualified, the schools would be required to purchase the system at full quote cost when approved funding becomes available.	Annual Cost:	\$100/ea



MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING THE USE OF MOTORCYCLE PARAMEDICS IN
MIAMI BEACH TO REDUCE MEDICAL RESPONSE TIMES DURING HEAVY
TRAFFIC, WHICH CAN INCREASE SURVIVAL RATES FOR PATIENTS**

ANALYSIS:

Discussion at Committee.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF MIAMI BEACH, FLORIDA, RECOGNIZING UNITED NATIONS ANTI-BULLYING DAY ON MAY 4TH; DIRECTING THE CITY ADMINISTRATION TO REVIEW AND, IF APPLICABLE, PROPOSE AMENDMENTS TO ANY EXISTING ANTI-BULLYING POLICIES (OR TO PROPOSE NEW ANTI-BULLYING POLICIES) FOR CITY SERVICES, CITY-SUPPORTED SERVICES, AND CITY FACILITIES; ESTABLISHING GUIDELINES FOR SUCH POLICIES; REQUIRING THAT SUCH POLICIES PROTECT INDIVIDUALS ON THE BASIS OF THE PROTECTED CLASSES SET FORTH IN THE CITY'S HUMAN RIGHTS ORDINANCE, AS MAY BE APPLICABLE; AND PROVIDING THAT THE CITY ADMINISTRATION SHALL PRESENT SUCH POLICIES TO THE AD HOC ANTI-BULLYING TASK FORCE PRIOR TO CITY COMMISSION APPROVAL**

HISTORY:

At the direction of Commission and as outlined in Resolution 2017-30109, the Anti-Bullying Task Force was established earlier this year. The first Task Force meeting was held in March and, the Task Force is now meeting on a monthly basis.

Task Force members include:

- Gustavo Briand - Appointed by Mayor Gelber
- Victor Diaz-Herman - Appointed by Mayor Gelber
- Cynthia Latham - Appointed by Commissioner Rosen Gonzalez
- John Welsh - Appointed by Commissioner Gongora
- Michael Bath - Appointed by Commissioner Steinberg
- Scott Bader - Appointed by Commissioner Arriola
- Dani Bonini - Appointed by Commissioner Aleman
- Diana Fontani - Appointed as Mayor's Office Liaison
- Wendy Rich-Goldschmidt - Appointed as Police Department Liaison
- Vacant - Appointed by Commissioner Samuelian

To date, the Task Force members have requested and have been provided with a variety of City of Miami Beach resources that specifically or generally address anti-bullying measures.

Documentation include:

- The City Manager's procedure on prohibited discrimination and harassment
- Required training plan for all employees reporting to the City Manager

- LTC 027-2017 - Youth Commission Motion
- Resolution 2017-29821 – Adopting a policy of inclusiveness for LGBTQ youth

ATTACHMENTS:

Description	Type
❏ Mami Beach HR Procedure 16.04	Other
❏ LTC 027-2017 Youth Commission Motion	Other
❏ 2017-29821 Resolution - LGBTQ Youth	Resolution
❏ Citywide Training Plan FY15	Other

MIAMI BEACH CITYWIDE PROCEDURE	DATE ISSUED: DECEMBER 2017	Page: 1	SEQUENCE
	DATE UPDATED:	Of: 4	NUMBER: HR.16.04
	SUBJECT: PROHIBITED DISCRIMINATION AND HARRASSMENT		
RESPONSIBLE DEPARTMENT: HUMAN RESOURCES			

PURPOSE

It is the intent of the City of Miami Beach to ensure a workplace for its employees that is free of any type of discrimination or harassment based on actual or perceived race, color, sex, age, national origin, disability, religion, genetic information, marital status, political affiliation, sexual orientation, gender identity, or familial status. The City complies with Title VII of the Civil Rights Act of 1964 as amended (1991), Title I of the American with Disabilities Act of 1990 as amended (2009), as well as other applicable federal, state, and county laws and regulations prohibiting discrimination and harassment.

Decisions and practices based on an individual's protected status (e.g., race, color, sex or the other categories listed above) that unlawfully affect employment and/or the compensation, terms, conditions or privileges of an individual's employment or potential employment with the City are prohibited by this administrative procedure. This includes unlawful employment decisions, actions, policies or practices regarding job advertisements, recruitment, applications, testing, hiring, job referrals, work assignments, promotions, pay and benefits, working conditions, performance evaluations, transfers, discipline, discharge, constructive discharge, dress code, employment references, reasonable accommodations for disability or for religion, training and apprenticeship opportunities, and any other terms and conditions of employment.

The City of Miami Beach soundly protects its employees from discrimination, harassment, or intimidation of any kind by any supervisor, co-worker, vendor, client, customer, or volunteer. The City expects its employees to display tolerance and inclusion when interacting with people different from themselves. The City will investigate any claims of violation of these principles thoroughly, fairly, and without reprisal. **Discrimination and harassment are considered misconduct and are unacceptable behavior that will not be tolerated. Violations of this administrative procedure will be a cause for disciplinary action up to and including termination.**

DEFINITIONS

Harassment:

All employees are entitled to perform their work in an environment free from illegal harassment, either overt or covert, regardless of race, color, sex, age, national origin, disability, religion, genetic information, marital status, political affiliation, sexual orientation, gender identity, or familial status. Any conduct that has the purpose or effect of interfering with an individual's work performance or creating an intimidating, hostile or offensive work environment based on any of the above-mentioned protected criteria is prohibited. Forms of harassment may include, but are not limited to, the use of vulgar language, abusive acts or language, hostility, physical aggression, intimidation, or unequal treatment. Further, no person shall be subjected to any derogatory remarks, epithets, jokes, slurs, cartoons, drawings, symbols, pictures, photographs, publications, internet websites, videos, emails, text messages, demeaning gestures or language relating to above listed protected characteristics.

MIAMI BEACH CITYWIDE PROCEDURE	DATE ISSUED: DECEMBER 2017	Page: 2	SEQUENCE
	DATE UPDATED:	Of: 4	NUMBER: HR.16.04
	SUBJECT: PROHIBITED DISCRIMINATION AND HARRASSMENT		
RESPONSIBLE DEPARTMENT: HUMAN RESOURCES			

Sexual Harassment:

No employee, either male or female, shall be subjected to unsolicited and unwelcome sexual overtures or conduct, either verbal or physical. The federal government has created guidelines which define sexual harassment as unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature when: (1) submission to the conduct is either an explicit or implicit term or condition of employment; (2) submission to or rejection of the conduct is used as a basis for an employment decision affecting the person rejecting or submitting to the conduct; or (3) the conduct has the purpose or effect of sufficiently interfering with an affected person's work performance or creating an intimidating, hostile, or offensive work environment.

Specifically, it is a violation of this administration procedure for any employee to sexually harass another employee by making acceptance of unwelcome sexual advances, requests for sexual favors or other verbal or physical conduct of a sexual nature a condition of an employee's continued employment; making submission to or rejection of such conduct the basis for employment decisions affecting the employee; or creating an intimidating, hostile or offensive environment by such conduct. Examples of inappropriate conduct include: remarks of a sexually suggestive nature, sexual innuendo, propositions, offensive jokes, staring, ogling, leering, whistling, unnecessary touching, patting, hugging, brushing against a person's body or blocking normal movement. These are merely examples of inappropriate conduct; it is not an all-inclusive list.

Applicants/employees with disabilities:

Discrimination against a person based on the person's actual or perceived disability, record of disability or relationship with a person with a disability will not be tolerated by the City. The City will take appropriate action to provide reasonable accommodations to qualified employees and applicants with known disabilities, unless providing such accommodations creates an undue hardship. Employees with disabilities have a responsibility to inform the Human Resources Department regarding their requests for reasonable accommodations to improve their access to employment opportunities.

All questions, comments or complaints regarding access of qualified individuals with disabilities to the application process or employment, or alleged discrimination in employment, based upon a qualified applicant's or employee's disability or relationship or association with a person with a disability should be directed to the Human Resources Director.

MIAMI BEACH CITYWIDE PROCEDURE	DATE ISSUED: DECEMBER 2017	Page: 3 Of: 4	SEQUENCE NUMBER: HR.16.04
	DATE UPDATED:		
	SUBJECT: PROHIBITED DISCRIMINATION AND HARRASSMENT		
RESPONSIBLE DEPARTMENT: HUMAN RESOURCES			

DUTY TO REPORT

All employees of the City of Miami Beach are responsible for ensuring that discrimination, harassment and retaliation do not occur in the workplace. Any employee who believes he or she has been subjected to any action, decision or harassment in violation of this administrative procedure or who observes such conduct, is urged to promptly report the incident(s) to the City's Human Resources Director as described in the reporting procedures below. Supervisors, managers, or human resources personnel who receive EEO complaints, or who otherwise become aware of any improper harassment or discrimination, must notify the Human Resources Director immediately. Any supervisor or manager who has knowledge of such behavior yet takes no action to end it is also subject to disciplinary action.

PROCEDURE

1. Any employee subjected to unlawful discrimination, harassment and/or retaliation should immediately make a complaint to the Human Resources Director. In the event that the complaint involves the Human Resources Director the complaint should be made to the Assistant City Manager who oversees Human Resources.
2. An employee who believes that this administrative procedure has been violated may report the incident orally or in writing. Where the complaint is taken orally, the Human Resources Director shall document the complaint.
3. Investigation: All complaints will be investigated in a fair, thorough and timely manner. Depending on the nature of the complaint, an investigation of a complaint will normally include conferring with the parties involved and any named or apparent witnesses. However, upon completion of the investigation and a determination as to what, if any, remedial actions must be taken, both the complainant and the alleged harasser/discriminator will be informed as to the outcome of the investigation.
4. Remedial Action: If the investigation reveals that the complaint is valid, prompt and appropriate remedial actions will be taken to stop the discrimination or harassment immediately and to prevent its recurrence. When discrimination or harassment is established, appropriate disciplinary action, up to and including termination may be taken.
5. Confidentiality: Every attempt will be made to deal with each complaint in as confidential a manner as possible within the confines of undertaking the investigation. Anyone involved in the investigation of a complaint will be instructed that the investigation is confidential and should not be discussed with co-workers. Workplace gossip or "water cooler talk" about the complaint is strictly prohibited.
6. False Accusations: The City recognizes that false accusations of discrimination and/or harassment can have serious effects on innocent individuals. If any employee

MIAMI BEACH CITYWIDE PROCEDURE	DATE ISSUED: DECEMBER 2017 DATE UPDATED:	Page: 4 Of: 4	SEQUENCE NUMBER: HR.16.04
	SUBJECT: PROHIBITED DISCRIMINATION AND HARRASSMENT		
	RESPONSIBLE DEPARTMENT: HUMAN RESOURCES		

knowingly makes a false accusation of discrimination or knowingly provides false information in the course of an investigation of a complaint, such conduct may be grounds for discipline. A complaint made in good faith, even if found to be unsubstantiated, will not be considered a false accusation.

7. **Withdrawal of Complaint:** A complaint of discrimination may be withdrawn at any time by the person who filed the complaint. In some instances, the Human Resources Director will find it appropriate to end the investigation when the complaint is withdrawn. However, prior to ending an investigation, the Human Resources Director must determine whether the City should take corrective action to address inappropriate conduct. If the Human Resources Director determines that corrective action is required, it may be necessary for the Human Resources Director to continue the investigation or recommend action to remedy inappropriate behavior.

The City encourages any employee to raise questions he or she may have regarding discrimination and harassment to the City's Human Resources Director.

All employees shall be protected from coercion, intimidation, retaliation, discrimination and/or harassment for filing a complaint of discrimination or harassment; assisting an employee filing such a complaint; being related to or otherwise associated with an employee filing such a complaint; or for assisting in an investigation of a complaint of discrimination or harassment. Any employee engaged in retaliation against a complainant, an employee who assisted or who is related to or otherwise associated with a complainant, or any employee who assisted in an investigation, will face appropriate disciplinary action up to and including termination.

Prepared by:

Director, Human Resources

Reviewed by:

Internal Auditor

Assistant City Manager

Approved by:

City Manager

Date

MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC # **027-2017**

LETTER TO COMMISSION

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: January 17, 2017

SUBJECT: Youth Commission Motion



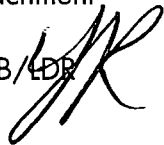
The Youth Commission would like you to be aware of the following motion requesting support for the National Parent Teacher Association resolution on LGBTQ Individuals as a Protected Class and adoption of a similar resolution for all City youth programs, approved at the January 17, 2017 commission meeting.

C: Executive Staff

Dr. Leslie Rosenfeld, Chief Learning Development Officer

Attachment

KGB/LDR



City of Miami Beach
Youth Commission

Meeting of January 17, 2017

Members Present: Itai Beaudoin de Roca, Benjamin Burstein, Nicole Leser, and Logan Courey

Members Absent: Olivia Kramer and Amanda Garcia

Motion made by Nicole Leser

Motion seconded by Itai Beaudoin De Roca

Motion Text:

The Youth Commission requests the Miami Beach Mayor and Commission support the National Parent Teach Association (PTA) resolution on LGBTQ Individuals as a protected class and adopt a similar resolution for all city-run, city-sponsored, and city-partnered youth programming.

The Youth Commission urges the Mayor and Commission to support the above request.

Motion Passage: Votes 4-0



everychild.one voice.

National PTA Resolution on LGBTQ Individuals as a Protected Class

June 30, 2016

Whereas, All children and youth should be able to attend school in a safe and inclusive environment free from discrimination, and that history has shown that civil rights laws are effective in contributing to such environments; and

Whereas, Explicit federal statutory protections currently address discrimination on the basis of race, color, national origin, sex, disability, but not sexual orientation or gender identity; and

Whereas, The lack of awareness and understanding of issues facing LGBTQ children and youth has contributed to a higher rate of isolation, depression, and suicidal ideations or attempts; and

Whereas, Education regarding LGBTQ issues increases understanding and cultivates acceptance of and respect for LGBTQ children and youth; and

Whereas, Harassment and bullying policies that specifically mention sexual orientation, gender identity and gender expression are associated with: students feeling more safe; lower levels of bullying; decreased incidents of harassment related to sexual orientation; increased teacher/staff intervention; and a greater reporting of incidents; now therefore be it

Resolved, That National PTA support current civil rights legislation[1], Department of Education guidance[2], and Department of Justice guidance[3] regarding guidance and protecting all children and youth, and ensuring their equal access to education; and be it further

Resolved, That National PTA seek and support legislation that specifically recognizes LGBTQ as a protected group and addresses discrimination based upon sexual orientation, gender identity and gender expression; and be it further

Resolved, That National PTA encourage state, local units, and councils to review school policies in regard to bullying and support revisions and amendments to those policies that specifically address the topics of sexual orientation and gender identification/expression as they relate to harassment and bullying; and be it further

Resolved, That National PTA and its constituent associations seek and support legislation that creates a safe, supportive and accepting environment in schools, specifically with training for educators and other school related professionals to support all students, updated health education standards that deal with the issues of sexual orientation, gender identity, and gender expression; and be it further

Resolved, That National PTA work with the Department of Education to encourage states to incorporate standards regarding age-appropriate, medically accurate and culturally sensitive information on LGBTQ issues into existing health and other appropriate curricula.

[1] The Civil Rights Act of 1964 (Pub.L. 88-352, 78 Stat. 241, enacted July 2, 1964)

[2] Dear Colleague Letter: Harassment and Bullying, Oct. 2010; Dear Colleague Letter: Key Policy Letters from the Education Secretary and Deputy Secretary, June 2011; and Question and Answer update to 2011 Dear Colleague Letter, April 2014.

[3] U.S. Department of Justice Civil Rights Division: Defending the Rights of LGBT Americans, June 2014.

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

WHEREAS, on June 30, 2016, the National PTA adopted a Resolution (attached hereto as Exhibit A) on LGBTQ individuals as a protected class; and

WHEREAS, the National PTA's Resolution states that all "children and youth should be able to attend school in a safe and inclusive environment free from discrimination" and further states its support for "legislation that creates a safe, supportive and accepting environment in schools" with regard to issues of sexual orientation, gender identity, and gender expression; and

WHEREAS, the Mayor and City Commission of the City of Miami Beach have been in the forefront of championing the rights of the LGBTQ community, and the rights of LGBTQ youth to be free from discrimination, harassment, and bullying based upon their gender identity and sexual orientation; and

WHEREAS, specifically, the Mayor and City Commission have expressed their support for policies which provide a safe and supportive environment for LGBTQ youth in schools in City Resolution No. 2017-29768, which strongly opposed the recent rescission of federal policy guidance regarding access of transgender students to sex-segregated facilities based on their gender identity, and in City Resolution No. 2013-28257 regarding the implementation of an anti-bullying program in City schools; and

WHEREAS, the National PTA's Resolution also encourages local governmental entities to specifically address the topics of sexual orientation and gender identity and expression in their anti-bullying policies because policies that specifically mention sexual orientation, gender identity, and gender expression are associated with students feeling more safe, lower levels of bullying, decreased incidents of harassment related to sexual orientation, increased teacher/staff intervention, and a greater reporting of incidents; and

WHEREAS, the City's Parks and Recreation Department has an established Anti-Bullying Policy, which applies to all of its programs and facilities, and which is required to be acknowledged and signed by all parents or guardians and by all participants prior to participating in any youth program; and

WHEREAS, at its meeting on January 17, 2017, the Miami Beach Youth Commission passed a motion requesting the Mayor and City Commission to support the Resolution of the National PTA and to adopt a similar policy of inclusiveness with regard to LGBTQ youth in all City-operated, City-sponsored, and City-partnered youth programming; and

WHEREAS, the Mayor and City Commission wish to adopt a policy of inclusiveness with regard to LGBTQ youth in all City-operated, City-sponsored, and City-partnered youth

programing and direct the City Administration to specifically address sexual orientation, gender identity, and gender expression within the Parks and Recreation Department's Anti-Bullying Policy and within all future City agreements for youth programs that are operated, sponsored, and partnered by the City of Miami Beach.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, that the Mayor and City Commission hereby support the National Parent Teacher Association's Resolution on LGBTQ individuals as a protected class and hereby adopt a policy of inclusiveness with regard to LGBTQ youth in all City-operated, City-sponsored, and City-partnered youth programming as set forth in this Resolution.

PASSED and ADOPTED this 26 day of April, 2017.

ATTEST:

RE 5/15/17
Rafael E. Granado, City Clerk



[Signature]
Philip Levine, Mayor

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

[Signature]
City Attorney

4-13-17
Date



everychild. one voice.

National PTA Resolution on LGBTQ Individuals as a Protected Class

June 30, 2016

Whereas, All children and youth should be able to attend school in a safe and inclusive environment free from discrimination, and that history has shown that civil rights laws are effective in contributing to such environments; and

Whereas, Explicit federal statutory protections currently address discrimination on the basis of race, color, national origin, sex, disability, but not sexual orientation or gender identity; and

Whereas, The lack of awareness and understanding of issues facing LGBTQ children and youth has contributed to a higher rate of isolation, depression, and suicidal ideations or attempts; and

Whereas, Education regarding LGBTQ issues increases understanding and cultivates acceptance of and respect for LGBTQ children and youth; and

Whereas, Harassment and bullying policies that specifically mention sexual orientation, gender identity and gender expression are associated with: students feeling more safe; lower levels of bullying; decreased incidents of harassment related to sexual orientation; increased teacher/staff intervention; and a greater reporting of incidents; now therefore be it

Resolved, That National PTA support current civil rights legislation[1], Department of Education guidance[2], and Department of Justice guidance[3] regarding guidance and protecting all children and youth, and ensuring their equal access to education; and be it further

Resolved, That National PTA seek and support legislation that specifically recognizes LGBTQ as a protected group and addresses discrimination based upon sexual orientation, gender identity and gender expression; and be it further

Resolved, That National PTA encourage state, local units, and councils to review school policies in regard to bullying and support revisions and amendments to those policies that specifically address the topics of sexual orientation and gender identification/expression as they relate to harassment and bullying; and be it further

Resolved, That National PTA and its constituent associations seek and support legislation that creates a safe, supportive and accepting environment in schools, specifically with training for educators and other school related professionals to support all students, updated health education standards that deal with the issues of sexual orientation, gender identity, and gender expression; and be it further

Resolved, That National PTA work with the Department of Education to encourage states to incorporate standards regarding age-appropriate, medically accurate and culturally sensitive information on LGBTQ issues into existing health and other appropriate curricula.

[1] The Civil Rights Act of 1964 (Pub.L. 88-352, 78 Stat. 241, enacted July 2, 1964).

[2] Dear Colleague Letter: Harassment and Bullying, Oct. 2010; Dear Colleague Letter: Key Policy Letters from the Education Secretary and Deputy Secretary, June 2011; and Question and Answer update to 2011 Dear Colleague Letter, April 2014.

[3] U.S. Department of Justice Civil Rights Division: Defending the Rights of LGBT Americans, June 2014.

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Raul J. Aguila, City Attorney
DATE: April 26, 2017

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

RECOMMENDATION

Pursuant to the request of Commissioner Micky Steinberg, the attached Resolution is submitted for consideration by the Mayor and City Commission at the April 26, 2017 Commission meeting.

Legislative Tracking

Office of the City Attorney

Sponsor

Commissioner Micky Steinberg & Co-sponsored by Commissioner John E. Aleman

ATTACHMENTS:

Description

- Supporting National PTA and Adopting Policy of Inclusiveness for LGBTQ in Youth Programs
2017 F.A. 4.13.2017

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

North Region Superintendent Jose Bueno
MDCPS
733 E. 57th Street
Hialeah, FL 33013

Dear North Region Superintendent Bueno,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

This Resolution was passed and adopted by the City Commission of the City of Miami Beach on April 26, 2017.

If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Superintendent Alberto Carvalho
MDCPS
1450 NE 2nd Avenue, Suite 900
Miami, FL 33132

Dear Superintendent Carvalho,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

This Resolution was passed and adopted by the City Commission of the City of Miami Beach on April 26, 2017.

If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Associate Superintendent Iraida R. Mendez-Cartaya
MDCPS
1450 NE 2nd Avenue, Suite 912
Miami, FL 33132

Dear Associate Superintendent Mendez-Cartaya,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

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If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Chair Perla Tabares
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Chair Tabares,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

This Resolution was passed and adopted by the City Commission of the City of Miami Beach on April 26, 2017.

If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Vice-Chair Dr. Lawrence S. Feldman
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Vice-Chair Feldman,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

This Resolution was passed and adopted by the City Commission of the City of Miami Beach on April 26, 2017.

If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Board Member Dr. Martin Karp
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Board Member Karp,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

This Resolution was passed and adopted by the City Commission of the City of Miami Beach on April 26, 2017.

If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Board Member Dr. Dorothy Bendross-Minidingall
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Board Member Bendross-Minidingall,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

This Resolution was passed and adopted by the City Commission of the City of Miami Beach on April 26, 2017.

If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Board Member Susie V. Castillo
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Board Member Castillo,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

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If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Board Member Dr. Steve Gallon III
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Board Member Gallon III,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

This Resolution was passed and adopted by the City Commission of the City of Miami Beach on April 26, 2017.

If you need additional information, please do not hesitate to call.

Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Board Member Lubby Navarro
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Board Member Navarro,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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Commissioner John Elizabeth Alemán

MIAMI BEACH

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Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Board Member Dr. Marta Perez
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Board Member Perez,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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City Clerk

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Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Board Member Mari Tere Rojas
MDCPS
1450 NE 2nd Avenue, Suite 700
Miami, FL 33132

Dear Board Member Rojas,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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Rafael E. Granado
City Clerk

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Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal Rene Bellmas
Nautilus Middle School
4301 N. Michigan Avenue
Miami Beach, FL 33139

Dear Principal Bellmas,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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City Clerk

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Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal Maria Costa
Fienberg Fisher K-6 Center
1420 Washington Avenue
Miami Beach, FL 33139

Dear Principal Costa,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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City Clerk

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Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal Maria T. Rodriguez
Ruth K. Broad Bay Harbor K-8 Center
1155 93 Street
Bay Harbor Islands, FL 33154

Dear Principal Rodriguez,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal Alice Quarles
North Beach Elementary School
4100 Prairie Avenue
Miami Beach, FL 33140

Dear Principal Quarles,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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City Clerk

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Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal John Donohue
Miami Beach Sr. High School
2231 Prairie Avenue
Miami Beach, FL 33139

Dear Principal Donohue,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal Melanie Fishman
South Pointe Elementary School
1050 4th Street
Miami Beach, FL 33139

Dear Principal Fishman,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal Karen Belusic
Biscayne Elementary School
800 77th Street
Miami Beach, FL 33141

Dear Principal Belusic,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

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Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
Office of the City Clerk
Tel: 305-673-7411

May 15, 2017

Principal Dalia Villar
Treasure Island Elementary School
7540 East Treasure Drive
North Bay Village, FL 33141

Dear Principal Villar,

Attached please find a copy of City of Miami Beach Resolution No. 2017-29821:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

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Respectfully,



Rafael E. Granado
City Clerk

c: Commissioner Micky Steinberg
Commissioner John Elizabeth Alemán

Cardillo, Lilia

From: Cardillo, Lilia
Sent: Monday, May 15, 2017 4:11 PM
To: 'nautiluspta@gmail.com'; 'stewartturner@earthlink.net'; 'ptabayharbor@gmail.com'; 'nbepta.president@gmail.com'; 'riverojessicamaria@gmail.com'; 'asgowdy@gmail.com'; 'faizaliban@yahoo.com'; 'rneely@miami.edu'
Cc: Rosenfeld, Leslie; Granado, Rafael
Subject: Resolution 2017-29821
Attachments: Resolution 2017-29821.pdf

Please see attached Resolution No. 2017-29821,

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, SUPPORTING THE NATIONAL PARENT TEACHER ASSOCIATION'S (PTA) RESOLUTION ON LGBTQ INDIVIDUALS AS A PROTECTED CLASS AND ADOPTING A POLICY OF INCLUSIVENESS WITH REGARD TO LGBTQ YOUTH IN ALL CITY-OPERATED, CITY-SPONSORED, AND CITY-PARTNERED YOUTH PROGRAMMING.

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Thank you.

MIAMIBEACH
Lilia Cardillo, Agenda Coordinator
OFFICE OF THE CITY CLERK
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 305-673-7411 / Fax: 786-394-4139 / ext. 6780 liliacardillo@miamibeachfl.gov

We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community

Citywide Training Plan

Our Mission

We are committed to providing excellence public service and safety to all who live, work and play in our vibrant, tropical, historic community

Our Vision

The City of Miami Beach will be: Cleaner and Safer; Beautiful and Vibrant; a Unique Urban and Historic Environment; a Mature, Stable Residential Community with the Well Improved Infrastructure; a Cultural, Entertainment Tourism Capital and an International Center for Innovation and Business; while Maximizing Value to our Community for the Tax Dollars Paid.

	Required frequency of Refresher				
	One Time	Annual	2 yrs	3 yrs	5 yrs
Required Courses: All Personnel					
Orientation	x				
Ethics Regulatory	x				
Diversity				x	
Sexual Harassment			x		
Team Building					x
Service Excellence Customer Service Standards				x	
Ethics			x		
Frontline Mandatory Courses					
Employee Academy					x
Supervisory Mandatory Courses					
Supervisor Core Curriculum (see below)	x				
Purchasing Card Procedures			x		

Optional Courses	Maximum frequency for course repeat				
	One Time	Annual	2 yrs	3 yrs	5 yrs
Access				x	
Excel				x	
Outlook				x	
PowerPoint					x
Word					x
EDEN (City's Financial System)					
Performance Management System					
Leadership Program	x				

Supervisory Course Curriculum	
Day 1	Transitioning from Employee to Supervisor
	Communicating in the New Role
	Coaching through Feedback
Day 2	Performance Measurement for Results
	Understanding Departmental Budgets & Work Plans
	Delegating with Empowerment
Day 3	Labor Employee Relations
	Performance Management, Performance Reviews, and Selection Interviewing

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING FUNDING FOR FEDERATION TOWERS' PROGRAMMING**

HISTORY:

This item was referred to the Neighborhoods/Community Affairs Committee at the April 11, 2018 City Commission meeting.

CONCLUSION:

The Administration seeks direction regarding this item.

ATTACHMENTS:

Description	Type
☐ Commission Item	Memo

New Business and Commission Requests - R9 S

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Commissioner Kristen Rosen Gonzalez
DATE: April 11, 2018

SUBJECT: DISCUSS FUNDING FOR FEDERATION TOWERS' PROGRAMMING.

ANALYSIS

Please place a discussion item on the Commission Meeting of April 11, 2018, regarding funding for Federation Towers' programming.

Legislative Tracking

Commissioner Kristen Rosen Gonzalez

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING HOW MIAMI BEACH CAN EXPEDITE HOMEOWNER PERMIT APPLICATIONS**

ANALYSIS:

Discussion at Committee.

ATTACHMENTS:

Description		Type
<input type="checkbox"/>	Building Permit Application	Other
<input type="checkbox"/>	Proposed Condo Alteration Minimum Plan Requirements	Memo
<input type="checkbox"/>	Why should I Harmonize my property	Other

Permit Application

Applicant Information (Blue or Black Ink Only)				Building Department	
Office Use Only		Parcel / Folio Number:		1700 Convention Center Drive, 2 nd Floor Miami Beach, Florida 33139 Telephone: 305-673-7610; Fax: 305-673-7857 http://www.miamibeachfl.gov/building/	
Submittal Date: _____ Permit #: _____					
Property Address:		Unit #:	Master Permit Number (If applicable):	Violation # (If applicable):	
Permit Type (select one)		Permit Request (select all that apply)		Property Information (select one)	
<input type="checkbox"/> Building <input type="checkbox"/> Electrical <input type="checkbox"/> Mechanical <input type="checkbox"/> Plumbing <input type="checkbox"/> Roofing <input type="checkbox"/> Phased Permit		<input type="checkbox"/> Demo year built _____ <input type="checkbox"/> Generator <input type="checkbox"/> Temporary Structure <input type="checkbox"/> Fire <input type="checkbox"/> New Permit <input type="checkbox"/> Change of Contractor <input type="checkbox"/> Change of Architect/Engineer <input type="checkbox"/> LEED		<input type="checkbox"/> Permit Extension <input type="checkbox"/> Permit Renewal <input type="checkbox"/> Permit Revision <input type="checkbox"/> Change of Use <input type="checkbox"/> Private Provider <input type="checkbox"/> City Project <input type="checkbox"/> Commercial <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Residential: Single-Family Residential or Duplex	
				Occupancy Classification:	
		New Construction/Addition		Alteration/Reconfiguration of Space	
Total Value:		Square Footage:			
		Value of Work: \$		\$	
Description of Work:					
Property Owner			Contractor		
Name:			Name:		
Address:			Address:		
Suite:			Suite:		
City:			City:		
State:			State:		
Zip Code:			Zip Code:		
Driver's License/ State Identification Number:			State Identification Number/License:		
E-Mail Address:			E-Mail Address:		
Daytime phone:			Daytime phone:		
Architect			Structural Engineer		
Name:			Name:		
License Number:			License Number:		
E-Mail Address:			E-Mail Address:		
Daytime phone:			Daytime phone:		
Notice & Certification					
<p>This application is hereby made to obtain a permit to do the work and installations as indicated. I certify that all work will be performed to meet the standards of all laws and construction regulations in this jurisdiction. I understand that a separate permit must be secured for Electrical, Elevator, Fire, Mechanical, Plumbing, Signs, Wells, Pools, Furnaces, Boilers, Heaters, Tanks, Air Conditioners, etc.</p> <p>Owner's Affidavit: I certify that all the foregoing information is correct. Owner Certifies that the aforementioned Contractor has the authorization to perform the work as specified above.</p> <p>Lessee's Affidavit: Lessee certifies that he has full consent and authorization from owner of subject property to perform the above mentioned work and to hire above captioned contractor.</p> <p>In addition to the requirements of this permit, there may be additional restrictions applicable to this property that may be found in the public records of this county, and there may be additional permits required from other governmental entities such as: the Environmental Division of Miami-Dade County; Permitting, Environment and Regulatory Affairs, Water & Sewer Department, Department of Environmental Protection, South Florida Water Management District, Miami-Dade County Impact Fee, water management districts, state agencies, and/or federal agencies.</p> <p>Under penalties of perjury, I declare that to the best of my knowledge, the facts stated in this document are true. Any information found to be false may cause the revocation and/or denial of the permit and/or Certificate of Occupancy.</p>					
<p>OWNER'S ELECTRONIC SUBMISSION STATEMENT: Under penalty of perjury, I declare that all the information contained in this permit application is true and correct.</p> <p> <input type="checkbox"/> Owner/Lessee for new permits (Documentation establishing ownership may be requested). <input type="checkbox"/> TEMPORARY STRUCTURE PERMIT PACKAGE MUST BE SUBMITTED TWO (2) WEEKS IN ADVANCE. <input type="checkbox"/> Master Permit Contractor of Record (For sub-permit / change of contractor). </p>					
<p>WARNING TO OWNER: YOUR FAILURE TO RECORD A NOTICE OF COMMENCEMENT MAY RESULT IN YOUR PAYING TWICE FOR IMPROVEMENTS TO YOUR PROPERTY. A <u>NOTICE OF COMMENCEMENT</u> IS REQUIRED FOR ANY WORK WITH COST EXCEEDING \$2,500.00.</p>					
Signature of Owner/Agent or GC (for Sub-permits): _____			Signature of Qualifier: _____		
PRINT NAME: _____			PRINT NAME: _____		
STATE OF FLORIDA MIAMI-DADE COUNTY			STATE OF FLORIDA MIAMI-DADE COUNTY		
Sworn to and subscribed before me this _____			Sworn to and subscribed before me this _____		
day of _____, 20____			day of _____, 20____		
by _____			by _____		
Signature of Notary Public _____			Signature of Notary Public _____		
Print Name: _____			Print Name: _____		
(SEAL)			(SEAL)		
Personally known _____			Personally known _____		
or Produced Identification _____			or Produced Identification _____		

PROPOSED CONDO ALTERATION MINIMUM PLAN REQUIREMENTS

A. CONDO ALTERATION – BUILT ON OR BEFORE MARCH 13, 1991, NO PLAN RECONFIGURATION, NO STRUCTURAL WORK, DEMOLITION BELOW 160 SF SURFACE AREA, IMPROVEMENT VALUE BELOW \$25,000

1. Provide properly drafted floor plans to scale per Miami Dade County Chapter 8 and in compliance with FBCB107.2.1. Show location of each room and label room name. Use 11" X 17" min. paper size.
2. FAC 61G1-16.004, and Florida Statutes 481.221 and 471.025: Show Owner's name and correct address of project including unit #
3. Show a concise description of the scope of work. Include all types of work in all spaces.
4. State that code in effect is FLORIDA BUILDING CODE, BUILDING & EXISTING 2017
5. Chapter 5. FBCE 501.1: Classify the type of work as Alteration Level 1
6. FBCE 301.1.2 & 501.2: Show on plans the work area in square feet, (exclude flooring).
7. Show on plans the new flooring area (square feet) in compliance with FBCB 107.2.1
8. FBCB 1207: Attach Floor soundproofing product technical specifications; Floor-ceiling assemblies separating dwelling units from each other and from public or service areas shall have a sound transmission class (STC) and (IIC) of not less than 65; Min. 50 if Detail of Proposed Assembly provided
9. FBCB 1010.1.7: Show on plans ½ inch maximum thresholds or floor transitions inside the unit.
10. FBCB 1015: Place a note on plans - balcony guards to remain 42" min. AFF after installation of new flooring; FBCB 1901.2 referencing ACI 318 maintenance of concrete as per ASTM C836: Slope flooring away from door and towards drain ¼" per foot minimum
11. FBCB107.3.5: Show on plans locations of adjacent units and corridors
12. FBCB Chap 7: For in-kind replacements of Kitchen cabinets and/or bathroom vanities located against a fire rated wall, place a note on drawings that the fire-rated walls will not be compromised or provide a detail (NRTL approved system).
13. FBCB 2509.2: Show a min ½" cementitious panel as backing board in wet areas inside bathrooms. Thickness and type must match the composition of the wall detail if a (NRTL approved system) is being used in wet areas.
14. FBCB 1210.2.3: Provide wall tiles in bathroom wet areas to 72 inches minimum above drain inlet.
15. FBCB 2406: Show safety glass category II for any glazing in bathrooms, guardrails or hazardous locations.
16. FBCP 417.4.2: Shower door that shall have a minimum clear and unobstructed finished width of 22"
17. FBCEB 801.3.4: Habitable spaces shall have a ceiling height of 7 feet min.
18. FBCP 417.5.2: Shower pan membrane must slope a min of ¼" per foot toward drain with no penetration less than 1" above the threshold (curb).

B. CONDO ALTERATION – BUILT AFTER MARCH 13, 1991, PLAN RECONFIGURATION, POSSIBLE STRUCTURAL WORK, DEMOLITION ABOVE 160 SF SURFACE AREA, IMPROVEMENT VALUE ABOVE \$25,000

19. All of the above requirements (1 through 18) apply plus the following additional requirements:
20. Provide properly drafted floor plans to scale per Miami Dade County Chapter 8 and in compliance with FBCB107.2.1. Show location of each room and label room name. **Use 24" X 36" min. paper size.**
21. Chapter 5. FBCE 501.1: Classify the type of work as Alteration Level 2 or 3 as applicable
22. MDC Chapter 24-43.1 (3): Provide DERM approval and impact fees paid when removing >160 SF of construction material surface. (If removing partitions, drywall area on both sides are to be considered) –
23. Provide Existing/Demolition plans as required to see changes in compliance with FBCB107.
24. Florida Statute 481.221 and 471.025 and Florida Administrative Code 61G10-11.010 and 61G15-23.002: Provide all plans signed, sealed and dated.

25. FAC 61G1-16.004: Design Professional personal name and personal license number must appear printed on title block.
26. FBCB 1208.3: Provide one room at minimum 120 SF and other habitable rooms 70 SF min. Habitable spaces, other than a kitchen, shall be not less than 7 feet in any plan dimension. Kitchens shall have a clear passageway of not less than 3 feet.
27. FBCB 107: Provide new wall/ceiling framing and any structural details
28. Chapter 7 FBCB 2017 and FBCB 107: Provide on plans new door schedule showing all door dimensions (width and height) and any required fire rating.
29. FBCB 1020.2 and FBCB 107: Show on plans hallway/corridor dimensions (3' wide minimum)
30. FBCB Chapter 8: Show on plans all new finishes (wall/ceiling/floor/Trim/Decor) in compliance with the Flame Spread and Smoke Development Classification.
31. FBCB 2017 Chapter 7: Provide a detail (NRTL approved system) for the fire rated floor-ceiling assembly and penetrations to be compromised.
32. FBCB 2017 Chapter 7: Provide a detail (NRTL approved system) for any fire rated partition being compromised. Replacing wall tiles is considered as compromised (Min. 1 hr fire rating for demising wall between adjacent units and/or corridor and Min 2hrs fire rating for demising wall between a dwelling unit and utility room, stairwell, utility shaft, or between townhouses). Include a detail (NRTL approved system) for joint system at the top and bottom of the assembly and a detail (NRTL approved system) for penetrations in walls matching the same rating. Indicate the rating of fire rated walls on the floor plan. Type of wall has to match existing whether it is masonry or framed (metal or wood).
33. FBCB 1207.2: Provide sound insulation with a min STC of 50 in partition walls (Assemblies separating dwelling units from each other and from public or service areas)
34. FBCE 804.4.3: Provide interconnected smoke alarms within the Work area only.
35. FBCB 1015.2: 36" high Guards are required inside multi-level units, along open-sided walking surfaces, including stairs, ramps and landings, that are located more than 30 inches measured vertically to the floor or grade below at any point within 36 inches horizontally to the edge of the open side.
36. FBCB 1015.4 (6): Opening Limitations: within individual dwelling units and sleeping units in Group R-2 and R-3 occupancies, guards on the open sides of stairs shall not have openings that allow passage of a sphere 4 -3/8 inches in diameter.
37. Fair Housing regulations- show on plans:
 - a. Toilet, shower (seat and grab bars) & tub backing installation and layout for future grab bars,
 - b. Clear floor space next to each kitchen appliance, and each bathroom fixture type in at least one bathroom.
 - c. All doors in the unit must provide min 32" clear width (interior doors may be 34").
 - d. 40" min isle width bet kitchen cab (60" if U-shaped) with max counter height of 36".
 - e. Min one accessible tub, or if shower, the acceptable dimensions are 36" wide (fixed) X min 36" deep (with seat backing) or 32" X 48" or 32" X 60" with recommended 32" glass door if installed.
38. COMBINING 2 FOLIOS INTO ONE PROPOSED UNIT. A CMB City Clerk - Unity of Title Form must be filled out, approved by the City Attorney and recorded with the MDC Clerk of Courts. A copy must be submitted with the Supporting Documents showing the 2 county parcels being combined into one. The new address and unit# must be on the Title Block of the plans. Optionally, a Covenant in Lieu of a Unity of Title may be submitted.

Why should I Connect my property drainage with the city drainage?

Properties which are low lying and may be subject to occasional flooding can seek relief, by connecting to the City Drainage System which is designed with sufficient capacity to handle both public and private water runoff.

Additionally the city will not be penalizing property owners that relied on gravitational flow into the storm system in the past

Instead the city has created a simplified plumbing permit to connect to the City of Miami Beaches

Harmonization Permit Guidelines:

1. Plumbing Permit Application
2. Site Plans prepared by:
 - a. Contractor

OR

 - b. Design Professional
3. Minimum Plan Requirements
 - a. Property survey
 - b. Location of piping
 - i. Minimum 6" PVC piping or allowable per 2017 FBC(P) Chapter 11 (*unless calculations are provided*)
 - ii. Cleanouts required at change of direction
 - c. Location of city storm drainage stub out
4. Public Works Drainage Connection permit form
5. Permit Inspections
 - a. Rough inspection
 - i. Verify piping connections and installation
 - ii. Call for inspection before backfilling
 - b. Final inspection
 - i. If awaiting City harmonization the permit will be extended at no cost to the owner
 - ii. Permit extensions are for 180 days per Florida Building Code



MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

Public Works Department

Tel: 305-673-7080, Fax: 305-673-7028

Drainage Connection Permit (Single Family Residence)

Instructions: You must completely fill out this application form to connect to City of Miami Beach drainage system

Step One: Completely fill out sections 1a, 1b, and 1c.

Step Two: . Submit signed form with owner's signature and site drainage plans

. Authorized Agent must provide a signed letter from the property owner.

YOU MUST COMPLETE the information in Part 1a, 1b, and 1c.

APPLICATIONS WILL NOT BE ACCEPTED IF THE NECESSARY INFORMATION AND SIGNATURES ARE NOT PROVIDED.

Note: The Property owner understands that stormwater volumes and capacity are heavily influenced by the natural occurrences beyond the control of the City. As such the property owner agrees to indemnify and hold harmless the City, its agents and assigns for any damages resulting from this agreement provided they are not the result of willful negligence on behalf of the City.

This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at Owner's expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of the City of Miami Beach and the public welfare. Owner, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the City of Miami Beach.

The property owner shall be responsible for the maintenance and repairs of the storm water connections within the property.

This permit is void and there will be no "grandfathering", upon redevelopment of the property.

☐ Reviewed and Acknowledged

Part 1a

Property Owner's Information

Name (Title): _____	Company: _____
Address: _____	City: _____
Phone: _____	Email: _____
Fax: _____	State: _____ Zip: _____
Signature: _____	Date: _____

Part 1b

Property Information

Property Name: _____	City: _____	Zip: _____
Address: _____		
Folio #: _____		
Subdivision: _____	Lot & Block #(s): _____	Plat Book: _____
		Page: _____

Part 1c

Project Information

Bldg. Process # : _____	Estimated Completion Date: _____
Overall Area: _____	Building Roof Area: _____
	Impervious Area: _____
	Pervious Area: _____

1. Does the existing property drain to the City's Public Right of Way? Yes ☐ No ☐

2. Is the property proposing additional Improvement that is more than substantial or 50% of the market value of building? Yes ☐ No ☐

Note to Reviewer: 1. Approve request to connect to City's stormwater system if applicant answered **yes** to # 1 and **No** to #2
2. Properties with Improvements that are substantial or up to and above 50% of the market value of building are treated as new construction and should retain their own stormwater.

Part 2

To be Completed by City Officials Only

Date Received: _____	Drainage Connection New <input type="checkbox"/> Existing <input type="checkbox"/>
Pump Station Receiving Flow: _____	
<input type="checkbox"/> Approved for connection to the City of Miami Beach Drainage system per Resolution #2017-29840	
Public Works Director: _____	Signature: _____
	Date: _____

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING THE CONDITION OF WASHINGTON AVENUE, THE INCREASING NUMBER OF VACANT STOREFRONTS THEREIN, AND THE STATUS OF THE WASHINGTON AVENUE BUSINESS IMPROVEMENT DISTRICT**

HISTORY:

This item was referred to the Neighborhood/Community Affairs Committee (NCAC) at the April 11, 2018 City Commission meeting.

Washington Avenue Business Improvement District

Since this date, the official ballot election to create the Washington Avenue BID concluded on April 20, 2018. The measure received 67 "Yes" votes, "12" No votes, and "5" rejected ballots, therefore the measure passed. The district boundaries run from the north by 17th Street and on the south by 5th Street, and consists of properties abutting Washington Avenue and/or the cross-streets intersecting Washington Avenue.

Following this ballot measure, a public hearing to approve the final assessment roll for the special assessment district, Washington Avenue BID, was held on June 6, 2018. There were no contentions made for this ballot measure. Attached to this memo is a copy of the public hearing notice.

City Administration have been actively working with the Washington Avenue BID to discuss next steps for revitalizing the corridor. Members of the BID and Staff have put together a draft scope of work to retain a design firm to create an updated Washington Avenue Master Plan. This scope of work is currently being reviewed by the Procurement Department and will be placed on the July 25, 2018 Commission agenda. This scope of work will examine the current street conditions, and provide structural and curatorial recommendations that address traffic, walkability, lighting, and vibrancy.

Addressing Storefront Vacancies

A related item was referred to the Finance and Citywide Projected Cmmittee on April 11, 2018: Discussion Regarding Levying A Vacancy Tax On Empty Storefronts Throughout The City Of Miami Beach As A Way To Encourage Landlords To Keep Their Retail Or Commercial Space Rented And Active. The FCWPC directed staff to conduct an inventory of vacant storefront and return back to the Committee after further analysis. This item will be further discussed at the Committee on July 27, 2018.

ANALYSIS:

Addressing Storefront Vacancies

City Staff is working on a city-wide ground floor storefront vacancy count to better understand the current economic climate in our commercial corridors. Washington Avenue is a part of this research study. As of April 2018, Code enforcement counted 55 storefront vacancies between 5th-15th Street. Attached to this memo is list of the storefront vacancies on Washington Avenue along with a corresponding photo. We are currently cross referencing these addresses with the Building Department to determine if any of these properties have an active permit for renovations.

Staff has also been reaching out to property owners to discuss any challenges they have been facing for securing tenants for their vacancies. We are still completing this outreach, but have heard the following comments regarding the vacancies on Washington Avenue:

- There is greater regional competition for businesses and entertainment. Miami Beach, and Washington Avenue, have seen a loss of tenants to the mainland.
- The mainland offers larger spaces at the same cost and/or less of a cost
- The increase of traffic makes it burdensome for businesses, it is easier to get to and from places on the mainland
- Creative marketing and branding is needed to help lift up Washington Avenue and showcase its uniqueness.

Previously, the City had allocated some funding to produce CMB designed window coverings for vacant storefronts, and provided these at no cost to vendors, landlords and tenants. The last completed order was in April 2017, for 30 window wraps it cost the city \$18,908.00. However, that funding is no longer in place, so the City currently provides the template for this printout, and costs of printing must be borne by the storefronts.

Attached to this memo is a comprehensive workbook that shows the tracking that is occurring for The continuation of outreach and analysis is being completed by Staff and will be completed for a discussion at the July 27, 2018 Finance and Citywide Projects Committee meeting.

CONCLUSION:

Administration is seeking further feedback on the plans to move forward with a master plan for Washington Avenue, and overall plans to address vacant storefronts on major commercial corridors.

ATTACHMENTS:

Description	Type
☐ Washington Avenue BID notice	Other
☐ Washington Avenue Vacancies	Other
☐ Draft Storefront Vacancy Outreach Document	Other

NOTICE OF PUBLIC HEARING TO APPROVE THE FINAL ASSESSMENT ROLL FOR THE SPECIAL ASSESSMENT DISTRICT KNOWN AS THE WASHINGTON AVENUE BUSINESS IMPROVEMENT DISTRICT

June 6, 2018

NOTICE IS HEREBY given that the following public hearing will be held by the Mayor and City Commissioners of the City of Miami Beach, Florida, in the Commission Chambers, Third Floor, City Hall, 1700 Convention Center Drive, Miami Beach, Florida, on **June 6, 2018, at 2:30 p.m.**, or as soon thereafter as the matter can be heard, to consider:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA APPROVING, FOLLOWING A DULY NOTICED PUBLIC HEARING PURSUANT TO SECTIONS 170.07 AND 170.08, FLORIDA STATUTES, THE FINAL ASSESSMENT ROLL FOR THE SPECIAL ASSESSMENT DISTRICT KNOWN AS THE WASHINGTON AVENUE BUSINESS IMPROVEMENT DISTRICT, AND CONFIRMING SUCH ASSESSMENTS AS LEGAL, VALID, AND BINDING FIRST LIENS UPON THE PROPERTY AGAINST WHICH SUCH ASSESSMENTS ARE MADE UNTIL PAID.

At the hearing, the owners of the property to be assessed or any other persons interested therein may appear before the Mayor and City Commissioners and be heard as to the propriety and advisability of stabilizing and improving, through special assessments, the proposed Washington Avenue Business Improvement District (the "District"), through promotion, management, marketing, and other similar services; as to the cost thereof; as to the manner of payment therefor; and as to the amount thereof to be assessed against each property so improved.

Following the testimony, the Mayor and City Commissioners shall make a final decision on whether to levy the special assessments. Thereafter, the Mayor and City Commissioners shall meet as an equalizing board to hear and consider any and all complaints as to the special assessments and shall adjust and equalize the assessments on a basis of justice and right.

The District is bounded on the north by 17th Street and on the south by 5th Street, and consists of properties abutting Washington Avenue and/or the cross-streets intersecting Washington Avenue; provided, however, that the following properties shall be excluded and exempted from the District: (1) residential properties; (2) common areas owned by condominium associations; (3) any property owned by a City, County, State, or Federal governmental entity or School District; and (4) any property owned or occupied by a religious institution and used as a place of worship or education (as defined by Section 170.201(2), Florida Statutes).

The description of each property to be assessed and the amount to be assessed to each piece or parcel of property may be ascertained at the Office of the City Clerk, 1700 Convention Center Drive, First Floor, City Hall, Miami Beach, Florida 33139, and at: <http://www.miamibeachfl.gov/wp-content/uploads/2018/04/Assessment-Roll-and-Assessment-Methodologies.pdf>

Inquiries may be directed to the Office of the City Attorney at 305.673.7470.

INTERESTED PARTIES are invited to appear at this meeting, or be represented by an agent, or to express their views in writing addressed to the City Commission, c/o the City Clerk, 1700 Convention Center Drive, First Floor, City Hall, Miami Beach, Florida 33139. The preliminary assessment roll for the District referenced herein is available for public inspection during normal business hours in the Office of the City Clerk, 1700 Convention Center Drive, First Floor, City Hall, Miami Beach, Florida 33139. This meeting, or any item herein, may be continued, and under such circumstances, additional legal notice need not be provided.

Pursuant to Section 286.0105, Florida Statute, the City hereby advises the public that if a person decides to appeal any decision made by the City Commission with respect to any matter considered at its meeting or its hearing, such person must ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the City for the introduction or admission of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

Members of the public may present audio/visual (AV) materials relating to Agenda Items at City Commission meetings held in the Commission Chamber by utilizing the City's AV equipment, provided that materials are submitted to the Marketing and Communications Department by 8:30 a.m., one (1) business day prior to the meeting. Advance submittal of a presentation will allow the Marketing and Communications Department to plan for the use of the appropriate AV equipment. AV materials may be submitted via email at communications@miamibeachfl.gov; or hand delivered in a jump drive, CD or DVD to: Attention: Marketing and Communications Department, 1701 Meridian Avenue, 5th Floor, Miami Beach, FL 33139. Presentations, videos, or links must include a label noting the name or group, contact person, daytime telephone number, email address, description/title of the presentation and Agenda Item Title as well as the Agenda Item number. Acceptable formats for electronic submission are .pdf, .ppt, .pptx, .pps, .ppsx, .wmv, .avi, and .mov. (Note that .pdf is the preferred format for PowerPoint presentations.)

To request this material in alternate format, sign language interpreter (five-day notice required), information on access for persons with disabilities, and/or any accommodation to review any document or participate in any City-sponsored proceedings, call 305.604.2489 and select option 6; TTY users may call via 711 (Florida Relay Service).

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Rafael E. Granado
City Clerk

South End – vacant Storefront

Washington Avenue Corridor – 5th Street to 15th Street

1. 506 Washington Avenue



2. 540 Washington Avenue



3. 542 Washington Avenue



4. 550 Washington Avenue



5. 555 Washington Avenue (3 Commercial Units)



6. 709 Washington Avenue



7. 711 Washington Avenue



8. 729 Washington Avenue (3 Commercial Units)



9. 739 Washington Avenue



749 Washington Avenue



10. 753 Washington Avenue



11. 710 Washington Avenue CU11



12. 828 Collins Avenue



13. 811 Washington Avenue



14. 835 Washington Avenue



15. 843 Washington Avenue



16. 855 Washington Avenue



17. 907 Washington Avenue



18. 915 Washington Avenue



19. 917 Washington Avenue



20. 921 Washington Avenue



21. 925 Washington Avenue



22. 827 Washington Avenue



23. 929 Washington Avenue



24. 931 Washington Avenue



25. 933 Washington Avenue



26. 935 Washington Avenue



27. 937 Washington Avenue



28. 939 Washington Avenue



29. 941 Washington Avenue



30. 943 Washington Avenue



31. 947 Washington Avenue



32. 955 Washington Avenue



33. 1203 Washington Avenue



34. 1235 Washington Avenue



35. 1248 Washington Avenue



36. 1234 Washington Avenue



37. 1210 Washington Avenue



38. 1200 Washington Avenue



39. 1311 Washington Avenue



40. 1319 Washington Avenue



41. 1321 Washington Avenue



42. 1331 Washington Avenue



43. 1370 Washington Avenue



44. 1405 Washington Avenue



45. 1409 Washington Avenue



46. 1413 Washington Avenue



47. 1415 Washington Avenue



48. 1423 Washington Avenue



49. 1425 Washington Avenue



50. 1427 Washington Avenue



51. 1436 Washington Avenue



52. 1456/1458 Washington Avenue



53. 1535 Washington Avenue



54. 1537 Washington Avenue



55. 1541 Washington Avenue



Address	License Status	Company Name	Company Address	Primary Leasing Company	Contact Name	CoStar Property Contact	Status of Outreach	Commercial Building Permit (If applicable)
506 WASHINGTON AVE	Inactive	615 5th Street Corp	136 1st Ave	Des Management LLC	Bryan Pebbles	Nick Filippou	No extension/no contact	
540 WASHINGTON AVE	Inactive	Beracha 72, LLC	1150 Kane Cors	Master Real Estate	Andres Kaufman	Alfredo Negron	Number not in service	
542 WASHINGTON AVE	Inactive	Beracha 72, LLC	1151 Kane Cors	Master Real Estate	Andres Kaufman	Alfredo Negron	Number not in service	
550 WASHINGTON AVE	Active	VARIETY PARIS LLC						BC1705562
555 WASHINGTON AVE	Active							
709 WASHINGTON AVE	Inactive	Washington Squared Owner 700 L	1691 Michigan Ave			Kiran Prabhakar	VM - 6/28	
711 WASHINGTON AVE	Inactive	Washington Squared Owner 700 L	1692 Michigan Ave			Kiran Prabhakar	VM - 6/28	
729 WASHINGTON AVE	Inactive	Washington Squared Owner 700 L	1693 Michigan Ave			Christopher Cannon	VM - 6/28	
739 WASHINGTON AVE	Active	739 WASH, LL DBA PRELUDE		C J ST Croix LLC	Ed Polsky	Kiran Prabhakar	VM - 6/28	
749 WASHINGTON AVE	Inactive			Jamestown, L.P.	Eric Hines	Kevin Johnson	not showing as vacant, recently leased by California BBQ	
753 WASHINGTON AVE	Inactive			Jamestown, L.P.	Eric Hines	Kevin Johnson	vacant in February 2017	
710 WASHINGTON AVE CU11	Inactive	Sgnl LLC	3535 S Ocean Dr	La Playa Properties Group Inc.	Donna Ashby	Leslie J. Kon	VM - 6/28	BC1704439
828 COLLINS AVE	Inactive	Blackstone Associates Ltd						
811 WASHINGTON AVE	Active	STYLE TRENDS BOUTIQUE MIAMI BEACH INC	375 12th Ave S	Koniver Stern Group	Lyle B. Stern	Karen Kester	individual storefronts on 8th street, 2 vacancies (1 for more than year)	
835 WASHINGTON AVE	Inactive							
843 WASHINGTON AVE	Inactive	843 Washington LLC	9601 Collins Ave	Edith Wigoda		Samuel Katz	VM - 6/28	
855 WASHINGTON AVE	Inactive	849 Washington LLC	9602 Collins Ave	Edith Wigoda		Samuel Katz	VM - 6/28	
907 WASHINGTON AVE	Inactive							
915 WASHINGTON AVE	Inactive	Washington Ave Associates LLC	1985 Cedar Bridge Ave	Streamline Properties	Saul K. Gross	Joyce Motley	Emailed me a list of tenants	
917 WASHINGTON AVE	Inactive							
921 WASHINGTON AVE	Inactive							
925 WASHINGTON AVE	Inactive							
827 WASHINGTON AVE	Inactive							
929 WASHINGTON AVE	Inactive							
931 WASHINGTON AVE	Inactive							
933 WASHINGTON AVE	Inactive							
935 WASHINGTON AVE	Inactive							
937 WASHINGTON AVE	Inactive							
939 WASHINGTON AVE	Inactive							
941 WASHINGTON AVE	Inactive							
943 WASHINGTON AVE	Inactive							
947 WASHINGTON AVE	Inactive							
955 WASHINGTON AVE	Inactive	Washington Ave Associates LLC	1985 Cedar Bridge Ave			Luciana Naydenov	VM - 6/28	
1203 WASHINGTON AVE	Inactive	Pann Florida, LLC	1125 Ocean Ave	Colliers International	Boris Kozolchik	Kiran Prabhakar	VM - 6/28	
1235 WASHINGTON AVE	Inactive	Pix Realty	1 W Elm St	Pix Realty	John Brandt	Alfredo Negron	Number not in service	
1248 WASHINGTON AVE	Active	M & M PARKING SOUTH BEACH, LLC		Fryd Properties	Alex Fryd	Samuel Katz	VM - 6/28	
1234 WASHINGTON AVE #STE 200	Active	ROYAL MANAGEMENT GROUP						BC0916-1762
1210 WASHINGTON AVE	Active	PARTRAVEL, INC						
1200 WASHINGTON AVE	Inactive			Capital Realty Services, Inc.	Isaac K. Fisher	Christopher Cannon	VM - 6/28	
1311 WASHINGTON AVE	Inactive	Washington Avenue, LLC	1317 Washington Ave	Streamline Properties	JR Kaiser	Essence Ellis	VM - 6/28	
1319 WASHINGTON AVE	Inactive	Washington Avenue, LLC	1318 Washington Ave	Streamline Properties	JR Kaiser	Essence Ellis	VM - 6/28	
1321 WASHINGTON AVE	Inactive	Washington Avenue, LLC	1319 Washington Ave	Streamline Properties	JR Kaiser	Essence Ellis	VM - 6/28	
1331 WASHINGTON AVE	Inactive	1331 Washington Buyer LLC	140 Federal	Avenue Real Estate Partners	Daniel A. Cardenas	Leslie J. Kon	VM - 6/28	
1370 WASHINGTON AVE	Inactive	American Property Management of Miami Beach	1370 Washington Ave	Sea Level Properties	Patty Nachtigall	Christopher Cannon	VM - 6/28	
1405 WASHINGTON AVE	Active	ADRIAN SPARKMAN (PIRATE TATTOO)				Leslie J. Kon	VM - 6/28	
1409 WASHINGTON AVE	Inactive	Acastar Miami, LLC	2450 NE Miami Gardens Dr. Suite 2nd FL	Evolutrion Ventures		Desirae Cole	sold in 2015, no active lease	
1413 WASHINGTON AVE	Inactive	Acastar Miami, LLC	1414 Collins Ave	Beach Conber Investments Corp.	Juan D'Onofrio	Scott Layton	Number not in service	
1415 WASHINGTON AVE	Inactive	Acastar Miami, LLC	1415 Collins Ave	Beach Conber Investments Corp.	Juan D'Onofrio	Scott Layton	Number not in service	
1423 WASHINGTON AVE	Inactive	1421 Washington LLC	301 W 41st St Suite 406	Sea Level Properties	Patty Nachtigall	Christopher Cannon	VM - 6/28	
1425 WASHINGTON AVE	Inactive							
1427 WASHINGTON AVE	Inactive	Guimel Kodesh LLC	1427 Washington Ave	Master Real Estate	Ruben A. Kaufman	Matthew Kahn	Number not in service	
1436 WASHINGTON AVE	Inactive							
1456 WASHINGTON AVE	Inactive	Barry S Fishman	912 Captiva Dr	Avenue Real Estate Partners	Aaron J. Butler	Leslie J. Kon	VM - 6/28	
1458 WASHINGTON AVE	Inactive	Barry S Fishman	913 Captiva Dr	Avenue Real Estate Partners	Aaron J. Butler	Leslie J. Kon	VM - 6/28	
1535 WASHINGTON AVE	Inactive	Meiselman Barry D 2013 Trust	9850 E Broadview Dr			Leslie J. Kon	VM - 6/28	
1537 WASHINGTON AVE	Inactive	Meiselman Barry D 2013 Trust	9851 E Broadview Dr			Leslie J. Kon	VM - 6/28	
1541 WASHINGTON AVE	Inactive	Joanne S Hartzell	644 San Benito Ave			Leslie J. Kon	VM - 6/28	

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: DISCUSSION ON THE CITY'S CURRENT LANE CLOSURE POLICY

KEY INTENDED OUTCOME:

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

HISTORY:

Resolution No. 2016-29506, adopted by the City Commission on July 13, 2016 (Attachment A), accepted the recommendation of the Neighborhood/Community Affairs Committee to adopt a policy that all future special events requiring lane closures along major thoroughfares in Miami Beach obtain City Commission approval. The Resolution included a map (Attachment B) depicting various major thoroughfares in the City.

Ordinance No. 2016-4065, adopted by the City Commission on December 14, 2016 (Attachment C), amended the fees and hours regarding permits for blocking of right-of-way on major thoroughfares in the City. The Ordinance lists various major thoroughfares in the City.

Currently, Ordinance No. 2016-4065, which is specifically for fees, includes several roadways that are not depicted in the map adopted as part of Resolution No. 2016-29506, which the Administration wished to confirm that these roadways do not need to come before the Commission for closure approval.

Similarly, there is one roadway in Resolution No. 2016-29506, that is not reflected in the fee ordinance.

ANALYSIS:

Resolution No. 2016-29506 list the following streets as requiring City Commission approval for closure for new events after the date of the resolution, regardless of the time of the closure:

- 71st Street/Normandy Drive
- Harding Avenue/Abbot Drive
- Indian Creek Drive (north of 41st St)/Collins Avenue (north of 23rd Street)
- 63rd Street
- Alton Road (north of South Point Drive)
- Pine Tree Drive (from 23rd Street to 63rd Street)/LaGorce Drive
- Julia Tuttle Causeway/41st Street
- 23rd Street
- Washington Avenue (north of 5th Street)

- Dade Boulevard
- 5th Street

Currently, Ordinance No. 2016-4065 includes several roadways that are not depicted in the map adopted as part of Resolution No. 2016-29506. The streets that are included in the Ordinance but not depicted in the Resolution are as follows:

- Collins Avenue, Washington Avenue, Alton Road - all south of 5th Street
- West Avenue (from 5th Street to Dade Boulevard)
- 16 Street
- Collins Avenue (from 5th Street to 23rd Street)
- 17th Street
- Indian Creek Drive (from 26th Street to 41st Street)
- 71st Street (from Indian Creek Drive to Collins Avenue)

Additionally, Resolution No. 2016-29506 depicts 23rd Street (from Dade Boulevard to Collins Avenue) and Normandy Drive which are not included in Ordinance No. 2016-4065.

CONCLUSION:

The Administration recommends that Ordinance No. 2016-4065 be amended to include 23rd Street from Dade Boulevard to Collins Avenue and Normandy Drive as this roadway is currently depicted as a major thoroughfare in the map adopted as part of Resolution No. 2016-29506.

Further, the Administration recommends amending Resolution No. 2016-29506 to include the following roadways as major thoroughfares given these roadways were adopted as major thoroughfares as part of Ordinance No. 2016-4065 and serve as principal arterials in our City's transportation network:

- Collins Avenue from 5th Street to 23rd Street
- 17th Street from West Avenue to Collins Avenue
- Indian Creek Drive from 26th Street to 41st Street
- 71st Street from Indian Creek Drive to Collins Avenue

Lastly, the Administration is seeking direction on whether or not to amend Resolution No. 2016-29506 by including the following roadways which were considered major thoroughfares and adopted as part of Ordinance No. 2016-4065:

- West Avenue (5th Street to Dade Boulevard)
- 16th Street

The above information is provided to the Neighborhood/Community Affairs Committee for input and direction.

ATTACHMENTS:

Description	Type
☐ Attachment A- Resolution on Special Event Lane Closures	Memo
☐ Attachment B - Map of Major Thoroughfares	Memo
☐ Attachment C - Ordinance on Right-of-Way Fees for Closures on Major Throughfares	Memo

RESOLUTION NO. 2016-29506

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS MAY 13, 2016 MEETING TO ADOPT A POLICY REQUIRING THAT ALL FUTURE SPECIAL EVENTS REQUIRING LANE CLOSURES ALONG MAJOR THOROUGHFARES IN THE CITY OF MIAMI BEACH OBTAIN PRIOR CITY COMMISSION APPROVAL.

WHEREAS, the City of Miami Beach is one of the main event centers in the South Florida region and, due to increased traffic during special events, the City's roadway network experiences significant delays and congestion; and

WHEREAS, over the past 3 years, the City has developed several signalization, management, and transit initiatives to mitigate additional traffic; however, given the limited capacity on our major roadways, mobility is still significantly impacted; and

WHEREAS, currently, there are eleven (11) yearly special events requiring lane closures along major roadways in the City:

- Miami Tropical 5K
- Miami Marathon & Half Marathon
- Miami Beach 13.1
- South Beach Triathlon
- AIDS Walk
- Escape to Miami Triathlon
- Burger King Beach Run
- Halloween Half Marathon
- Serena Williams Live Ultimate Run
- Yacht Show
- Satellite Fairs during Art Basel
- Ciclovía
- Dolphins Cancer Challenge
- Wounded Warriors ride
- Great Eskate
- Chanukah Car Parade; and

WHEREAS, the majority of the above special events are race events that have been occurring regularly for some time; and

WHEREAS, at the May 13, 2016 Neighborhood/Community Affairs Committee (NCAC) meeting, City staff presented various mitigation ideas to improve traffic flow in the City; and

WHEREAS, at its meeting, the NCAC expressed concerns with eliminating these special events and indicated that better communication to residents about the events can help mitigate traffic impacts; and

WHEREAS, one of the mitigation ideas discussed at the NCAC meeting was further restrictions on the hours for special event permits that allow the blocking of the public right-of-way; and

WHEREAS, while the NCAC was not in favor of further restrictions on the hours of street closures or modifications to the permit fee schedule for closures along major thoroughfares consistent with that proposed for construction closures because of the anticipated impact to existing events, the Committee recommended that the City Commission adopt a policy requiring that all future special events requiring lane closures along main thoroughfares obtain prior City Commission approval; and

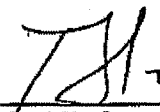
WHEREAS, this requirement would not apply to film productions; and

WHEREAS, following the adoption of this Resolution, corresponding amendments to the City's Special Events Requirements and Guidelines will be submitted to the City Commission for consideration.

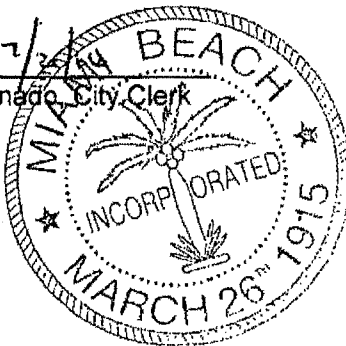
NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, the the Mayor and City Commission hereby accept the recommendation of the Neighborhood/Community Affairs Committee to adopt a policy requiring that all future special events requiring lane closures along major thoroughfares in the City of Miami Beach obtain City Commission approval.

PASSED and ADOPTED this 13th day of July, 2016.

ATTEST:




Rafael E. Granado, City Clerk





Philip Levine, Mayor

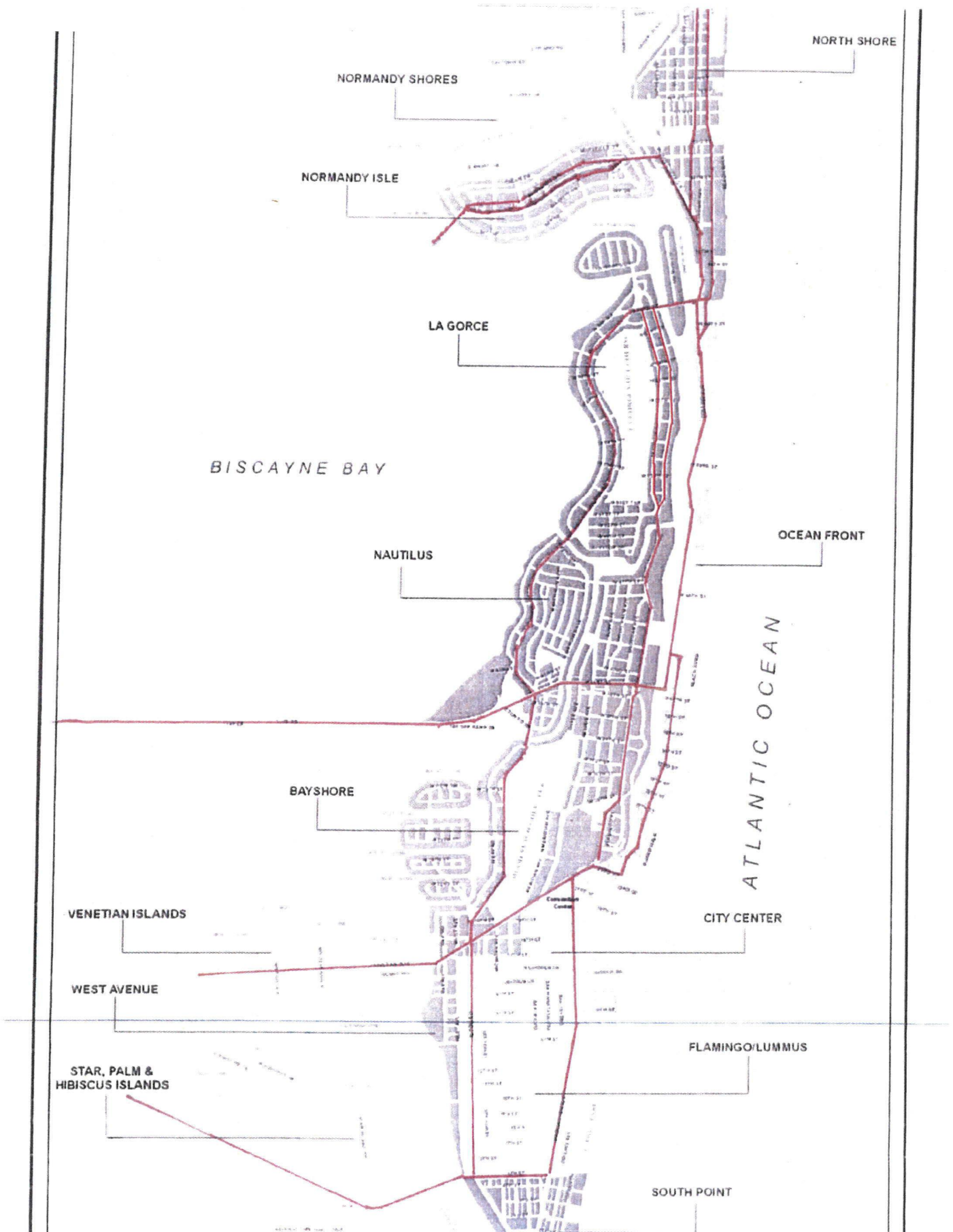
APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION



City Attorney

7/5/16

Date



ORDINANCE NO. 2016-4065

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING APPENDIX A, ENTITLED "FEE SCHEDULE," TO CHAPTER 98 OF THE MIAMI BEACH CITY CODE, ENTITLED "STREETS AND SIDEWALKS," AMENDING ARTICLE III, ENTITLED "EXCAVATIONS," AMENDING DIVISION 2, ENTITLED "PERMIT," AMENDING SECTION 98-92, ENTITLED "APPLICATION; AMOUNT OF DEPOSIT; USE OF DEPOSIT TO REPLACE SURFACE; PERMIT FEE," BY AMENDING THE FEES AND HOURS REGARDING PERMITS FOR BLOCKING OF RIGHT-OF-WAY FOR MAJOR THOROUGHFARES; PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, at the May 13, 2016 Neighborhood/Community Affairs Committee (NCAC) meeting, the Committee recommended in favor of staff's recommendation for adjustments to the rush hour times during which lane closures along major thoroughfares would not be permitted; and

WHEREAS, at the same meeting, the NCAC recommended in favor staff's recommendations to pursue adjustments to the Fee Schedule for lane closures along major thoroughfares; and

WHEREAS, the recommendation of the NCAC for restrictions to the closure times at major thoroughfares was approved by the City Commission at its September 27, 2016 meeting, pursuant to Resolution No. 2016-29583, which authorized such amendments to the City of Miami Beach City Code and the Citywide Procedure regarding the Traffic Flow Mitigation Plan (See Exhibit A); and

WHEREAS, the City Administration has worked on refinements to the existing fee structure for work along Major Thoroughfares that will help reduce traffic congestion; and

WHEREAS, the amendments set forth below are necessary to accomplish the above objectives.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:

SECTION 1. Appendix A, entitled "Fee Schedule," to Chapter 98 of the Miami Beach City Code, entitled "Streets and Sidewalks," Article III, entitled "Excavations," Division 2, entitled "Permit," Section 98-92, entitled "Application; Amount of Deposit; Use of Deposit to Replace Surface; Permit Fee," is hereby amended as follows:

APPENDIX A- FEE SCHEDULE

Section this Code		Description	Amount (Ordinance 2012-3779, Effective Oct. 15, 2012; Ordinance 2016-_____, Effective Dec. 24, 2016)
98-92 (c)	(1)	Street Excavation Permit	
		* * *	
	(17)	Blocking of right-of-way (Cranes only) Note: For arterial roadways <u>Major Thoroughfares</u> , full day permit is defined as six hours <u>five hours and thirty minutes</u> between 9:00 a.m. and 3:00 p.m. <u>10:00 a.m. and 3:30 p.m.</u> pursuant to Resolution No. 2016-29583	
		Cranes	
		Standard review (full day permit)	
		• Local road	320.43
		• Collector road	427.24
		• Arterial road <u>Major Thoroughfares</u>	534.05 <u>1000.00</u>
		Priority review (same day permit review)	
		• Local road	384.51
		• Collector road	512.27
		• Arterial road <u>Major Thoroughfares</u>	640.86 <u>1000.00</u>
		Consecutive multi-day additional fee (per day) <u>For Local and Collector Roads</u>	54.96
		<u>Consecutive multi-day additional fee (per day)</u> <u>For Major Thoroughfares</u>	<u>1000.00</u>

		Partial day permit (4 hours or less)	
		• Local road	159.69
		• Collector road	213.62
		Blocking right-of-way (all others) <u>for Local and Collector Roads</u> : The greater of \$0.25 per L.F. per day or \$0.03 per S.F. per day)	
		<u>Blocking right-of-way (all others) for Major Thoroughfares</u> : The greater of \$2.50 per L.F. per day or \$0.30 per S.F. per day)	

SECTION 2. REPEALER.

All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

SECTION 3. SEVERABILITY.

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 4. CODIFICATION.

It is the intention of the Mayor and City Commission of the city of Miami Beach, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Miami Beach City Code. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

SECTION 5. EFFECTIVE DATE.

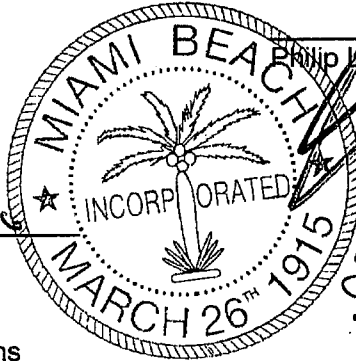
This Ordinance shall take effect ten days following adoption.

PASSED AND ADOPTED this 14 day of December, 2016.

ATTEST:

RS 12/20/16
Rafael E. Granado, City Clerk

Underline denotes additions
~~Strikethrough~~ denotes deletions



[Signature]
Philip Levine, Mayor

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

[Signature]
City Attorney

11/29/16
Date

(Sponsored by Commissioner John Elizabeth Aleman)

T:\AGENDA\2016\October\Transportation\Ordinance on ROW Fees\Ordinance Ammending Appendix A (Permit Fees) Section 98-92(c)(17) RESO.doc

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: December 14, 2016

10:25 a.m. Second Reading Public Hearing

SUBJECT: AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING APPENDIX A, ENTITLED "FEE SCHEDULE," TO CHAPTER 98 OF THE MIAMI BEACH CITY CODE, ENTITLED "STREETS AND SIDEWALKS," AMENDING ARTICLE III, ENTITLED "EXCAVATIONS," AMENDING DIVISION 2, ENTITLED "PERMIT," AMENDING SECTION 98-92, ENTITLED "APPLICATION; AMOUNT OF DEPOSIT; USE OF DEPOSIT TO REPLACE SURFACE; PERMIT FEE," BY AMENDING THE FEES AND HOURS REGARDING PERMITS FOR BLOCKING OF RIGHT-OF-WAY FOR MAJOR THOROUGHFARES; PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

RECOMMENDATION

The Administration recommends that the City Commission approve the amendment to the attached Ordinance on Second Reading.

ANALYSIS

In February 2016, the City hosted a Commission Workshop on Traffic Management to discuss various initiatives to manage traffic congestion and improve mobility in the City. One of the initiatives identified at the workshop was the implementation of further restrictions to public right-of-way closure times and adjustments to the permit fees for lane closures along major corridors. In January 2015, the Citywide Procedure for Traffic Flow Mitigation was implemented to ensure the maximization of traffic flow along major thoroughfares, especially during rush hours Monday through Friday. As per the procedure, weekday rush hours are defined as 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. No lane closures are permitted during these hours with the exception of emergency projects of an engineering nature.

Based on the characteristics of traffic circulation in the City, at the May 13, 2016 Neighborhood/Community Affair Committee (NCAC) meeting, staff recommended adjustments to the rush hour times to reduce conflicts with commuter traffic. The Committee approved staff's recommendation to further extend restrictions for closure of public right-of-way along major thoroughfares from 7:00 AM to 10:00 AM and from 3:30 PM to 7:00 PM and to increase fees for lane closures along major thoroughfares. The classification of major thoroughfare shall be exclusive to the following roadways pursuant to the Citywide Procedure for Traffic Flow Mitigation:

- Alton Road
- 5th Street
- West Avenue
- 16th Street
- Collins Avenue

- 17th Street
- Indian Creek
- Dade Boulevard
- Pine Tree/La Gorce Drive
- 41st Street
- Abbott Avenue/Harding Avenue
- 71st Street
- Washington Avenue
- 63rd Street

The recommendation of the NCAC for further restrictions to the closure times along major thoroughfares was approved by Resolution of the City Commission at its September 27, 2016 meeting. The current fee schedule (Appendix A of Section 98-92 of City Code) provides no incentive for contractors to identify creative constructability solutions or accelerate schedules to create less disruption on traffic. Based on this review, at the May 13, 2016 NCAC meeting, staff recommended that an increase to the existing fee schedule for closures along major thoroughfares be considered. The NCAC approved staff's recommendation for a more aggressive fee schedule.

The advantage of increasing the fee schedule for closures along major thoroughfares is that it will motivate contractors to conduct more work from the minor streets when feasible or work at night. Work requiring lane closures related to City Projects during the prohibited hours would be subject to City Commission approval. All emergency utility work requiring lane closures, by the City or utility companies, shall be reviewed and approved by the City's Public Works Director. Currently, the State of Florida exempts utility franchises from any permitting fees. As such, utility companies shall be exempted from any City Right-of-Way fees; however, these companies will have to comply with the restricted hours of work unless emergency work is approved by the City. Additionally, Florida Department of Transportation (FDOT) is exempt from any City Right-of-Way permit fees for any work on roadways under its jurisdiction. Further, FDOT is not required to comply with the City's established lane closure restriction hours; however, the City and FDOT have been working collaboratively to minimize any roadwork requiring lane closures along major thoroughfares during the restricted times approved by the City Commission.

Staff proposes that the existing fee schedules be changed as reflected in the following table:

98-	(1) Street excavation permit:	
92(c)	50 lineal feet or less	\$362.95
	Each additional lineal foot	\$3.05
	(2) Sidewalk repair permit:	
	50 lineal feet or less	\$298.65
	Each additional lineal foot	\$3.05
	(3) Sidewalk construction permit:	
	50 lineal feet or less	\$298.65
	Each additional lineal foot	\$3.05
	(4) Paving or resurfacing of parkway or shoulder area permit:	
	25 lineal feet or less	\$298.65
	Each additional lineal foot	\$6.48
	(5) Landscaping, per tree	\$103.70
	(6) Landscaping, bedding	\$103.70
	(7) Building line and grade survey permit:	

50 lineal feet or less	\$362.96
Each additional lineal foot	\$7.25
(8) Driveway construction permit, each driveway	\$129.62
(9) Flume excavation permit, each excavation	\$298.65
(10) Utility placement permit, poles, splice pits, manholes, hand holes, catch basins, pedestals, vaults and auger holes	\$298.65
Plus, for each additional, per block on same permit	\$14.51
Underground utility service connection right-of-way excavation permit, each	
(11) water, gas, electric, telephone, cable, television or sanitary sewer connection from base building line to the utility located within the public right-of-way	\$298.65
(12) Groundwater monitoring wells, each well	\$298.65
(13) Permit renewal fee: 90-day extension of permit fee expiration date	\$129.62
After-the-fact permit fee. For any work described in (1) through (12), (16) and	
(14) (17) herein, performed without proper permits and inspections, quadruple the fees	
Reinspection fees. When additional inspection is required for work previously	
(15) inspected and rejected by the department of public works, a reinspection fee will be required, for each reinspection	\$114.07
(16) Dewatering permit fee	\$362.95
Blocking of right-of-way (Cranes only)	
(17) Note: For arterial roadways <u>major thoroughfares</u> , full day permit is defined as six hours <u>five hours and thirty minutes</u> between 9:00 a.m. and 3:00 p.m. <u>10:00 a.m. and 3:30 p.m.</u>	
Cranes	
Standard review (full day permit)	
• Local road	\$320.43
• Collector road	\$427.24
• Arterial road Major Thoroughfares	534.05 <u>\$1,000.00</u>
Priority review (same day permit review)	
• Local road	\$384.51
• Collector road	\$512.27
• Arterial road Major Thoroughfares	\$640.86 <u>\$1,000.00</u>
Consecutive multi-day additional fee (per day) <u>For Local and Collector Roads</u>	\$54.96
Consecutive multi-day additional fee (per day) <u>For Major Thoroughfares</u>	\$1,000.00
Partial day permit (4 hours or less)	
• Local road	\$159.69
• Collector road	\$213.62
Blocking right-of-way (all others) <u>for Local and Collector Roads</u> : The greater of \$0.25 per L.F. per day or \$0.03 per S.F. per day)	
Blocking right-of-way (all others) for Major Thoroughfares: The greater of \$2.50 per L.F. per day or \$0.30 per S.F. per day)	
(18) Revocable permit	

Application fee, involving city property	\$4,148.00
Mailing fee, per address within 375 feet	\$0.51
(19) Coastal review	\$918.78
(20) Sewer capacity certification letter application	\$155.55

Staff performed a high-level analysis of the potential effects of the proposed adjustments to current Right-of-Way closure fees based on historical permit data. Based on this research, it was found that 85% of all crane permits are two (2) days or less in duration while the 85th percentile duration of all other right-of-way permits is approximately 24 days. Under the current fee structure, a typical 2-day closure of a single travel lane for a length of 100' along a major thoroughfare for crane installation/operation would cost \$624.96 for both days. Under the proposed ordinance, the cost for the same closure would be \$1,610 per day (for total cost of \$3,220 for a typical 2-day crane permit). Similarly, under the existing fee structure, a typical 24-day closure of a lane on a major thoroughfare would have a cost of \$36 per day (for a total cost of \$864 for a typical 24-day lane closure permit). Under the proposed Ordinance, the cost for the same lane closure would be \$360 per day (for a total cost of \$8,640 for a typical 24-day lane closure permit).

The table below provides a cost comparison between the amounts that an applicant would have to pay for a typical 2-day crane permit and typical 24-day lane closure permit, respectively, under the current fee structure as compared to the proposed fee structure. It is worth noting that under the current fee structure, for a typical 2-day crane permit, the additional cost per day is \$54.96.

	Current Fee (\$/day)	Current Total Fee (\$)	Proposed Fee (\$/day)	Proposed Total Fee (\$)
Crane Permit	\$570/day	\$624.96 for 2-days	\$1,610/day	\$3,220 for 2-days
Lane Closure Permit	\$36/day	\$864 for 24-days	\$360/day	\$8,640 for 24-days

KEY INTENDED OUTCOMES SUPPORTED

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

FINANCIAL INFORMATION

The proposed Ordinance Amendment is not anticipated to have a financial impact and can be enforced through existing resources.

Legislative Tracking

Transportation

Sponsor

Commissioner John Elizabeth Aleman

ATTACHMENTS:

Description

- Ordinance

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING THE POSSIBILITY OF INSTALLING A TURNING LANE WHEN YOU ARE DRIVING EAST ON I-195 HEADING ONTO 41ST STREET AND TURNING SOUTH ON ALTON ROAD**

KEY INTENDED OUTCOME:

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

HISTORY:

In 2016, the City of Miami Beach adopted its Transportation Master Plan. One of the projects recommended in the Adopted Transportation Master Plan Project Bank is an eastbound auxiliary right turn lane from SR112/Julia Tuttle Causeway/Arthur Godfrey/41st Street off-ramp to southbound SR 907/Alton Road. The project, as proposed in the Transportation Master Plan, is intended to serve as a "queue jumper" for buses traveling eastbound on the Julia Tuttle Causeway to be able to quickly make a right turn and travel southbound onto Alton Road, but would benefit all vehicular traffic making this movement. The project scope entails reconstructing the existing eastbound shoulder of the Julia Tuttle Causeway off-ramp and constructing a new lane to provide additional capacity for motorists who wish to turn right (south) onto Alton Road.

It is worth highlighting that this intersection is under the jurisdiction of the Florida Department of Transportation (FDOT) and, as such, any modifications to the existing intersection configuration must be reviewed and approved by FDOT.

Currently, FDOT is working on an I-195/Julia Tuttle Causeway Corridor Improvements Planning Study. The City is a member of the Technical Steering Committee for the planning study. The study scope includes a review of multimodal mobility along I-195/Julia Tuttle Causeway and will make recommendations for safety and mobility improvements along the corridor, including a feasibility analysis of an off-road shared-use path along the corridor to serve pedestrians and bicyclists and increase safety and connectivity. The study limits include the intersection of 41st Street/Alton Road. The proposed off-road shared-use path was also identified as a priority project in the City's Transportation Master Plan. The FDOT Planning study is scheduled to be completed in August 2019; however, once the planning study is completed, FDOT expects to initiate a Project Development and Environment (PD&E) Study which will likely require a couple years to complete. Once the PD&E Study is completed, the design phase would be initiated. Based on typical FDOT timelines for these types of major projects on limited access Interstate Highway facilities requiring federal coordination, construction of the recommended improvements, contingent upon funding, would occur sometime between 2025 - 2030.

ANALYSIS:

Given the long-term timeline of the FDOT I-195/Julia Tuttle Causeway Corridor Improvements project, and the fact that the proposed eastbound right turn lane is a recommended improvement in the City's Adopted Transportation Master Plan, the Transportation Department staff has submitted a request to the FDOT District 6 Traffic Operations Office to conduct a feasibility analysis for the proposed reconstruction of the outside shoulder of I-195/Julia Tuttle Causeway off-ramp and construction of a new dedicated right turn lane to facilitate motorists and buses who need to make a right turn and travel south onto Alton Road in advance of reaching the intersection. The City's request is intended to expedite this improvement, if found feasible, as a stand-alone project that could potentially be implemented in advance of the long-term I-195 Corridor Improvements project. FDOT typically takes approximately 90 days to evaluate these requests and respond to the City as to findings/recommendations and next steps.

CONCLUSION:

Transportation Department staff will follow-up with FDOT on the status of the City's request and provide updates via Letter to the Commission as more information becomes available.

This item is presented to the Neighborhood/Community Affairs Committee for discussion and direction.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING CONDUCTING A SECURITY ASSESSMENT OF CITY
HALL AND OTHER CITY FACILITIES**

ANALYSIS:

Discussion at Committee.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING MOVING THE STAGING SITE LOCATED INSIDE THE MIAMI BEACH GOLF CLUB, AT THE CORNER OF MERIDIAN AVENUE AND 28TH STREET, TO A DIFFERENT LOCATION**

ANALYSIS:

Discussion at Committee.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING THE COMFORT OF CITY TROLLEYS AND
REQUEST THE ADMINISTRATION TO REPORT ON THE STATUS OF THE
RETROFITTED TROLLEYS**

KEY INTENDED OUTCOME:

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

HISTORY:

Please refer to LTC # 314-2018 dated June 5, 2018 (attached herewith) for a status update on the modifications to the low-floor trolleys to improve passenger accessibility and comfort.

ATTACHMENTS:

Description	Type
□ LTC# 314-2018	Memo

MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC #

314-2018

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: June 5, 2018

SUBJECT: **LOW-FLOOR TROLLEYS WITH IMPROVED INTERIOR ACCESSIBILITY AND COMFORT**

The purpose of this Letter to Commission (LTC) is to inform the Mayor and Commission that, pursuant to City Commission direction, the following modifications to improve the passenger comfort and convenience of all twelve (12) low-floor trolley vehicles operating in South Beach were completed in mid-April. See Attachment depicting photos of the recently completed modifications.

- New footrest for high bench above front right wheel well
- Storage rack above left front wheel well
- Wider bottom and back seat cushions for various benches in all low-floor trolleys
- Rear support railing
- Longer leather straps (pending installation on some trolleys by end of June)
- Raised benches above the rear wheel wells to allow for more passenger legroom

It is important to note that since the above modifications have been implemented, Transportation Department staff has received little to no complaints from passengers using the low-floor trolley vehicles operating along the South Beach Loops.

Please feel free to contact me if you have any questions or concerns.

Attachment


JLM/KGB/JRG/MM

F:\TRAN\ALL\LTC\LTCs Transit\LTC - Low Floor Trolley Modifications.docx

Attachment

- New footrest, wider bottom seat cushion and back seat cushion for high bench above front right wheel well
- New Storage Rack



Attachment

- Rear support railing in the back of the vehicle



Attachment

- Longer leather straps



MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION TO CONSIDER THE IMPLEMENTATION OF A PEDESTRIAN SCRAMBLE INTERSECTION IN MIAMI BEACH**

KEY INTENDED OUTCOME:

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

HISTORY:

In 2015, Miami Beach became the first City in the State of Florida and one of the first cities in the Country to formally adopt a modal hierarchy specifically prioritizing pedestrians. Since the adoption of the modal hierarchy, City staff has been working on the prioritization and implementation of projects to improve pedestrian safety and connectivity. Ongoing pedestrian priority projects in the City include Pedestrian Priority Zones, enhanced pedestrian crosswalks, exclusive pedestrian phases at signalized intersections, and LED-illuminated crosswalks at mid-block locations.

Exclusive Pedestrian Phases and Pedestrian Scramble Operations are treatments utilized at intersections with high pedestrian usage. When either one of these two treatments are in place at an intersection, all vehicles traveling on all legs of the intersection are stopped on red and pedestrians are allowed to cross in all directions. In the case of Pedestrian Scramble Operations, pedestrians are also allowed to cross diagonally. Exclusive pedestrian timing has been shown to reduce pedestrian crashes by 50 percent in locations with heavy pedestrian volumes and low vehicle speeds and volumes.

ANALYSIS:

Although there are no pedestrian scramble intersections currently in operation in Miami-Dade County, there are various intersections in Miami Beach where exclusive pedestrian phases are in operation, including Lincoln Road and Collins Avenue; Lincoln Road and Washington Avenue; Lincoln Road and Alton Road; and 5th Street and Collins Avenue. In addition, most intersections adjacent to a school in the City are equipped with exclusive pedestrian phases during school drop-off and pick-up times. In order to balance both pedestrian and vehicular demands, some signalized intersections in the City operate as dual mode, providing exclusive pedestrian phases only during certain hours of the day (when most needed) and normal pedestrian phasing at all other times.

Unlike exclusive pedestrian phases, pedestrian scramble operations have to be in effect 24 hours a day, regardless of whether there are pedestrians crossing the intersection or not. Federal standards in the Manual on Uniform Traffic Control Devices (MUTCD) specify that crosswalks at signalized intersections must be equipped with pedestrian signals. Given that a pedestrian scramble intersection allows for pedestrians to cross diagonally, the scramble feature must be in effect at all times. While this feature is intended to enhance pedestrian safety, it is worth noting that

pedestrian scramble operations will adversely impact vehicular traffic flow more than exclusive pedestrian phase operation given that the crossing distance is diagonal and longer, and, hence, the pedestrian crossing time needs to be longer (i.e. more red time for vehicles).

While the County's recently adopted Complete Streets Handbook provides for pedestrian scramble operations to enhance pedestrian safety at intersections, no specific warrant analysis currently exists to evaluate the need for exclusive pedestrian phases or pedestrian scramble operations, thus, candidate intersections need to be studied and presented to the Miami-Dade County Department of Transportation and Public Works (DTPW) or the Florida Department of Transportation (FDOT), as applicable, for review and approval. While no formal opinion has been submitted by the County, City staff has had conversations with DTPW staff and operational concerns on the County's would need to further discussed and mitigated. In addition, the County has concerns with additional maintenance as a result of the additional pedestrian heads and striping.

As part of the City's ongoing Meridian Avenue Bicycle/Pedestrian Study, the Transportation Department is evaluating a pedestrian scramble operation at the intersection of 17th Street and Meridian Avenue. The study is anticipated to be completed in July 2018 and the draft recommendations will be presented to the Neighborhood/Community Affairs Committee and the City Commission upon study completion. Additional candidate intersections in the City may include those in the vicinity of Lincoln Road (Washington Avenue, Collins Avenue, and Alton Road) where exclusive pedestrian phases are already in operation and have proven effective in terms of improving pedestrian safety.

CONCLUSION:

This item is presented to the Neighborhood/Community Affairs Committee for discussion and direction.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: DISCUSSION TO EXPLORE ADDITIONAL AVENUES FOR PUBLIC ENGAGEMENT

KEY INTENDED OUTCOME:

Enhance External And Internal Communication From And Within The City

HISTORY:

On May 11, 2018, a former city employee sent an email to the Mayor, City Commissioners and Executive team with some recommendations regarding public engagement. On June 6, 2018 Commissioner Samuelian placed an item on the Commission Agenda to refer this email to the NCAC for discussion.

ANALYSIS:

There are various ideas that are shared in this email. I'm pleased to say that we are already working on implementing, or already have implemented many of the items in this document.

In the recommendations portion, there is reference to the City needing to be more proactive with the public earlier in the project process. This is something that has been discussed for a while and we are excited to say that most recently, with the Orchard Park Neighborhood, we were able to schedule a meeting with them to discuss future projects in their neighborhood. This allowed us to gain valuable feedback as we begin to plan the next steps with them. This is something we plan to do with neighborhoods moving forward.

The document also references the need to create a clear Mission Statement and organized plan for outreach. Again, I am happy to state that this has been in progress and together with the Deputy Chief Resiliency Officer, we have been working with a Masters intern that is working to interview all staff that interact with the public as well as all consultants that are brought on for the same purpose. Through this process she has discovered a lot of needs and requests from the consultants and has begun to create a formal internal process that will then be rolled into a formal external process.

There are many teams that work together on public outreach. The office of Capital Improvement Projects has two Public Information Specialists and the Public Works Department is in the process of hiring one as well. Both of these departments also work with a list of approved community outreach consultants that work on specific projects to manage the public outreach for those projects. The Marketing and Communications Department also has a community outreach coordinator that supports individual residents, neighborhood groups and organizations - serving as a bridge between administration and the community. The Liaison attends monthly meetings hosted by various associations/organizations, disseminating information on the city's behalf as well as receiving resident feedback and addressing matters appropriately. This position ensures contact information is

current for the 44 registered associations and frequently stays in touch with board members in an effort to communicate upcoming projects, events or seek feedback. Other forms of communication include managing the city's Nextdoor account. This social platform for residents has 4,865 members- all verified residents - who actively engage with the city's posts informing of traffic advisories, upcoming meetings, parks & rec programs among others.

There is also reference in the document to use innovative designs for public meetings. This initiative has been recently implemented and evident at the G.O. Bond public meetings. Staff is also working hard to use the "rising above" branding to create similar standards for other public meetings moving forward.

CONCLUSION:

This update and report is presented to the Neighborhood/Community Affairs Committee for discussion.

ATTACHMENTS:

Description	Type
 Public Input Methods Document	Other

From: Larry Schooler <larry@p3partners.net>
Date: May 10, 2018 at 10:36:10 PM EDT
To: <larryschooler@miamibeachfl.gov>
Subject: Memo to Commission and Executive Staff



City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

MEMORANDUM

TO: Mayor, City Commissioners, and Executive Team

FROM: Larry Schooler, Public Engagement Manager

DATE: May 11, 2018

SUBJECT: Suggested Next Steps and Best Practices in Public Engagement

BACKGROUND

As many of you are aware, the City of Miami Beach has embarked on a journey to pursue cutting-edge, paradigm-shifting methods for involving the community in CMB decisions that would affect them. The thought process was, while a number of Miami Beach residents came to Commission meetings and Committee meetings to offer testimony, it seemed beneficial for the City explore additional avenues (both in-person and through technology) for the Commission to get a clearer understanding of the views of the community. The goal was for the community to feel more involved in the decisions and for the City to get consensus on important issues more efficiently.

To that end, I am providing you with some recommendations for next steps to take in advancing the City of Miami Beach's work engaging in productive, consensus-building dialogue with residents.

RECOMMENDATIONS

- Identified Need for a Public Participation Guidebook

In early presentations to the City Commission in open session, I found that the City agreed that those affected by a City decision should be able to affect that decision. The idea of rethinking the City's approach to public engagement was supported on several

levels, including a potential General Obligation Bond referendum in November of this year.

The ultimate value in developing a Public Participation Guidebook for the City of Miami Beach comes from clarifying expectations for both the public and staff as they engage with the public, and from creating more *Proactive, Prudent, and Productive* engagement in the future.

- *Proactive*--the City should discuss potential policies and projects with the public much earlier in the development process and allow for the public to offer suggestions around how the project or policy should be fleshed out. In my time at the City, it appeared that several issues became controversial, in part, based on when the public felt engaged in relation to when the project was finalized.
 - *Prudent*--many government agencies have found themselves having to cancel or redo projects based on protests from the public over opportunities for input; the policymaking process also often gets elongated when public hearings get repeatedly postponed or prolonged, costing money due to these delays. In both cases, CMB should strive to create a process for engagement that allows the public to understand the proposed project or policy, offer input, and then review alternative approaches.
 - *Productive*--fundamental to public engagement, according to the [International Association for Public Participation \(IAP2\)](#), is the idea that the public's input will have a demonstrable impact on a government's decision. A public hearing often cannot fulfill that objective. CMB needs to engage early enough and ask the right questions of the public to glean input that will be useful to the policymaking or project development process.
-
- Identified Need for establishing a clear Mission Statement

Based on observations, my recommendation is for the City to develop a clear Mission Statement related to its public participation goals. In other words, an articulation of the foundational values around engagement will help an average citizen trust that the organization will listen to and incorporate community viewpoints, and CMB commissioners and staff will feel confident that they have done their best to glean the community's sentiments through a thoughtful, tailored conversation.

From my years of experience doing this work around the country, I have provided some concepts derived from other agencies' Mission Statements for public participation and engagement that may also be applicable to the City of Miami Beach.

- Valuing Participation
- Inclusivity and Diversity

- Accessibility and Information Provision
- Promote Dialogue, Deliberation, Discussion, and Listening
- Timing and Responsiveness
- Tailor and Evaluate Process
- Build Credibility of and Belief in the Process
- Ongoing Education, Longevity, and Sustainability
- Clearly Communicate and Guide the Process

For more on these, I encourage you to visit [these links to other agencies' statements of values](#).

- Create a Unique Set of Innovative Strategies

For the City of Miami Beach to develop a better working relationship with the public, you, as its leaders, have to demonstrate courage and buck the trend of having a public hearing at an official Commission meeting function as the basis of your public engagement. As I outlined in training sessions I conducted with CMB staff and executives last summer, the public hearing may be necessary, but it is in no way adequate as a means of understanding the views of the public as a whole.

Public hearings often attract a relatively tiny number of citizens, many of whom speak at hearing after hearing, most of whom are unlikely to sway Commissioners on a matter awaiting their vote. Given the unstructured sequence the Commission uses to go through much of its agenda, a person may have to sacrifice an entire day in order to get their few minutes at a microphone--and may ultimately speak at a point in the day or night when all are exhausted.

Public hearings also privilege only those with the enormous self-confidence and courage needed to deliver a speech to powerful elected leaders on live television. By its very nature, the public hearing significantly narrows the playing field for members of the public who feel uncomfortable with that amount of spotlight on them, or who do not know how to make a formal speech but can share comments more informally, or who have other obligations and cannot afford to take a day off of work or away from those responsibilities for a short speech. Additionally, it can be very difficult for an average citizen to understand exactly what it is the Commission is voting on at its meetings, given the complexities of agenda language, so many might choose not to speak simply because they cannot comprehend how they might be impacted by the proposed measure.

- Explore and Experiment with Proven, Cutting-edge Public Engagement Strategies

If providing meaningful opportunities for the public to engage and gathering a meaningful sample of public opinion is important, the City of Miami Beach needs to explore and experiment with other, proven, cutting-edge public engagement strategies that reach much larger populations and provide a much broader range of viewpoints than a public hearing can. I attempted to deploy such methods on behalf of the General Obligation Bond process, but I was ineffective at doing so.

These strategies could include:

- Innovative designs for public meeting that build in greater interaction among citizens and between citizens and staff;
- The use of simulations to help put members of the public into the City's shoes--e.g., the use of play money spent by residents on bond projects;
- Creation of a "meeting in a box" distributed to condo/homeowner associations, business groups, and the like, to allow regularly-meeting organizations to conduct their own conversations on important topics to the City and return input;
- Development of a section of the existing city website or a new portal designed to engage in dialogue with the public--with features like threaded discussions, multimedia surveys, a page for soliciting new ideas and gauging how much the public supports various ideas, etc.;
- Regular usage of MBTV77 for interactive town hall meetings, in which members of the public can call in, text in, or participate via social media, taking a meeting that might otherwise have only gotten input from a handful of residents and bringing it to a much larger audience.

Some of these techniques may not fit as well (or at all) with Miami Beach residents as others; ultimately, the City should assemble a public engagement toolbox that allows for flexibility and versatility depending on the project, the audience, and the extent to which the public can influence the City's ultimate decision. I strongly encourage the City to experiment with some of these tools to determine which will actually work and which are better suited to another community.

- Create an Internal Process

I also want to recommend that the City review how it does its work. On a number of occasions, I found myself confused as to what direction I should take on a project; for example, I received the Commission's blessing on two occasions for an engagement strategy related to the General Obligation Bond, but I was subsequently told to scrap or significantly change it. I also received conflicting information from multiple members of staff, which made it hard to know how to add the most value to the organization.

I recognize that a municipal government is a large bureaucracy, and it is not always easy or possible for all involved to know what each other is thinking. That said, I believe it is incumbent on you as policymakers and trusted leaders to offer clear and consistent guidance to staff, particularly around opportunities for the public to provide feedback, in order to ensure positive results.

CONCLUSION

I am grateful to have had the opportunity to partner with the City of Miami Beach in this most salient and strategic endeavor. My hope is that our work together has added value to the organization, particularly as it prepares for a potential referendum of the voters in November.

To all of those I have worked with on this project, deepest thanks for this opportunity. To the greater CMB organization, I wish you continued success and that our paths may meet again. If I can help in any way in the future, please reach out: 786-459-5637 or Larry@p3partners.net.

With gratitude,

Larry Schooler

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION TO CONSIDER UTILIZING EXISTING RESOURCES TO MARKET CITY INITIATIVES THAT CATER TO WORKFORCE HOUSING****KEY INTENDED OUTCOME:**

Ensure Workforce Housing For Key Industry Workers Is Available In Suitable Locations

HISTORY:

At its May 15, 2018 meeting, the Affordable Housing Advisory Committee (AHAC) reviewed the City's programs tailored to meet its workforce housing needs. Through City policy established by Resolution 2017-29925, workforce households are defined as those earning up to 140% Area Median Income (AMI).

While the City is working to develop workforce housing that meets this parameter, current programs offered are funded through State Housing Initiative Program (SHIP) funds and are intended to serve households earning up to 120% AMI. The City has two programs to promote homeownership and affordable housing retention serving this population.

- First-Time Homebuyer Program - The program provides up to \$150,000 in down payment and closing costs assistance to income-eligible households to purchase their first home in our City.
- Homeowner-Occupied Rehabilitation Program – The program provides up to \$70,000 in rehabilitation assistance to enable ongoing affordability for property owners.

AHAC is supportive of these programs and the potential impact they can have in addressing the City's affordable housing problems. As such, the AHAC recommended promoting these programs with an emphasis on outreach during the summer months. By beginning this outreach effort during the summer, the hope was to reach area educators who are adversely impacted by high housing costs in the City.

The Committee's motion was subsequently referred by Commissioner John Elizabeth Aleman to the Neighborhood/ Community Affairs Committee for further discussion at the June 6, 2018 City Commission meeting. The City Commission referred the item to the July 18, 2018 Neighborhood/Community Affairs Committee for discussion.

ANALYSIS:

The City's First-Time Homebuyer and Homeowner-Rehabilitation Programs are funded by the State Housing Initiatives Program (SHIP). SHIP serves households up to 120% AMI which is inclusive of many of the working class households being targeted. SHIP requires that at least thirty percent (30%) of the City's annual allocation be expended on very low-income households and a minimum of an additional thirty percent (30%) of funds to serve participants from low-income households. The chart below outlines the income eligibility requirements for SHIP:

Miami-Dade County (Miami-Miami Beach-Kendall HMFA; Miami-Ft.	Percentage Category	Income Limit by Number of Persons in Household							
		1	2	3	4	5	6	7	8
	30%	\$16,550	\$18,900	\$21,250	\$25,100	\$29,420	\$33,740	\$38,060	\$42,380
	50%	\$27,550	\$31,500	\$35,450	\$39,350	\$42,500	\$45,650	\$48,800	\$51,950
	80%	\$44,100	\$50,400	\$56,700	\$62,950	\$68,000	\$73,050	\$78,100	\$83,100
	120%	\$66,120	\$75,600	\$85,080	\$94,440	\$102,000	\$109,560	\$117,120	\$124,680

Lauderdale Pompano Beach Median \$52,300									
--	--	--	--	--	--	--	--	--	--

While property values in the City have been strong as demonstrated by the median property value in the City being 94% greater than the national median of \$205,000, this strong indicator also serves to impair the ability of low- to moderate-income households from becoming homeowners (Source: Shimberg Center at the University of Florida). As a result of the strong homeownership market, low- to moderate-income households are more likely to be renters and also face housing options with smaller units and fewer bedrooms (Shimberg Center at the University of Florida).

To bring the crux of our community's housing needs to the fore, it should be noted that 13,137 households or roughly 49.6% of all households paying rent are spending at least 35% of their household income on housing costs (Source: American Community Survey, 2016). This cost burden to maintain housing undermines a household's ability to save for a home, acquire suitable insurance coverage, obtain higher education and provide economic stability, among other milestones. As a point of perspective, the average public school teacher makes \$45,723 per year according to Florida Department of Education.

Working with the City's Office of Marketing and Communications, the City will market the two (2) current SHIP programs in the following ways:

1. Utilizing social media to include Twitter, Facebook and Instagram
2. Carrying a fixed advertisement in MB Magazine promoting the program so long as there is space available (as paying advertisers would take precedence)
3. Working in conjunction with the Committee for Quality Education to ensure that local area educators are advised of these programs through their representatives on this Committee

CONCLUSION:

The Administration recommends promoting the City's First-Time Homebuyer Program and Homeowner-Occupied Rehabilitation Program among its workforce, especially educators.

ATTACHMENTS:

Description	Type
<div> <div></div> <div>Motion by the AHAC</div> </div>	Memo

MIAMI BEACH

OFFICE OF THE

NO. LTC #

287-2018

LETTER TO COMMISSION

TO:

Mayor Dan Gelber and Members of the City Commission

FROM:

Jimmy L. Morales, City Manager

DATE:

May 18, 2018

SUBJECT:

Motions by the Affordable Housing Advisory Committee

The purpose of this Letter to Commission is to transmit the motions below approved by the Affordable Housing Advisory Committee at its May 15, 2018 meeting.

The following motion made by Ms. Allison Stone, seconded by Mr. Matthew Land and approved unanimously by the Affordable Housing Advisory Committee:

1. *The Committee recognizes that there are numerous programs which have funds to distribute that cater to workforce housing (up to 120% AMI), such as assistance to first time home buyers and home owner rehabilitation, which many eligible persons are not aware of. In order to make said eligible persons aware of these available funds and programs, the Committee recommends that the Commission utilize existing resources to market the programs to the community. The Committee recommends that outreach begin as soon as possible in order for educators to capture these opportunities over the summer months.*

The following motion made by Mr. Roger Shields, seconded by Alexander Orlofsky and approved unanimously by the Affordable Housing Advisory Committee:


2. *The Affordable Housing Advisory Committee recommends that the Mayor and Commission explore a Public-Private trust to assist in creating rent subsidies.*

The Affordable Housing Advisory Committee is comprised of the following members:


David Smith (absent)
Pilar Carvajal
Xavier Gonzalez- Sanfeliu
Allison Stone
Sixto Acea (absent)
Michael Feldman (absent)
Karen Fryd
Alexander Orlofsky
Roger Shields
Matthew Land
Darin Feldman
Jeff Feldman
Sarah Leddick

JLM/KGB/MLR

Office of Housing & Community Services

DATE:	May 18, 2018
TO:	Jimmy L. Morales, City Manager
FROM:	Maria L. Ruiz 
SUBJECT:	LTC with the Affordable Housing Advisory Committee motions

Routing

Kathie G. Brooks	Assistant City Manager 
Rafael E. Granado	City Clerk

For: (check the one that applies)

	Information Only
	Review and approval
X	City Manager's Signature
	Form Approval by City Attorney
	Other

Comments:

This Letter to Commission is for the motions passed by the Affordable Housing Advisory Committee during their May 15th meeting.

Return to:

Maria L. Ruiz @ #6491

Date Needed:

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING THE DEVELOPMENT OF A TRAINING PROGRAM FOR NON-PROFIT BOARD DIRECTORS TO BE REQUIRED FOR ALL NON-PROFIT ORGANIZATIONS RECEIVING FUNDING FROM THE CITY**

KEY INTENDED OUTCOME:

Streamline The Delivery Of Services Through All Departments

HISTORY:

Commissioner Michael Gongora placed a referral to the Neighborhood/Community Affairs Committee on the June 6, 2018 City Commission meeting agenda. The referral was to have a discussion requiring training of board directors of non-profit agencies receiving City funds. The training would address best practices for effective agency management.

ANALYSIS:

The City provides funding to a variety of non-profit agencies. While a more extensive list of awardees is attached, the following list is a limited sampling of agencies receiving City funds:

- Boys & Girls Clubs of Miami
- Miami Beach Community Health Center
- Douglas gardens Community Mental Health Center
- Miami Beach Chamber of Commerce
- North Beach Development Corporation
- Miami Design Preservation League
- Friends of the Bass Museum
- Miami Beach Garden Conservancy
- O' Cinema
- New World Symphony
- Miami City Ballet
- Miami Gay and Lesbian Film Festival

This funding is provided through a variety of avenues including General Fund Citywide Grants, Cultural Arts Council Grants, Community Development Block Grants, and HOME Investment Partnership grants.

The goal of the proposed training is to ensure that board members of the agencies receiving City funds receive exposure to important information that will ensure responsible agency stewardship. The training would mirror the training required of condominium board members that underscore topics such as ethics, the basic elements of agreements, understanding bylaws, and the execution of duties, among other topics. Below please find a sampling of discussion topics that may be included in the training which could be provided by City staff from various departments

with experience and/or expertise in the respective areas. The topics in bold are also provided in the condominium course:

Discussion Topics	Time	Potential Subjects	Provider
City Attorney's Briefing & Review	0.5 HR	<ul style="list-style-type: none"> • Sunshine Law • Conflicts of Interest • Ethics • Public Records • Lobbying • Gifts • Roberts Rules of Order • Quasi-Judicial 	Office of the City Attorney
Governance	0.5 HR	<ul style="list-style-type: none"> • Board Management/Recordkeeping • Board Recruitment/Composition • Onboarding • Governance/Operating Models • Agency Evaluation • Board Committees • Fiduciary Duties • Policies & Procedures • Strategic Planning 	Office of Housing & Community Services
Employee Recruitment/Retention	0.25 HR	<ul style="list-style-type: none"> • Employee Culture • Employee Recruitment • Employee Compensation/Living Wage • Employee Evaluation • Employee Training • Employee Separation 	Office of Housing & Community Services
Fiscal Stewardship	0.5 HR	<ul style="list-style-type: none"> • Understanding Budgets ? Understanding Overhead ? Cost Allocation Plans • Analyzing Financial Statements ? Audit Process/Expectations • Fundraising/Revenue Generation ? Grants ? Budget Projections ? Budget Allocations ? Managing Donations • Procurement • Risk Oversight ? Operational Risk • Short- and Long-Term Fiscal Resilience • Principles of 501(c)3 ITR Compliance 	Office of Grants Management
Key Intended Outcomes/Agency Mission	0.25 HR	<ul style="list-style-type: none"> • Performance & Outcome Measures • Aligning with City Key Intended Outcomes 	
Understanding Your Contract	0.25 HR	Review Individual Contract One-on-One	Various City Departments

Participating agencies would be required to have 51% or more of its board membership complete the training within the last two years prior to the receipt of City funds. Finally, this training would be made available a minimum of twice a year to facilitate participation.

Since larger organizations typically have this type of capacity, it is recommended that the training be required for

agencies with annual operating budgets less than \$5 million.

Further, the Administration is seeking direction on a threshold for exemption of smaller grants (e.g \$10,000 or \$25,000). See attached list of City grants.

CONCLUSION:

The Administration is seeking direction on the implementation of a non-profit capacity training program.

ATTACHMENTS:

Description		Type
<input type="checkbox"/>	List of City Grantees	Memo
<input type="checkbox"/>	Referral to Committee	Memo

Non Profit Capacity Building FY 2017/18 City Grantees

Citywide Accounts

Boys and Girls Club	\$	17,000
Douglas Gardens	\$	22,000
Jewish Community Services	\$	47,000
Miami Beach Community Health Center	\$	22,000
University of Miami HIV Wellness/PrEP Clinic <i>(\$50,000 and over)</i>	\$	250,000
Power Access, Inc.	\$	15,000
North Beach Development Corporation	\$	18,000
Miami Design Preservation League	\$	23,000
Jewish Museum of Florida <i>(\$50,000 and over)</i>	\$	50,000
North Beach Yard, LLC <i>(\$50,000 and over)</i>	\$	75,000
Miami Beach Chamber of Commerce	\$	36,000
Miami Beach Latin Chamber of Commerce	\$	18,000
Miami-Dade Gay & Lesbian Chamber	\$	25,000
South Florida Hispanic Chamber of Commerce	\$	18,000
<u>Citywide Accounts Total</u>	\$	<u>636,000</u>

Cultural Arts Council Grants

Florida International University- Miami Beach Urban Studios	\$	22,652
Florida International University- Wolfsonian	\$	27,318
Florida International University-Jewish Museum of Florida	\$	23,415
Friends of the Bass Museum, Inc.	\$	26,724
Friends of the Miami-Dade Public Library, Inc.	\$	18,452
Miami Beach Film Society (Miami Beach Cinematheque)	\$	19,301
Miami Beach Garden Conservancy	\$	18,876
Miami City Ballet	\$	27,318
Miami Design Preservation League	\$	23,161
Miami New Drama	\$	22,652
New World Symphony	\$	28,506
O'Cinema	\$	22,652
South Florida Art Center	\$	22,143
The Holocaust Memorial Committee, Inc.	\$	23,415
The Rhythm Foundation, Inc.	\$	23,415
Center for the Advancement of Jewish Education, Inc.	\$	20,000
Inffinito (Brazilian Film Festival)	\$	20,000
Locust Projects, Inc.	\$	10,000
Miami Gay and Lesbian Film Festival, Inc.	\$	20,000
Miami Short Film Festival, Inc.	\$	8,000
University of Wynwood, Inc.	\$	18,000
FUNDarte, Inc.	\$	20,000
National Foundation for the Advancement in the Arts, Inc. (Young Arts)	\$	20,000
Fantasy Theatre Factory	\$	19,000

Non Profit Capacity Building

FY 2017/18 City Grantees

Mad Cat Theatre Company, Inc.	\$	10,000
Tectonic Theater Project	\$	25,000
The Play Company	\$	13,000
The Project Theatre	\$	13,000
AIRIE, Inc. (Artists in Residence in the Everglades)	\$	10,000
Bas Fisher Invitational, Inc.	\$	25,000
Miami Dade College Museum of Art and Design	\$	25,000
Peter London Global Dance Company	\$	7,000
The Dance Now! Ensemble, Inc.	\$	20,000
Cuban Classical Ballet of Miami, Inc.	\$	13,000
Ballet Flamenco la Rosa	\$	10,000
Siempre Flamenco, Inc.	\$	9,000
Global Arts Project	\$	15,000
Nu Deco Ensemble, Inc.	\$	25,000
Orchestra Miami	\$	8,000
Patrons of Exceptional Artists, Inc.	\$	10,000
Seraphic Fire	\$	17,000
South Beach Chamber Ensemble, Inc.	\$	8,000
Miami Children's Chorus, Inc.	\$	10,000
Community Arts and Culture	\$	15,000
France Florida Foundation for the Arts	\$	9,000
Florida Opera Prima	\$	14,000
Miami Lyric Opera, Inc.	\$	17,000
South Florida Composer's Alliance	\$	17,000
Cultural Arts Council Total	\$	850,000

<u>Cultural Arts Council Total</u>	\$	850,000
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<u>Citywide Accounts Total</u>	\$	636,000
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<u>Total All Grants</u>	\$	1,486,000
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MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Commissioner Michael Gongora
DATE: June 6, 2018

SUBJECT: REFERRAL TO NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE TO DISCUSS DEVELOPING A NON-PROFIT BOARD OF DIRECTORS TRAINING PROGRAM TO BE REQUIRED FOR ALL NON-PROFIT ORGANIZATIONS RECEIVING FUNDING FROM THE CITY OF MIAMI BEACH.

ANALYSIS

Please place on the June 6 agenda, a referral to Neighborhood/Community Affairs Committee for a discussion about a non-profit board of directors training program to be required for all non-profit organizations receiving funding from the City. Similar to other legal requirements that require board members to complete courses (condominium board members now at the State level; City board members to do some ethics training) that we come up with a requirement that non-profits that receive City of Miami Beach funding have their board members complete a board member best practices course that the City provides free of charge annually or bi-annually on how to be a board member; what to look out for; questioning and reviewing records, etc. Please feel free to contact my Aide, Diana Fontani Martinez, for further details at extension 6722.

Legislative Tracking

Commissioner Michael Gongora

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING SAND SIFTING, BEACH CLEANING AND
MAINTAINENCE**

ANALYSIS:

Discussion at Committee.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

SUBJECT: **DISCUSSION REGARDING REGISTERING AND PROVIDING SPECIAL IDENTIFICATION TO ALL RESIDENTS AND EMPLOYEES OF THE CITY OF MIAMI BEACH SO THAT IN THE EVENT OF A HURRICANE, OR OTHER DISASTER, REQUIRING EVACUATION, THERE IS A WAY TO EASILY IDENTIFY RESIDENTS AND EMPLOYEES SO THEY CAN RETURN TO THEIR HOMES AND THEIR JOBS EXPEDITIOUSLY**

ANALYSIS:

Discussion at Committee.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: July 18, 2018

**SUBJECT: DISCUSSION REGARDING CITY SUPPORT FOR A HOMELESS WALK-A-THON TO
REDUCE HOMELESSNESS AND ENGAGE THE COMMUNITY**

KEY INTENDED OUTCOME:

Enhance Beauty And Vibrancy Of Urban And Residential Neighborhoods; Focusing On Cleanliness, Historic Assets, In Select Neighborhoods And Redevelopment Areas

HISTORY:

Commissioner Michael Gongora placed a referral to the Neighborhood/Community Affairs Committee at the June 6, 2018 City Commission meeting. The Mayor and Commission referred the item to the July 18, 2018 NCAC meeting.

ANALYSIS:

H.O.P.E. in Miami-Dade, Inc. (HOPE) is a non-profit agency that has been working to end homelessness in our City since 2003. The organization has participated in a variety of efforts to reduce homelessness including:

- * Offering meals and clothes to homeless persons during targeted outreach events at Miami Beach Community Church
- * Providing support services including haircuts, medical care and vision services to homeless seeking work
- * Conducting outreach to engage the homeless in accepting shelter services

* Providing employment training for those homeless seeking to leave the streets and the provision of work and interview attire
HOPE partners with CareerSource South Florida – Miami Beach Center (CareerSource) to help homeless persons in shelter obtain permanent employment. CareerSource is a federally-funded agency that helps people find employment training and work. In the course of this work, HOPE and CareerSource staff identified the need to get more businesses and residents involved in addressing homelessness in our City. They met with Commissioner Gongora to discuss the creation of a Homeless Walk-a-Thon event as a way to raise funds to employ more homeless persons while also raising awareness of homelessness in our City and ways that residents can help.

HOPE and CareerSource would like to hold an event in the City to raise awareness of homelessness and raise funds and volunteers to support efforts to end homelessness. Their idea is to hold a walk from Collins Park south along the beach to Lummus Park. Walkers would seek pledges to raise funds to sponsor homeless persons through HOPE's employment training program. HOPE's program provides participants work clothes, interview clothes and a paid internship conducting outreach to the City's homeless. Through this program, people who are formerly homeless learn about community resources, become comfortable interviewing others and use their experience to convince others to accept help. More importantly, the program has demonstrated success in helping participants obtain permanent employment after their 32-hour training period is complete. Once at Lummus Park, walkers and visitors may visit various homeless services providers and sign up as volunteer or commit donations to the cause such as interview clothing for adult men and women.

The proposed walk-a-thon would seek walkers who would raise funds through pledges to sponsor more employment opportunities for homeless persons to be served by HOPE. In addition, the event would feature donation and volunteer

registration for a variety of non-profit agencies in our community working to end homelessness including:

- The Salvation Army
- Miami Rescue Mission
- Camillus House
- Miami-Dade County Homeless Trust
- Douglas Gardens Community Mental Health Center

For those people who would prefer to conduct outreach instead of walking that day, HOPE will partner with the City's Homeless Outreach Team and Police Department to conduct street outreach to engage the homeless.

HOPE and CareerSource would like the event to take place in the fall of 2019 to enable the time to promote and plan the event thoughtfully with local community agencies and the City. The goal is to have 400 walkers and 40 people conducting outreach and raise enough funds to sponsor 50 people through the employment training program.

HOPE and CareerSource are looking for City sponsorship of the event through:

- Waving special event fees
- Providing use of Collins Park and South Pointe Park for event activities
- Police assistance to hold traffic when walkers cross Collins Avenue to the Beach and monitor walkers
- Homeless Outreach Team assistance to help supervise volunteers conducting street outreach
- Promotion of the event through the City's Marketing and Communications Department

CONCLUSION:

The Administration is seeking direction on this item.

ATTACHMENTS:

Description	Type
 Walk-a-Thon Overview	Memo

Homeless Walk-a-Thon Event Summary by H.O.P.E in Miami-Dade, Inc.

Below please find key goals/proposed event specifics for a fundraising/awareness raising event to reduce homelessness:

Proposed Event	A walk-a-thon and homeless services showcase event to draw attention to the homelessness in Miami Beach, increase voluntarism benefiting agencies working to reduce/eliminate homelessness and raise funds to employ homeless persons leaving the streets.
Event Sponsors	<p>H.O.P.E in Miami-Dade, Inc. and CareerSource South Florida /South Beach are serving as the lead agencies for this event.</p> <p>H.O.P.E. in Miami-Dade, Inc. partners with the City to provide job training opportunities for homeless persons transitioning from the streets to shelter and housing. Homeless clients enrolled in the program are more likely to secure permanent employment.</p> <p>CareerSource helps find job placement opportunities for people seeking work. The agency is located at the City's Sixth Street Community Center.</p>
Event Goal	<ol style="list-style-type: none"> 1. Increase community involvement in addressing homelessness by recruiting volunteers for local agencies working to address homelessness or at least empower people to things they can do to reduce homelessness including conducting street outreach in conjunction with H.O.P.E. and City staff; and 2. Raise funds to sponsor homeless clients in the employment training program by having walkers seek pledges for the walk or sponsor a homeless person in the program.
Event Summary	Walkers/volunteers meet at Collins Park and then walk south to Lummus Park. At Lummus Park, several homeless agencies will provide information about their services and recruit volunteers and donations (clothing for use by homeless persons). People can also sponsor homeless persons wishing to participate in H.O.P.E.'s employment training program.
Event Date	Fall 2019 – Event organizers are open to specific dates as accommodated by City.
Potential Event Partners	<p>Miami Beach Senior High School Service Clubs – (walkers)</p> <p>The Salvation Army</p> <p>Miami Rescue Mission</p> <p>Camillus House</p> <p>Douglas Gardens Community Mental Health Center</p> <p>Dress for Success</p> <p>Miami-Dade County Homeless Trust</p>
Event Locations	<ul style="list-style-type: none"> • Collins Park (Registration and Walk Starting Point) • Beach from Collins Park to Lummus Park • Lummus Park (Walk Ending Point and Informational Booths & Donation Collection)
Request for City Support	<ol style="list-style-type: none"> 1. Waive special event fees 2. Participate in event <ol style="list-style-type: none"> a. Involve Police Homeless Outreach Team to assist with event traffic control (walk portion) and then man booth on their initiatives; b. Homeless Outreach Team to conduct outreach with volunteers and man a booth on their services; c. Marketing and Communications to promote event through social media and press releases; and d. Parks and Recreation Department to enable use of Collins Park and South Pointe Park for event festivities
Donations Being Collected	Clothing for adult men and women including shoes