

# MIAMI BEACH

Neighborhood/Community Affairs Committee Meeting

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

September 26, 2018 - 9:00 AM

Commissioner Kristen Rosen Gonzalez, Chair

Commissioner Michael Gongora, Vice-Chair

Commissioner Mark Samuelian, Member

Commissioner Micky Steinberg, Alternate

Visit us at [www.miamibeachfl.gov](http://www.miamibeachfl.gov) for agendas and video streaming of City Commission Committee Meetings.

---

## **OLD BUSINESS**

1. **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
2. **DISCUSSION REGARDING CRIME IN MIAMI BEACH**  
February 14, 2018 - R9 X  
Sponsored by Commissioner Góngora  
Police
3. **DISCUSSION REGARDING AN AUTONOMOUS MASS TRANSIT SHUTTLE TEST PROGRAM IN MIAMI BEACH**  
March 7, 2018 - C4 J  
Sponsored by Commissioner Rosen Gonzalez  
Transportation
4. **DISCUSSION REGARDING FUNDING FOR FEDERATION TOWERS' PROGRAMMING**  
April 11, 2018 - R9 S  
Sponsored by Commissioner Rosen Gonzalez  
Office of Housing and Community Services
5. **DISCUSSION REGARDING UNDERGROUNDING FOR NORTH BAY ROAD AND ALTON ROAD**  
May 16, 2018 - R7 O  
Public Works
6. **DISCUSSION REGARDING DOCKLESS BICYCLE SHARING PLATFORM REGULATIONS**  
May 16, 2018 - R9 Q  
Sponsored by Commissioner Alemán  
Parking
7. **DISCUSSION REGARDING THE STATUS UPDATE OF THE BOARDWALK ALONG THE BEACH, FROM 23RD STREET TO 46TH STREET**

May 16, 2018 - R9 R  
Sponsored by Commissioner Steinberg  
Capital Improvement Projects

8. **DISCUSSION TO EXPLORE ADDITIONAL AVENUES FOR PUBLIC ENGAGEMENT**

June 6, 2018 - C4 Q  
Sponsored by Commissioner Samuelian  
Marketing & Communications

9. **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

**NEW BUSINESS**

10. **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  
Office of the City Attorney/Parking

11. **A. DISCUSSION TO EXPLORE OPPORTUNITIES TO EXPAND THE USE OF SERVICES LIKE FREEBEE AND THE COMMUNICATIONS TO POTENTIAL RIDERS**

**B. DISCUSSION REGARDING A PARTNERSHIP WITH FREEBEE TO TRANSPORT RESIDENTS AND VISITORS TO/FROM MIAMI BEACH TO THE DOWNTOWN MIAMI OMNI BUS TERMINAL VIA THE VENETIAN CAUSEWAY**

April 11, 2018 - C4 T/July 25, 2018 C4 B  
Sponsored by Commissioner Samuelian/ Sponsored by Commissioner Rosen Gonzalez  
Transportation

12. **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

13. **DISCUSSION ON THE CITY'S CURRENT LANE CLOSURE POLICY**

May 16, 2018 - C4 AN  
Transportation

14. **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

15. **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

16. **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

17. **DISCUSSION TO CONSIDER THE IMPLEMENTATION OF A PEDESTRIAN SCRAMBLE INTERSECTION IN MIAMI BEACH**

June 6, 2018 - C4 P

Sponsored by Commissioner Rosen Gonzalez

Transportation

18. **DISCUSSION REGARDING 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**

June 6, 2018 - C4 S

Sponsored by Commissioner Góngora

Office of Housing and Community Services

19. **DISCUSSION TO CONSIDER ALLOWING CERTIFICATION FOR PARENT PATROL VOLUNTEERS TO ASSIST IN DIRECTING TRAFFIC**

July 25, 2018 - C4 A

Sponsored by Commissioner Alemán

Police

20. **DISCUSSION REGARDING MERIDIAN AVENUE FROM 17TH STREET TO DADE BOULEVARD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY**

July 25, 2018 - C4 C

Transportation

21. **DISCUSSION REGARDING EXPANDING THE BOUNDARIES FOR THE PACKAGE SALES OF ALCOHOLIC BEVERAGES (WHICH INCLUDE SALES OF ALCOHOL FOR OFF-PREMISES CONSUMPTION) IN THE MXE (MIXED USE ENTERTAINMENT DISTRICT) AND ABUTTING AREAS**

July 25, 2018 - C4 D

Sponsored by Commissioner Góngora

Planning

22. **DISCUSSION REGARDING THE REVIEW AND ANALYSIS OF EXTRANEIOUS AND POTENTIALLY OUTDATED LEGISLATION IN MIAMI BEACH**

July 25, 2018 - C4 E

Sponsored by Commissioner Góngora

Office of the City Attorney

23. **DISCUSSION REGARDING THE PUMP NEXT TO 1410 WEST 21 STREET, WHICH IS RUINING THE QUALITY OF LIFE AND DAMAGED THE PROPERTY, POOL AND SEAWALL**

July 25, 2018 - C4 T

Sponsored by Commissioner Rosen Gonzalez

Capital Improvement Projects

24. **A. UPDATE ON RUE VENDOME PLAZA ACTIVATION**

**B. DISCUSSION REGARDING THE ACTIVATION AND PROGRAMMING PLAN FOR RUE VENDOME AND NORMANDY ISLE**

July 25, 2018 - R9 L/R9 M

Sponsored by Commissioner Rosen Gonzalez

Tourism Culture and Economic Development

25. **DISCUSSION REGARDING THE INTEREST OF THE COMMISSION IN OPERATING ELECTRIC SCOOTERS AT ALL AND THE POSSIBILITY OF A FUTURE PILOT PROGRAM**

July 25, 2018 - R9 V

Sponsored by Commissioner Góngora

Transportation

26. **DISCUSSION REGARDING THE REMOVAL OF THE PERMANENT BENCHES NEAR THE LUMMUS PARK SIGN AS A PUBLIC SAFETY MEASURE**

July 25, 2018 - R9 X

Sponsored by Commissioner Góngora

Parks and Recreation

27. **DISCUSSION REGARDING CO-NAMING 75<sup>TH</sup> STREET FROM DICKENS AVENUE TO HARDING AVENUE AS "RABBI ABRAMOWITZ WAY"**

September 12, 2018 - C4 J

Sponsored by Commissioner Góngora/Co-sponsored by Commissioner Samuelian

Transportation/Office of the City Attorney

**DEFERRED ITEMS**

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

December 13, 2017 - C4 A

Transportation

**Status: Deferred pending completion of community outreach.**

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 pending a response from Mr. Michael Comras pursuant to the direction of NCAC at the March 21, 2018 meeting.**

30. **DISCUSSION REGARDING CABLERUNNER AND ITS TECHNOLOGY**

February 14, 2018 - C4 V

Sponsored by Commissioner Alemán

Public Works

**Status: Deferred pending a written response from Cablerunner and Hazen and Sawyer.**

31. **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 due to delay of implementation of 6 month pilot program.**

32. **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 pending meeting with Commissioner Gongora, Mr. Ryan Barras, City Ombudsman and**



the Ctiy's Attorney's Office on how to improve the position.

33. **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

**Status: Deferred for 90 days (October 31, 2018) pending a status report.**

34. **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 feedback from the Miami Beach Commission for Women.**

---

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

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

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING CRIME IN MIAMI BEACH**

---

### **HISTORY:**

This memorandum is provided as a follow up to the July 18, 2018 NCAC Committee discussion and pursuant to the Committee's request to present study options, including a preliminary cost estimate, of crime trends and crime-perception issues regarding the Entertainment District.

As requested by the Committee, the Police Department reached out to several law enforcement experts to present the below questions as exemplars of what might form the scope of such a study and to get reactions and some sense of potential cost. At the Committee's instructions, the preliminary scope for the study was as follows:

1. An evaluation of data and crime trends over time – starting with perhaps a minimum of the past 10 years.
2. An evaluation of the Police Department's staffing and resources provided over time, including an analysis of how these resources and expenditures relate to the economic benefits the City derives from the Entertainment District.
3. An evaluation of the impact of social media and mainstream media on perceptions of crime in the Entertainment District and whether/how these perceptions extend to an impression of overall crime in the city.
4. An evaluation of the criminal justice system's effectiveness at handling arrests made in the Entertainment District, including an in-depth analysis of arrests for quality-of-life offenses and lower-level property crimes such as beach thefts.
5. An evaluation of the homeless situation in the Entertainment District 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 in the Entertainment District on homelessness and related quality-of-life and disorder issues.
6. An evaluation of the impact of noise, traffic and congestion on behavior, crime and perceptions of disorder in the Entertainment District. 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.
7. An evaluation of the history, deployment, challenges and effectiveness of the off-duty police program on Ocean Drive and in the larger Entertainment District.

### **ANALYSIS:**

The Police Department reached out to four leading organizations/professionals that it deemed capable of providing quality input on this proposal. These four were a sampling of the market of professional law enforcement researchers that might bid for such a project. The process was informal, conducted via email and

phone, and only reflects preliminary thoughts offered in response to our inquiries and very preliminary cost range estimates. It is the Police Department's judgment that to get more detailed responses would require the City to engage in a formal bid process, for which there would likely be other professional competitors taking interest as well. The entities contacted and responses provided are summarized below.

### **CONCLUSION:**

In response to the request of the Committee, the Police Department contacted four reputable entities that expressed interest and provided early but incomplete suggestions about how the City might proceed with an analysis of the complex and layered issues of policing and providing quality of life within the Entertainment District. The organizations contacted are a sampling of what would like be a larger pool of professional law enforcement analysts who might bid on such a project. The organizations evaluated the seven elements that might make up the City's more refined and formal RFP scope of services. Based on their preliminary evaluations, each organization provided an approach and broad estimate of potential costs for such a study, ranging from \$140,000 to up to \$500,000. Each organization emphasized that any final estimate of costs would be dependent upon a formal RFP process and consideration of the entirety of City's formal solicitation.

City Management awaits further direction from the NCAC and the full Commission on next steps on this project.

### **ATTACHMENTS:**

| Description                   | Type  |
|-------------------------------|-------|
| □ Study Proposals & Estimates | Other |

## **Follow Up: Discussion Regarding Crime in Miami Beach**

### **Entertainment District Proposals & Estimates**

#### **International Association of Chiefs of Police (IACP)**

##### **Vincent Talucci, Executive Director/Chief Executive Officer**

In existence since 1893, the IACP is the largest international organization dedicated to advancing the law enforcement profession among democratic societies. Today, the IACP represents more than 30,000 members in more than 150 countries. It routinely studies all elements of the profession and is regularly employed to conduct studies of law enforcement agencies. In response to our contacts, Mr. Talucci offered the following reaction:

An IACP study would likely involve:

- 4 month completion timeline
- 3 IACP staff
- 4 Consultants (3 Subject Matter Experts and 1 Data Expert)
- 3 onsite visits of 4-5 days each visit
- Subcontracting a portion of the work to a marketing research firm

The IACP commented that a potential cost driver would be the complexity of the analysis requested, as the project is unique. It requires aspects of a traditional management study to inform how much MBPD resources should be allocated to the Entertainment District. However, it also has elements involving focus groups, a survey of business groups, South Beach residents, and other stakeholders. The IACP recognizes that the study is intended to better understand different perspectives and is not just concerned with crime and the fear of crime. Qualitative and quantitative data would need to be developed so that the researchers are best equipped to inform the competing interests and deliver objective analysis.

Mr. Talucci offered a preliminary estimate of \$140,000 to \$175,000 to conduct the study. As with all the estimates, this was subject to an expectation that the City would provide more details in a thorough RFP offering, from which his organization could form a more accurate estimate.

#### **Darrel Stephens, Consultant/Retired Charlotte, N.C. Police Chief, Former Executive Director, Major Cities Chiefs Association (MCCA)**

Formed in 1949, the MCCA is a professional organization of police executives representing 69 of the largest cities in the United States and 10 of the largest cities in Canada. The MCCA provides a forum for executives to share ideas, experiences and strategies for addressing the challenges of policing large urban communities. The MCCA's purpose is also to influence national public policy on law enforcement matters, enhance the development of current and future leaders, and encourage and sponsor research. Darrel Stephens was contacted because of his experience as the former MCCA Executive Director, his work as a consultant and his extensive contacts and knowledge in the law enforcement field. He responded by suggesting that to do this study, he would consider teaming up with two other law enforcement experts who previously worked together on a study of the Los Angeles Police Department's (LAPD) basic patrol plan and staffing levels. That study involved considerable interactions with

community stakeholders, the analysis of community perceptions and evaluating a range of problems and challenges the LAPD had to address.

Mr. Stephens has experience with entertainment-district policing in two cities in which he served as a police chief -- Charlotte and St. Petersburg. The second expert is a researcher with extensive experience and knowledge of police organizational assessments, GIS, crime analysis and systems research. His last team member has done extensive work with police agencies in the U.S. and Canada on patrol, investigations and communications staffing and deployment, juvenile crime, missing children, neighborhood policing and has worked with cities on policing entertainment districts.

Mr. Stephens suggested a high-level approach looking back 5 years instead of 10, as he deems this would be sufficient to inform the study concerns, presenting quality data while keeping cost down. His proposed study would be as follows:

1. Conduct a review of crime, disorder, and 911 calls for the past 5 years (\*this step will need the assistance of the MBPD Crime/Intel Analysts and perhaps some detectives/sworn personnel).
  - a. Hotspots
  - b. Risk terrain modeling – this a resource they can license and use for other agency needs
  - c. Repeat locations
  - d. Repeat offenders
  - e. Key crime problems
    - Homelessness
    - Quality of Life and Disorder Crimes
  - f. Local versus visitor offenders (traffic, crimes, etc.)
  - g. Local versus visitor victims
  - h. Criminal Justice System effect
    - Plea vs. charge
    - Jail and Prison vs. Probation (who is receiving it, how are repeat or violent offenders being handled)
    - Probation process (who is it and for what crimes)
    - What types of cases does the PD actively work with CJ for prosecution (beyond homicide, robbery, drug, and gun cases)
  - i. An evaluation of the Police Department’s staffing and resources provided over time, including the off-duty employment initiative and an analysis of how these resources and expenditures relate to the economic benefits the City derives from the Entertainment District.
2. An evaluation of what efforts the City (not just the PD) has made over the past 5 years
  - a. CPTED
  - b. Ordinances
  - c. Other departments involved
  - d. Any research efforts (traffic, public space control) that had good results
3. Conducting a series of surveys of the stakeholders on their perceptions of the area and problems
  - a. Identifying stakeholders will be key (see list below) and include critics of City and PD – thereby creating transparency and including an analysis of how these resources and

expenditures relate to the economic benefits the City derives from the Entertainment District.

4. Bring together stakeholders (executive, mid-level, workers) over the course of several sessions – these are brainstorming, work sessions (facilitated) (\*stakeholders will need to be researched: non-profits, faith, social services, school system, other county services, businesses, city departments, media, colleges/universities, the tourists themselves, tourism bureau, etc.).
  - a. List problems
  - b. Report survey results
  - c. What would the perfect solution be for each of these problems?
  - d. What are realistic expectations of these problems?
  - e. What methods/resources could be applied to the problems?
  - f. Who owns the problem?
5. Using the data analysis, survey, and brainstorming to have the stakeholders develop a set of tasks to address identified problems
  - a. Develop a working group could stay together for years – that would be the goal
  - b. What are the 2-3 easy, short-term projects that can start the response?
    - Evaluate success
    - Help build group teamwork
  - c. What are the 2-3 intermediate projects?
  - d. What the long-term, difficult projects?
  - e. Key is to identify the key responsible stakeholders to be responsible for the problems. Not just the police. This would be Stratified Policing but at a Community Level.
6. Kick off projects
  - a. Measure success and perception in various ways
  - b. Report out through various avenues
  - c. Even if the first attempt fails, learn, retool, and try again (SARA model)

Mr. Stephens offered a preliminary estimate of \$300,000 to \$500,000 to conduct the study, not including the implementation of any projects that may come out of steps 4 and 5. As with all the estimates, this was subject to an expectation that the City would provide more details in a thorough RFP offering, from which his organization could form a more accurate estimate.

**Police Executive Research Forum (PERF)**  
**Chuck Wexler, Executive Director**

PERF, a Washington, D.C.-based policing think-tank and source of expertise on police policies, practices, and operations, expressed interest in assisting the City in this project. PERF has a history of having done several studies of policing issues here, most recently in 2013-2014, as well as assisting the City Manager in the most recent police chief search. Chuck Wexler, the PERF Executive Director offered this reaction to the proposal:

PERF would offer to collaborate with other experts, including a university and a nationally respected crime analyst, to approach this project in a multidisciplinary way. To undertake this project, PERF would evaluate: crime trends and perceptions of crime; police department staffing and resources; the broader

criminal justice system's effectiveness in the Entertainment District; homelessness in the district and its impact on crime and perception of crime; the impact of noise, traffic and congestion on behavior, crime and perceptions of disorder; and the history, deployment, challenges and effectiveness of the off-duty police program on Ocean Drive and in the larger Entertainment District.

Mr. Wexler offered a preliminary estimate of somewhere in the \$200,000 range to conduct the study. As with all the estimates, this was subject to an expectation that the City would provide much more details in a thorough RFP offering, from which his organization could form a more accurate estimate.

**Responsible Hospitality Institute (RHI)**  
**Jim Peters, Founder and President**

Rick Myers, the current Executive Director of the MCCA, and a nationally recognized retired police chief, recommended reaching out to Jim Peters, Founder and President of the Responsible Hospitality Institute (RHI). The RHI is a private, non-profit organization founded in 1983 to assist communities in the planning and management of hospitality zones to create safe, vibrant and economically prosperous places to socialize. The RHI claims to accomplish this by providing technical assistance that builds local capacity; incubating and sharing cutting-edge information and proven strategies on nighttime management; and linking a board-based network of professionals who plan, manage, and police nightlife districts. The RHI publishes a guide called "Public Safety and Policing in Nightlife Districts," hosts an annual Sociable City Summit, and offers a webinar series. The RHI has worked with many U.S. cities including, in Florida, Delray Beach, Fort Lauderdale, Fort Myers, Orlando, Tallahassee and Tampa.

When contacted, RHI officials proposed a different approach to this study. Instead of focusing on a historical approach, with analysis of data sets for the last 5 or 10 years, the RHI proposed to look at the challenges the MBPD and the City are currently facing and the way the City is handling them. Based on their experience and work in other cities, RHI proposed to approach its analysis this way:

The RHI's basic approach uses 4 primary blocks to increase sociability and vibrancy:

1. Form an alliance (resources, action teams)
2. Plan for people (quality of life, mobility)
3. Assure safety (public safety, venue safety)
4. Enhance vibrancy (entertainment, public space)

The RHI also uses 6 key indicators:

1. Mobility (safe rides, taxi stands, valet parking, transport hubs, parking safety, traffic safety, DUI prevention, public transit hours, street closure, pedestrian safety)
2. Public safety (licenses, closing time, crowds, officer training, ambassador, safety alliance, business mentor, CPTED, crime prevention, early assistance, data driven strategy, permits)
3. Public space (outdoor dining, public markets, vendors, kiosks, pedestrian safety, street performers-buskers, food trucks, accessibility, panhandling, lighting)
4. Quality of life (sound control, trash pick-up, cigarette litter, public restrooms, public civility, resident forum, vandalism, zoning standards, mediation, agent of change)
5. Venue safety (safety plan, server training, security training, nightlife alliance, customer service, age identification, patron behavior, sexual assault, extended hours, community forums)



6. Entertainment (performance venue, dining venue, social venue, calendars, craft culture, DIY events, demographics, talent development and retention, economic impact, destination marketing)

The RHI's work would take approximately 6 months, with a post-evaluation 6 months later. It would involve the following phases:

1. Engagement – engage community leadership, observe nightlife through late-night tours, recruit stakeholders for action
  - Select and train primary coordinator
  - Form a Transformation Team as a steering group
  - Meet with representatives from case study districts
  - Define field research and data collection process
2. Orientation – meet the leadership team and participate in one of three seminars on nightlife management trends, issues, and best practices
3. Roundtables – two-hour invitational focus groups on the six key indicators of hospitality zone development to formulate an action plan
4. HZA summit – all participants reconvene to finalize an action plan and form a representative alliance to oversee implementation
5. Implementation – implement action plan with dedicated staffing and coordinating alliance to set priorities, allocate resources, and provide training
  - Monitor progress in hard reduction and enhanced social experiences
  - Create a job description for key departments and organizations on nighttime management
  - Formalize an alliance for advocacy and action on policy and resources.

The standard RHI approach, with no additional components, costs a minimum of \$100,000. As with all the estimates, this was subject to an expectation that the City would provide more details in a thorough RFP offering, from which Mr. Peters' organization could form a more accurate estimate.

# MIAMI BEACH

## **COMMITTEE MEMORANDUM**

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING AN AUTONOMOUS MASS TRANSIT SHUTTLE TEST PROGRAM IN MIAMI BEACH**

---

### **KEY INTENDED OUTCOME:**

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

### **HISTORY:**

The City of Las Vegas, Nevada has deployed the first driverless mass transit test program in the country. Since its launch in November 2017, the autonomous shuttle has provided 10,000 riders a free lift around a 0.6-mile stretch of downtown Las Vegas. The test program was co-created by the American Automobile Association (AAA) and Keolis, a French transportation company, with the actual shuttle manufactured by a self-driving car startup company - Navya ARMA (see Attachment A for vehicle photo). Below is a January 14, 2018 article from the Business Insider entitled "I tried the first self-driving mass transit in the United States – and now I'm excited for the future of travel," which provides additional information on the Las Vegas Autonomous Shuttle Pilot. The article may also be viewed at:

<http://www.businessinsider.com/las-vegas-downtown-self-driving-shuttle-review-2018-1/#the-shuttle-built-by-a-company-called-navya-arma-is-unmistakable-its-stubby-and-blue-with-cameras-on-the-outside-and-top-and-its-electric-so-its-almost-silent-1>

### **Las Vegas Autonomous Shuttle Test Program**

Pursuant to the City Commission's request to explore launching a similar driverless mass transit test program in Miami Beach, Transportation Department staff reached out to City of Las Vegas and Keolis who operates the pilot program. Based on information provided by the City of Las Vegas staff, the current program will be in effect for a year (until November 2018).

Based on Staff's communications with Keolis who operates the Navya vehicle in Las Vegas, deployment of one (1) test shuttle vehicle would cost approximately \$700,000 for one (1) year of pilot testing. This cost would include leasing one (1) Navya shuttle for one (1) year at a cost of \$135,000, plus \$45,000 per month for operation, insurances, one (1) trailer vehicle, and the required Keolis personnel (2 people). An option could be to purchase the autonomous shuttle for approximately \$263,000. Under that scenario, the cost to the City would be approximately \$800,000 for the first year of pilot testing.

The cost is being fully subsidized by AAA who has a relationship with the technology provider.

The shuttle service operates eight (8) hours a day/six (6) days a week (Tuesday through Sunday), from 11AM-7PM, with multiple pick-up and drop-off locations along the route. The shuttle operates in mixed traffic and the test vehicle is equipped with air conditioning. The test vehicle is able to operate a full day of service with fully charged batteries and no need to re-charge.

Based on staff's conversations with Keolis, the capacity of the test shuttle vehicle is 11 passengers seating plus up to 4 standing passengers; however, due to liability and insurance requirements, standing is currently not allowed

inside the test vehicle. Although the autonomous shuttle currently operating in Las Vegas is not ADA accessible, it was allowed to operate as a prototype vehicle in a test environment as part of the demonstration program. The manufacturer is working on designing an ADA accessible shuttle that will be available in the near future.

From an operational perspective, while the shuttle is fully autonomous, one (1) Keolis staff member must always be present on board the test vehicle. Additionally, to decrease the likelihood of the test vehicle being rear-ended, a second Keolis staff member in a separate vehicle must continuously follow the test vehicle during service hours. While the test vehicle is able to operate at higher speeds, the maximum operating speed is limited to 15 MPH for safety and liability reasons.

#### University of Michigan Autonomous Shuttle

During the Fall of 2017, driverless shuttle service was launched at the University of Michigan's North Campus to transport students, faculty, and staff along a nonstop two (2) mile route between the Lurie Engineering Center and the university's North Campus Research Complex. Similar to the Las Vegas autonomous shuttle program, this service also uses autonomous vehicles manufactured by Navya. This shuttle service operates on university roads during service hours and at no cost to riders. Two (2) shuttles operate at approximately 10 minute service frequency. Transportation Department staff has reached out to University of Michigan and is currently gathering information regarding the cost of the service and other pertinent information on this particular program.

#### Other Autonomous Shuttle Test Programs

While staff has been able to reach out to City of Las Vegas and obtain information on its autonomous shuttle test program, there are various pilot programs throughout the country, including City of Jacksonville, Florida; Arlington, Texas, and Minnesota Department of Transportation. These two (2) pilot programs are all using an autonomous shuttle vehicle supplied by EasyMile (see Attachment B for vehicle photo) rather than Navya.

#### Estimated Pilot Program Cost

Based on Staff's communications with Easy Mile, who operates the pilot program in Jacksonville, the cost of leasing one (1) vehicle for a one-year period, including maintenance and insurance costs, would be approximately \$150,000. To this cost, Transportation Department staff estimates that an additional approximately \$100,00 would be required for personnel to operate the service for approximately 8 hour/day. Thus, the total cost of a 1-year pilot with Easy Mile is estimated at \$250,000 as compared to the Las Vegas model of \$700,000.

#### Potential Pilot Corridors in Miami Beach

Transportation Department staff preliminarily evaluated corridors in the City which could be considered for potential autonomous mass transit shuttle service. Given the low operating speed of the vehicle, this service could serve as a pedestrian accelerator and trolley connector along corridors not currently served by the City's Trolley service. Based on staff's preliminary assessment, the following corridors could be considered for potential implementation of an autonomous mass transit shuttle test program in the City:

- Meridian Avenue between 1st Street and Lincoln Road
- Collins Avenue between South Pointe Drive and Lincoln Road
- Ocean Drive between 1st Street and 15th Street

On June 20, 2018 The Neighborhood and Community Affairs Committee (NCAC) discussed this item and requested that the Administration explore potential sponsorship from Art Basel, Coca-Cola, Publix, and Greater Miami Convention & Visitors Bureau (GMCVB) and provide an update at September 26, 2018 meeting.

### **ANALYSIS:**

#### Sponsorship Update

Pursuant to the NCAC direction, the Marketing and Communications team has continued working on sponsorship opportunities to assist in funding a pilot program in Miami Beach, including, but not limited to, Spectra Venue Management, Coca-Cola, GMCVB, and Ford Motor Company. While there was no interest from Spectra Venue Management and Coca-Cola, there are ongoing discussions with the GMCVB representatives. Additionally, staff will be reaching out to Art Basel representatives shortly. The City's Marketing and Communication team and Transportation Department staff met with Ford Motor Company representatives in late July and discussed a potential pilot program consisting of operating an

autonomous mass transit vehicle along Convention Center Drive to provide a connection between the Convention Center and Lincoln Road Mall. Communication with Ford representatives on this potential partnership is still on-going.

**CONCLUSION:**

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

**ATTACHMENTS:**

| Description              |                         | Type  |
|--------------------------|-------------------------|-------|
| <input type="checkbox"/> | Attachment A - Navya    | Other |
| <input type="checkbox"/> | Attachment B - EasyMile | Other |









# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

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

---

**KEY INTENDED OUTCOME:**

Enhance Cultural and Recreational Activities

**HISTORY:**

This item was originally placed on the April 11, 2018 City Commission meeting for referral to the Neighborhood/Community Affairs Committee (NCAC). The Committee subsequently heard the item at its July 18, 2018 meeting.

**ANALYSIS:**

At its July 18, 2018 meeting, NCAC discussed the loss of funding for tai chi classes at Federation Towers. Funding for these classes had been provided by One Miami Beach, the now-dissolved, City non-profit organization. One Miami Beach had been providing funding in the amount of \$6,000 per year that funded tai chi, yoga and zumba classes for the building's elder residents. Without this funding, Federation Towers' staff has advised that they can no longer offer this programming on-site. Please note that our Parks and Recreation Department offers tai chi and chair yoga at the North Beach Oceanfront Center. The Parks Department also offers water aerobics, chair aerobics and dance fusion for elder residents at Flamingo Park. At Scott Rakow Youth Center, the Parks Department offers chair aerobics, chair yoga, tai chi, and dance fusion classes for elder residents.

The Administration would like to advise the Committee that the City will be issuing a Request For Proposals (RFP) for Community Development Block Grant (CDBG) funds in February 2019. Up to 15 percent of these funds may be used to fund public services such as programming for elder residents and may serve as a funding source for this activity.

In addition, at the time this item was discussed, Commissioner Rosen Gonzalez inquired about the availability of tickets to events at the Arsht Center for use by Federation Towers tenants. [Staff reached out to the Social Services Director at Federation Towers and subsequently connected her to the Arsht Center Box Office to explore all possible opportunities for free and discounted senior tickets to performances at the Arsht Center.](#)

The Arsht Center staff advised that the best avenues to pursue event tickets for Federation Towers residents are as follows:

- \* For Federation Towers staff to explore group sales rates for events;
- \* To access "senior rush tickets" (normally available two hours before the shows); and

\* Direct outreach by Federation Towers staff to the Arsht Center resident companies (Miami City Ballet, New World Symphony and Florida Grand Opera) to explore ticket options.

**CONCLUSION:**

The Administration seeks direction regarding this item.



# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING UNDERGROUNDING FOR NORTH BAY ROAD AND ALTON ROAD**

---

### **HISTORY:**

At its May 16, 2018 meeting, the City Commission referred an item to the Neighborhoods/Community Affairs Committee to further discuss undergrounding for North Bay Road and Alton Road.

### **CURRENT STATUS**

On September 6, 2018, the City mailed a petition form to residents on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle, in order to allow the subject residents to advise the City whether they are in favor of funding the undergrounding of utilities with special assessments. The petition forms must be returned to the City by October 8, 2018, in order to be counted. Following this deadline, a tally of petitions will be transmitted to the City Commission via Letter to Commission.

Historically, petitions to create underground utility districts have been circulated and submitted by City residents and/or neighborhood associations. In this case, the City Administration affirmatively distributed petition forms, on a pilot basis, to residents on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle.

### **CONCLUSION:**

The following is presented to the members of the NCAC for discussion and further direction.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

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

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING THE STATUS UPDATE OF THE BOARDWALK  
ALONG THE BEACH, FROM 23RD STREET TO 46TH STREET**

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION TO EXPLORE ADDITIONAL AVENUES FOR PUBLIC  
ENGAGEMENT**

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING SAND SIFTING, BEACH CLEANING AND  
MAINTENANCE**

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **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**

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

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

**B. DISCUSSION REGARDING A PARTNERSHIP WITH FREEBEE TO TRANSPORT RESIDENTS AND VISITORS TO/FROM MIAMI BEACH TO THE DOWNTOWN MIAMI OMNI BUS TERMINAL VIA THE VENETIAN CAUSEWAY**

---

### **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 |



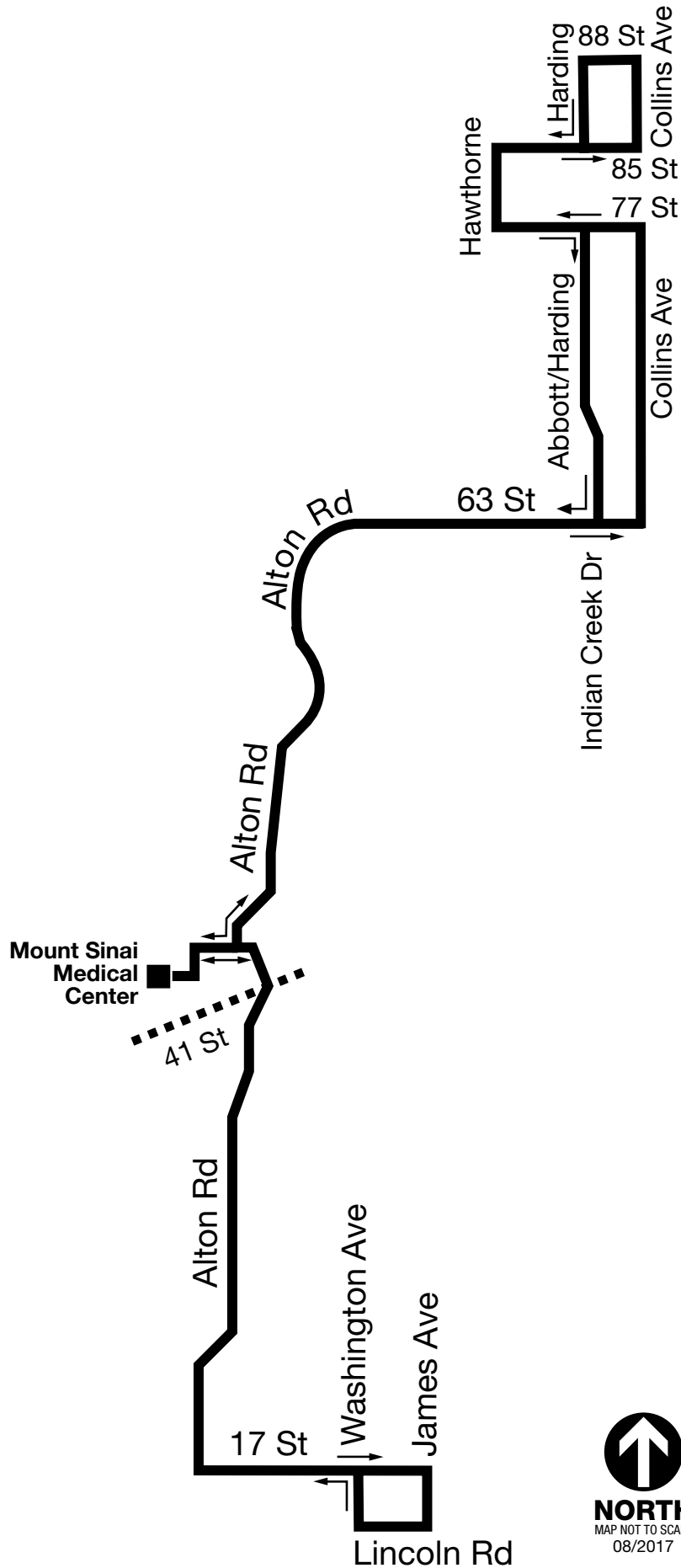






# 115

MID-NORTH  
BEACH CONNECTION



# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 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:** September 26, 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 lists 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

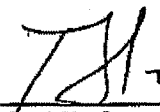
**WHEREAS**, this requirement would not apply to film productions; and

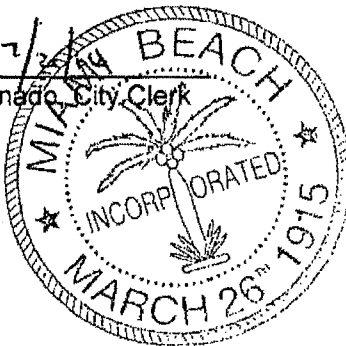
**WHEREAS**, following the adoption of this Resolution, corresponding amendments to the City's Special Events Requirements and Guidelines will be submitted to the City Commission for consideration.

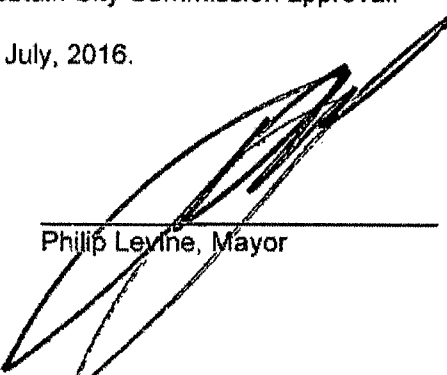
**NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA**, the the Mayor and City Commission hereby accept the recommendation of the Neighborhood/Community Affairs Committee to adopt a policy requiring that all future special events requiring lane closures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

**PASSED and ADOPTED** this 13<sup>th</sup> day of July, 2016.


**ATTEST:**

  
\_\_\_\_\_  
Rafael E. Granado, City Clerk

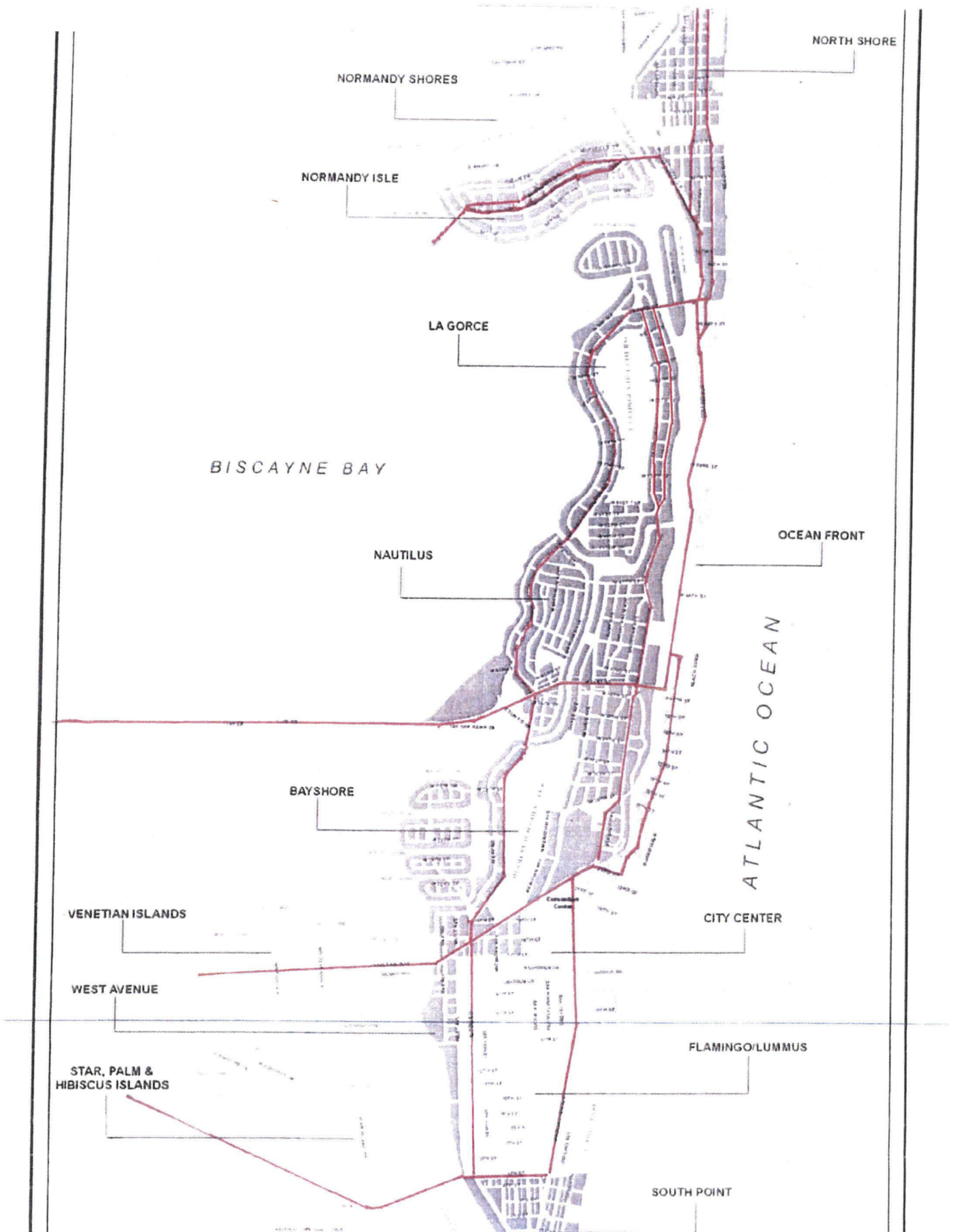


  
\_\_\_\_\_  
Philip Levine, Mayor

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 ( <del>Ordinance 2012-3779, Effective Oct. 15, 2012;</del><br>Ordinance 2016-_____,<br>Effective Dec. 24, 2016) |
|-------------------|------|---|--|
| 98-92 (c )        | (1)  | Street Excavation Permit  |  |
|                   |      | * * *   |  |
|                   | (17) | Blocking of right-of-way ( <del>Cranes only</del> )<br>Note: For <del>arterial roadways</del> <u>Major Thoroughfares</u> , full day permit is defined as <del>six hours</del> <u>five hours and thirty minutes</u> between <del>9:00 a.m. and 3:00 p.m.</del> <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   |
|                   |      | • <del>Arterial road</del> <u>Major Thoroughfares</u>   | <del>534.05</del> <u>1000.00</u>   |
|                   |      | Priority review (same day permit review)  |  |
|                   |      | • Local road  | 384.51   |
|                   |      | • Collector road  | 512.27   |
|                   |      | • <del>Arterial road</del> <u>Major Thoroughfares</u>   | <del>640.86</del> <u>1000.00</u>   |
|                   |      | Consecutive multi-day additional fee (per day)<br><u>For Local and Collector Roads</u>  | 54.96  |
|                   |      | <u>Consecutive multi-day additional fee (per day)</u><br><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: The greater of \$0.25 per L.F. per day or \$0.03 per S.F. per day)</u> |        |
|  |  | <u>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)</u>       |        |

## **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.**

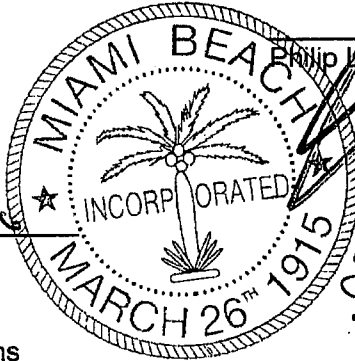
This Ordinance shall take effect ten days following adoption.

PASSED AND ADOPTED this 14 day of December, 2016.

ATTEST:

RS 12/23/16  
Rafael E. Granado, City Clerk

Underline denotes additions  
~~Strikethrough~~ denotes deletions



Philip Levine Mayor

APPROVED AS TO  
FORM & LANGUAGE  
& FOR EXECUTION

Phil Levine  
City Attorney

11/24/16  
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:                    |          |
|       | 200' or less  | \$200.00 |

|   |                                   |
|---|-----------------------------------|
| 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 <del>(Cranes only)</del>   |                                   |
| (17) Note: For <del>arterial roadways</del> <u>major thoroughfares</u> , full day permit is defined as <del>six hours</del> <u>five hours and thirty minutes</u> between <del>9:00 a.m. and 3:00 p.m.</del> <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                          |
| • <del>Arterial road</del> Major Thoroughfares  | <del>534.05</del><br>\$1,000.00   |
| Priority review (same day permit review)  |                                   |
| • Local road  | \$384.51                          |
| • Collector road  | \$512.27                          |
| • <del>Arterial road</del> Major Thoroughfares  | <del>\$640.86</del><br>\$1,000.00 |
| 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 85<sup>th</sup> 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<br>(\$/day) | Current Total Fee<br>(\$) | Proposed Fee<br>(\$/day) | Proposed Total Fee<br>(\$) |
|------------------------|-------------------------|---------------------------|--------------------------|----------------------------|
| Crane Permit           | \$570/day               | \$624.96 for 2-days       | \$1,610/day              | \$3,220 for 2-days         |
| Lane Closure<br>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: September 26, 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 "by-pass lane" for buses traveling eastbound on the Julia Tuttle Causeway to be able to quickly make a right turn and travel southbound onto Alton Road, and would also benefit all vehicular traffic making this movement. The concept entails reconstructing the existing eastbound shoulder of the Julia Tuttle Causeway off-ramp to Arthur Godfrey Road/41st Street and constructing a new lane to provide additional capacity for motorists who wish to turn right (south) onto Alton Road.

In addition, the auxiliary lane can serve as a bus by-pass lane for the proposed Beach Express North Bus Express Rapid Transit (BERT) service. Through the implementation of special signalization and transit signal priority technology on the buses, the BERT buses could potentially make a protected left turn from this auxiliary lane to by-pass traffic and access Mount Sinai Medical Campus.

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. As such, the Transportation Department staff is in discussions with FDOT to include this improvement as part of the I-195/Julia Tuttle Causeway inside shoulder work for the proposed Beach Express North BERT service.

### **ANALYSIS:**

### **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: September 26, 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: September 26, 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: September 26, 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 is 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 part would need to be 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 has been completed in draft form and is under internal review. Subsequently, the draft recommendations will be presented to the Neighborhood/Community Affairs Committee and the City Commission. 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:**

The Administration is recommending a pedestrian scramble pilot for the intersection of 17th Street and Meridian Avenue, pending Miami-Dade County approval.

# MIAMI BEACH

## **COMMITTEE MEMORANDUM**

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING 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**

---

### **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:

| <b>Discussion Topics</b>             | <b>Time</b> | <b>Potential Subjects</b>   | <b>Provider</b>                        |
|--------------------------------------|-------------|---|--|
| City Attorney's Briefing & Review    | 0.5 HR      | <ul style="list-style-type: none"> <li>• <b>Sunshine Law</b></li> <li>• <b>Conflicts of Interest</b></li> <li>• <b>Ethics</b></li> <li>• <b>Public Records</b></li> <li>• Lobbying</li> <li>• Gifts</li> <li>• <b>Roberts Rules of Order</b></li> <li>• Quasi-Judicial</li> </ul>   | Office of the City Attorney            |
| Governance                           | 0.5 HR      | <ul style="list-style-type: none"> <li>• <b>Board Management/Recordkeeping</b></li> <li>• Board Recruitment/Composition</li> <li>• Onboarding</li> <li>• Governance/Operating Models</li> <li>• Agency Evaluation</li> <li>• <b>Board Committees</b></li> <li>• <b>Fiduciary Duties</b></li> <li>• <b>Policies &amp; Procedures</b></li> <li>• Strategic Planning</li> </ul>  | Office of Housing & Community Services |
| Employee Recruitment/Retention       | 0.25 HR     | <ul style="list-style-type: none"> <li>• Employee Culture</li> <li>• Employee Recruitment</li> <li>• Employee Compensation/Living Wage</li> <li>• Employee Evaluation</li> <li>• Employee Training</li> <li>• Employee Separation</li> </ul>  | Office of Housing & Community Services |
| Fiscal Stewardship                   | 0.5 HR      | <ul style="list-style-type: none"> <li>• Understanding Budgets</li> <li>? Understanding Overhead</li> <li>? Cost Allocation Plans</li> <li>• Analyzing Financial Statements</li> <li>? Audit Process/Expectations</li> <li>• Fundraising/Revenue Generation</li> <li>? Grants</li> <li>? Budget Projections</li> <li>? Budget Allocations</li> <li>? Managing Donations</li> <li>• Procurement</li> <li>• Risk Oversight</li> <li>? Operational Risk</li> <li>• Short- and Long-Term Fiscal Resilience</li> <li>• Principles of 501(c)3 ITR Compliance</li> </ul> | Office of Grants Management            |
| Key Intended Outcomes/Agency Mission | 0.25 HR     | <ul style="list-style-type: none"> <li>• Performance &amp; Outcome Measures</li> <li>• Aligning with City Key Intended Outcomes</li> </ul>  |  |
| 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                |
| <b><u>Citywide Accounts Total</u></b>                                   | <b>\$</b> | <b><u>636,000</u></b> |

## 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         |
| <b>Cultural Arts Council Total</b>                   | <b>\$</b> | <b>850,000</b> |

|   |           |                |
|---|-----------|----------------|
| <b><u>Cultural Arts Council Total</u></b> | <b>\$</b> | <b>850,000</b> |
|---|-----------|----------------|

|                                       |           |                |
|---------------------------------------|-----------|----------------|
| <b><u>Citywide Accounts Total</u></b> | <b>\$</b> | <b>636,000</b> |
|---------------------------------------|-----------|----------------|

|                                |           |                  |
|--------------------------------|-----------|------------------|
| <b><u>Total All Grants</u></b> | <b>\$</b> | <b>1,486,000</b> |
|--------------------------------|-----------|------------------|



# 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: September 26, 2018

SUBJECT: **DISCUSSION TO CONSIDER ALLOWING CERTIFICATION FOR PARENT  
PATROL VOLUNTEERS TO ASSIST IN DIRECTING TRAFFIC**

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING MERIDIAN AVENUE FROM 17TH STREET TO DADE BOULEVARD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY**

---

### **KEY INTENDED OUTCOME:**

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

### **HISTORY:**

The adopted 2016 Miami Beach Transportation Master Plan (TMP) was built on a mode share goal and modal prioritization strategy, adopted by Resolution 2015-29083 on July 8, 2015, which places pedestrians first; transit, bicycles, and freight second; and private automobiles third. Projects in the TMP are intended to move Miami Beach towards this mode share vision by increasing pedestrian, bicycle, and transit travel.

The TMP proposed a bicycle lane network for Miami Beach. The goal of the network is to improve pedestrian and bicycle safety and connectivity throughout Miami Beach. The added benefit is that shifting to bicycle transportation on Miami Beach will reduce congestion and greenhouse gas emissions and help the City reach its future mode share goals.

Meridian Avenue Bicycle Facilities is a priority one project in the TMP. Phase I of the Project in the TMP includes a geometric feasibility analysis for protected bicycle lanes. The analysis also includes a capacity analysis of the Meridian Avenue and 17th Street Intersection (Priority 1A). These tasks are included in this Feasibility Study. The future Phase II of the project in the TMP includes implementation based on the results of Phase I.

On April 2, 2018, the Transportation Department issued a Notice-To-Proceed to Keith & Schnars for the Meridian Avenue 17th Street to Dade Boulevard Pedestrian and Bicycle Feasibility Study. This feasibility study is assessing existing transportation conditions and recommending multi-modal transportation improvements to enhance pedestrian and bicycle safety and connectivity along Meridian Avenue. The primary study area extends along Meridian Avenue from 17th Street to Dade Boulevard and from 16th Street to Lincoln Road. This portion of Meridian Avenue connects to the Miami Beach Convention Center, Lincoln Road, Dade Boulevard Shared-Use Path, and the 16th Street green bicycle lanes.

The segment from Lincoln Road to 17th Street is being constructed as part of the Lincoln Road District Improvements Project. Transportation Department staff is coordinating with the project managers on the design so that both projects will flow seamlessly together.

An initial public meeting was held on May 14, 2018 at the Miami Beach Golf Club to identify community issues and concerns. Based on community feedback, the consultant team prepared interim conceptual plans for both short-term and long-term improvements for the study area.

A second public meeting was held on June 26, 2018 at the Botanical Gardens to review two (2) concepts for interim pedestrian and bicycle improvements that could be implemented in the near term as a "demonstration" project and three (3) concepts for long-term improvements that could potentially be constructed as part of the future City Center

Neighborhood Improvement Project. In total, 24 residents attended the second public meeting. There was much participation throughout the meeting, with supportive community feedback provided. At the conclusion of the meeting, participants were asked to vote through a dot exercise on a proposed long-term vision for Meridian Avenue. Option C (Attachment 5) was selected by the participants as the preferred long-term alternative. Option C includes buffered bicycle lanes, an expanded sidewalk on the east side of the street, and landscaping within the bicycle lane buffer.

## **ANALYSIS:**

The goal of the Meridian Avenue Feasibility Study is to define a short-term demonstration project to be constructed on Meridian Avenue within the next year, as well as to identify long-term concepts for Meridian Avenue which can be implemented during the City Center Neighborhood Improvement Project planned for 2020/21. The demonstration project improvements on Meridian Avenue are important because they would improve pedestrian and bicycle safety in the immediate term by adding green bicycle lanes, improving pedestrian signalization, and reducing vehicular travel speeds along the corridor. Additionally, the County's proposed Beach Express North Bus Express Rapid Transit (BERT) Demonstration service will have a stop in the City Center area, thus, the proposed interim pedestrian and bicycle improvements on Meridian Avenue will help ensure multi-modal connectivity to/from the proposed BERT service.

From a long-term perspective, the proposed pedestrian safety improvements and bicycle lane network in this area of Meridian Avenue are important to establish connectivity between the existing Dade Boulevard Shared-Use Path and 16th Street bicycle lanes, Lincoln Road, City Hall, and the numerous cultural and civic destinations in the City Center area.

As discussed above, two (2) interim concepts have been prepared for the segment of Meridian Avenue between Dade Boulevard and 17th Street. Both concepts include green bicycle lanes and a reduction in the number of travel lanes from four (4) to three (3).

Option 1 depicted in Attachment 1 proposes a new signalized intersection and crosswalk on the north side of 18th Street/City Hall Garage access and a new mid-block pedestrian crossing equipped with LED flashing beacons on the south side of 19th Street. Further, Option 1 keep the existing on-street parking on the east side of Meridian Avenue between 17th Street and 19th Street.

In lieu of a full traffic signal at 18th Street/City Hall garage access, Option 2 shown in Attachment 2 proposes a new signalized mid-block pedestrian crossing between 18th Street and 19th Street, eliminates parking on the east side of Meridian Avenue between 17<sup>th</sup> Street and 19<sup>th</sup> Street, and provides buffered green bicycle lanes. Eliminating on-street parking on the east side of Meridian Avenue will allow landscaping/planters within the bicycle buffer on the east side of the roadway, two (2) 11' travel lanes, and an 11' continuous center turn lane. Option 2 is identical to Long Term Option A. The community has been supportive of removing the on-street parking on the east side of Meridian Avenue between 17<sup>th</sup> Street and 19<sup>th</sup> Street to implement this concept in the short-term. The community was most supportive of Option 2 as a short-term option.

Three (3) long-term concepts have been prepared and presented to the community. Option A proposes buffered bicycle lanes and a center two-way left turn lane (Attachment 3). Option B proposes buffered bicycle lanes and a landscaped median (Attachment 4). Option C proposes buffered bicycle lanes and an expanded sidewalk adjacent to the future park on the east side of Meridian Avenue (Attachment 5). The community was most supportive of Option C as a long-term option.

All concepts include a proposed scramble pedestrian crosswalk at the Meridian Avenue/17th Street intersection. A pedestrian scramble is a traffic signal movement that temporarily stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally, at the same time. The benefit of the pedestrian scramble is that it prioritizes pedestrians over vehicular traffic, resulting in improved pedestrian safety. Because of the high volumes of pedestrians at Meridian and 17th Street, the Administration believes that it is a suitable location to test the pedestrian scramble concept in Miami Beach; however, Miami-Dade County approval will be required. Transportation Department staff is coordinating with the County to include a scramble pedestrian crossing at Meridian Avenue/17th Street as part of a potential demonstration project in the near term. Further technical screening is also required.

A concept for Meridian Avenue between Lincoln Road and 16th Street is attached as Attachment 6. These improvements will be incorporated in the Lincoln Road District Improvements Project, and coordination with the Lincoln Road District design team is ongoing in order to ensure seamless connectivity between the projects. This concept incorporates a pair of 5' bicycle lanes (no buffer) in the two lanes of traffic.

## **CONCLUSION:**

The Administration supports the community's preferred alternatives of Option 2 (Attachment 2) as the short-term option and Option C (Attachment 5) as the long-term option.

Short-term Option 2 proposes a new signalized mid-block pedestrian crossing between 18th Street and 19th Street, eliminates on-street parking on the east side of Meridian Avenue between 17<sup>th</sup> Street and 19<sup>th</sup> Street, reduces the number of travel lanes from four (4) to three (3), and provides buffered green bicycle lanes. Eliminating on-street parking on the east side of Meridian Avenue will allow landscaping/planters within the bicycle buffer on the east side of the roadway, two (2) 11' travel lanes, and an 11' continuous center turn lane. The community has been supportive of removing the on-street parking on the east side of Meridian Avenue between 17<sup>th</sup> Street and 19<sup>h</sup> Street to implement this concept in the short-term.

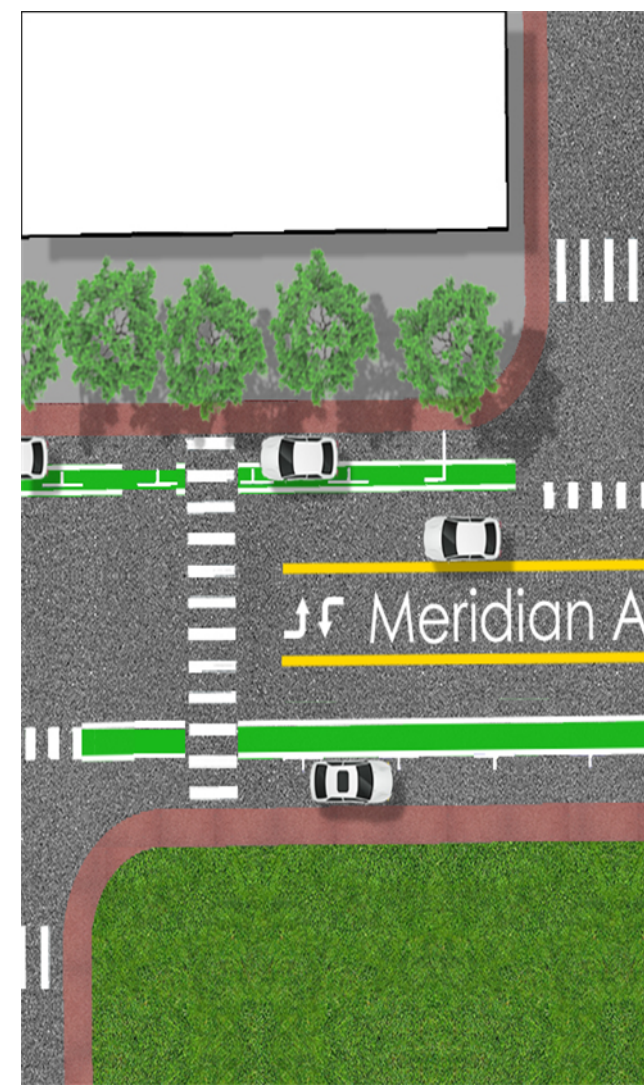
Long-term Option C proposes buffered bicycle lanes and an expanded sidewalk adjacent to the future park on the east side of Meridian Avenue (Attachment 5).

Upon Commission approval of the preferred option, and pending County approval of the proposed striping plan and signalization improvements, the Transportation Department will initiate the design phase for the short-term option with the goal of implementation in 2019.

## **ATTACHMENTS:**

| <b>Description</b>  | <b>Type</b> |
|---|-------------|
| <input type="checkbox"/> Attachment 1: Meridian Avenue Dade Blvd. to 17th Street - Option 1 | Other       |
| <input type="checkbox"/> Attachment 2: Meridian Avenue Dade Blvd. to 17th Street - Option 2 | Other       |
| <input type="checkbox"/> Attachment 3: Long Term - Option A                                 | Other       |
| <input type="checkbox"/> Attachment 4: Long Term - Option B                                 | Other       |
| <input type="checkbox"/> Attachment 5: Long Term - Option C                                 | Other       |
| <input type="checkbox"/> Attachment 6: Meridian Avenue Lincoln Lane South to 16th Street    | Other       |





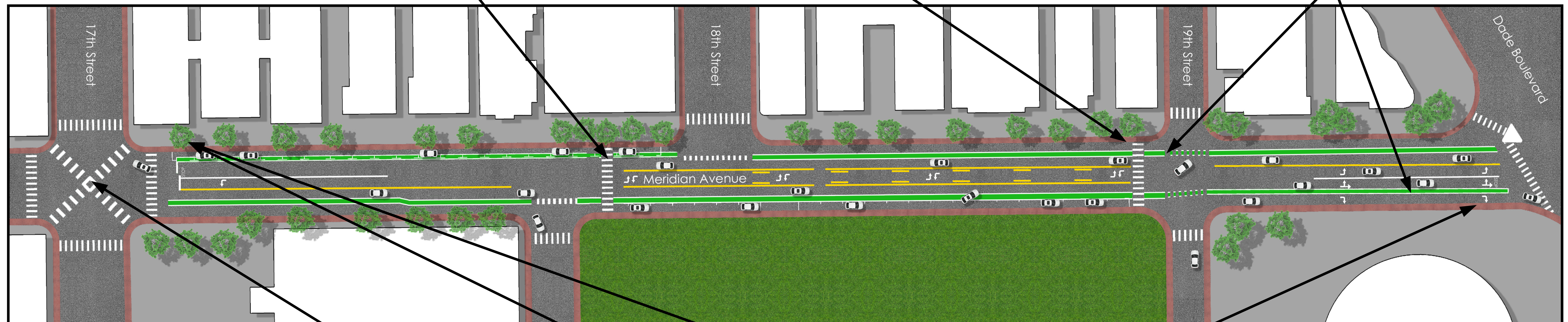
Signalized Pedestrian Crossing



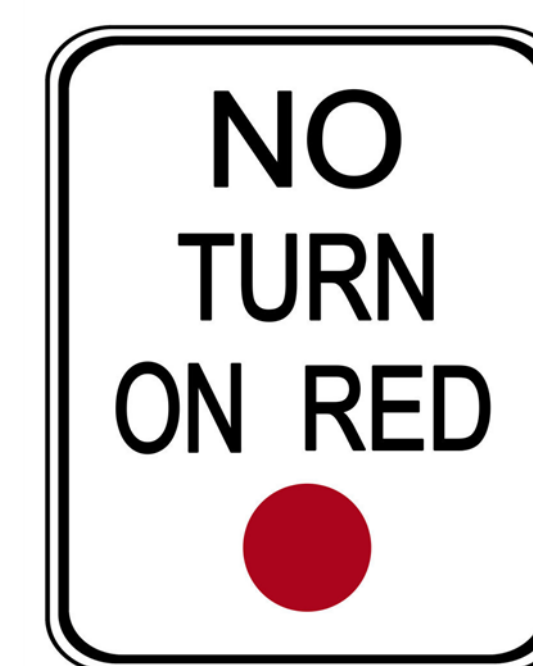
Rapid Flash Beacon



Bike Lanes



Barnes Dance/Pedestrian Scramble



Signage

**\* Preferred Alternative  
Subject to County  
Approval**





Note: Concepts subject to the review and approval by Miami-Dade County staff



Note: Concepts subject to the review and approval by Miami-Dade County staff



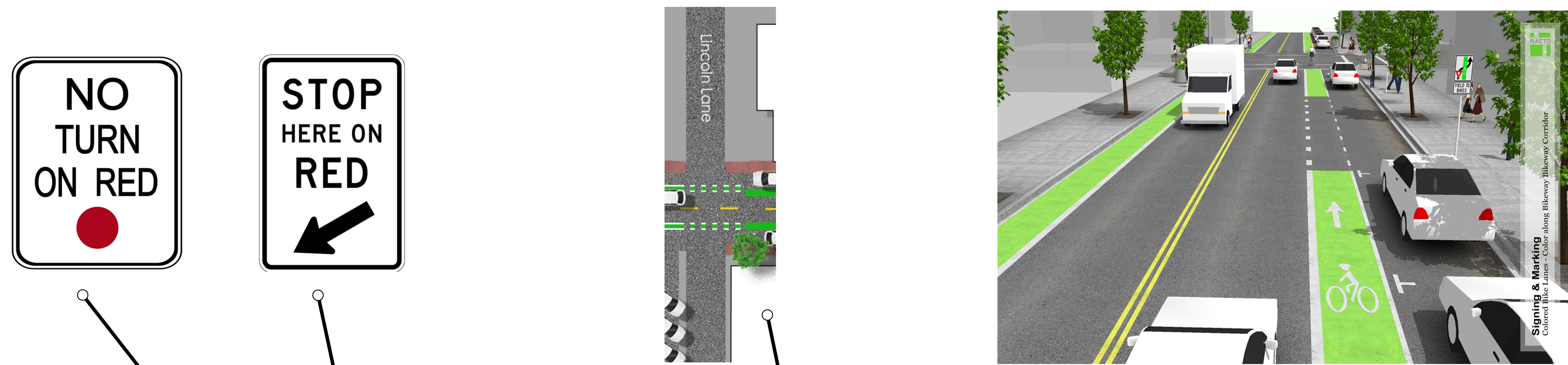


Note: Concepts subject to the review and approval by Miami-Dade County staff



Note: Concepts subject to the review and approval by Miami-Dade County staff

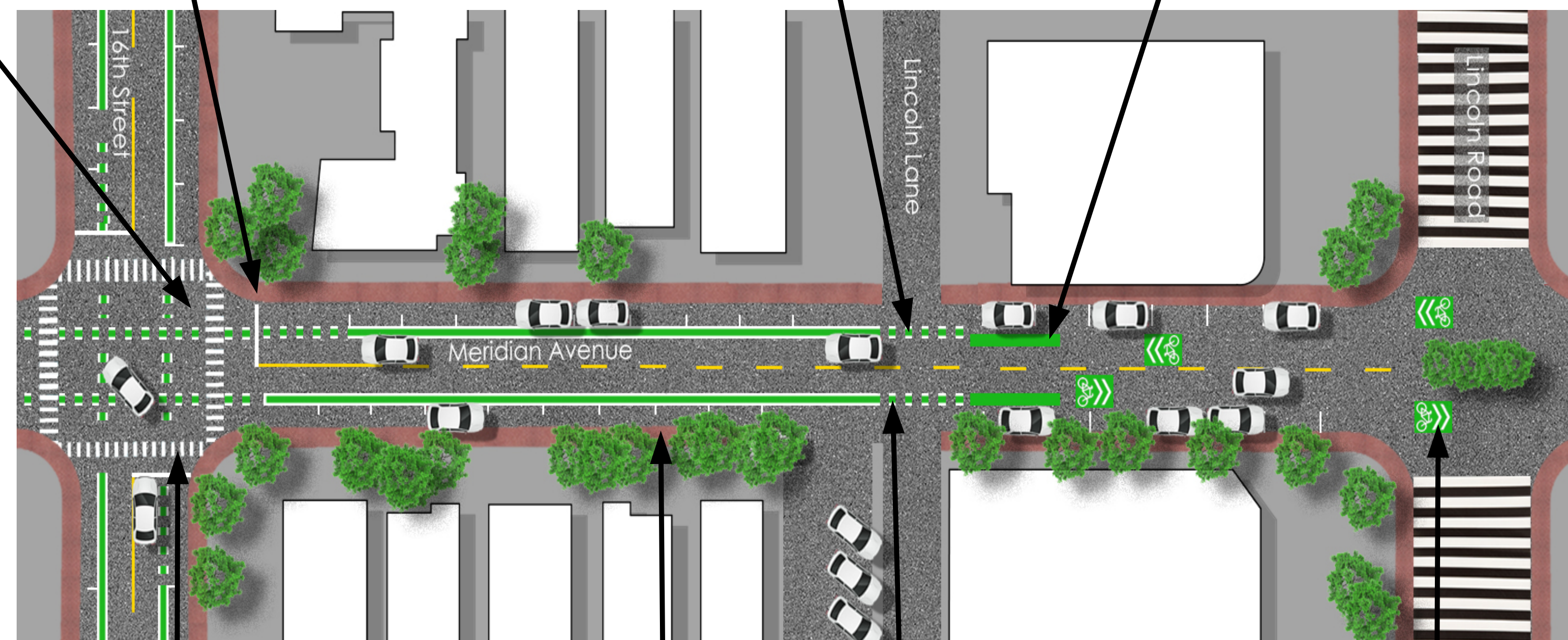




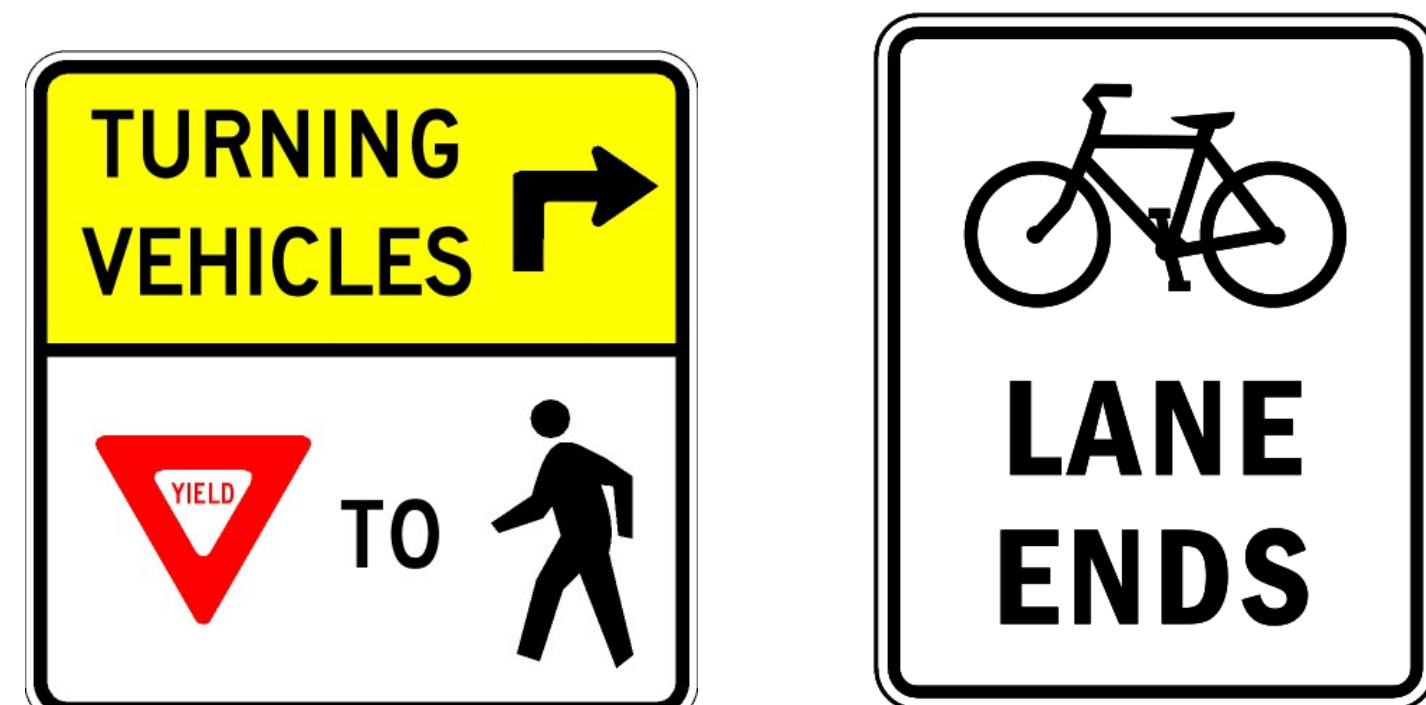
Signage

Intersection Markings

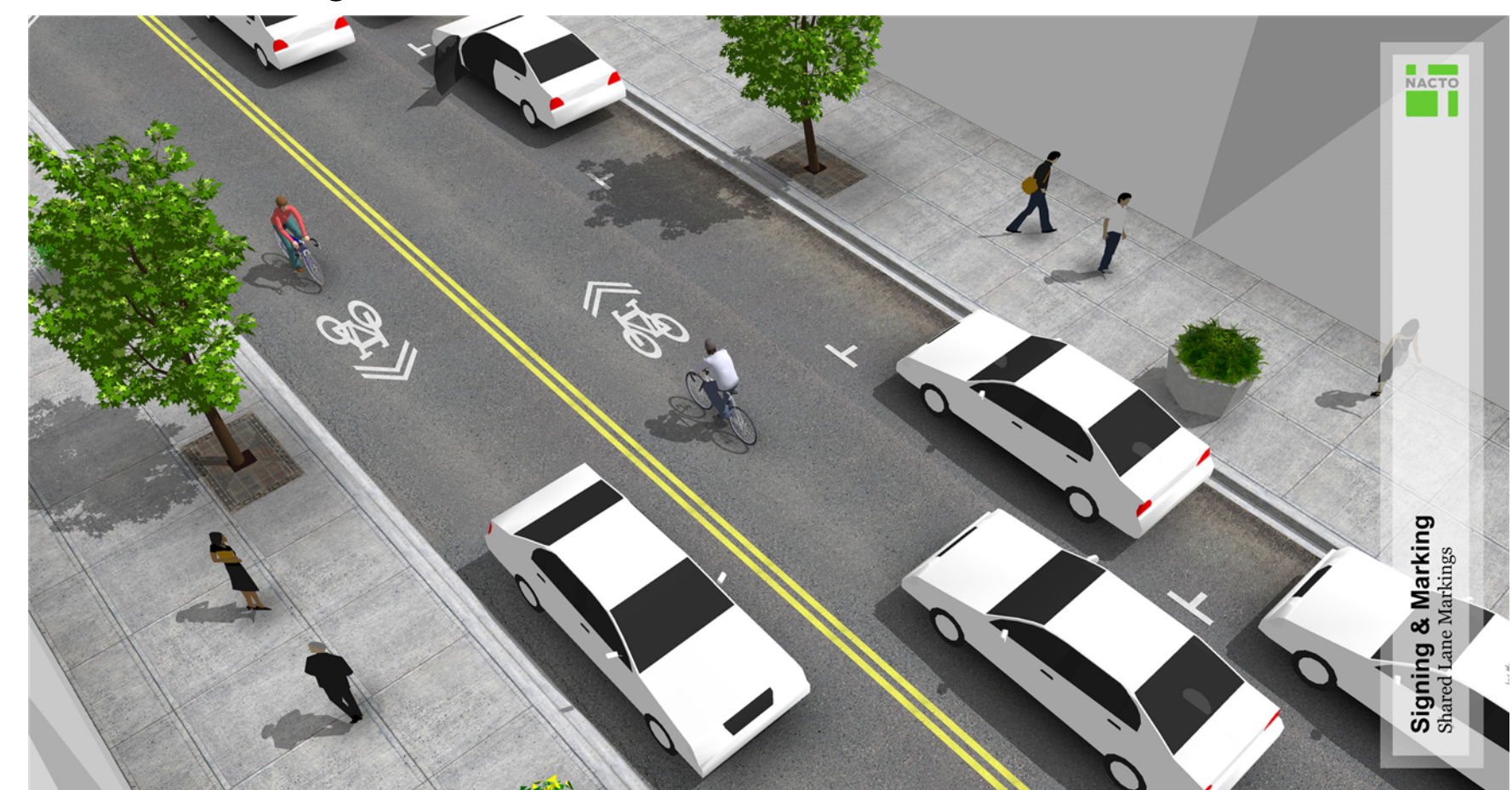
Bike Lanes



Intersection Crossing Markings



Signage



Shared Lanes



# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING EXPANDING THE BOUNDARIES FOR THE PACKAGE SALES OF ALCOHOLIC BEVERAGES (WHICH INCLUDE SALES OF ALCOHOL FOR OFF-PREMISES CONSUMPTION) IN THE MXE (MIXED USE ENTERTAINMENT DISTRICT) AND ABUTTING AREAS**

---

**ANALYSIS:**

Discussion at Committee.

**ATTACHMENTS:**

| Description              |                               | Type  |
|--------------------------|-------------------------------|-------|
| <input type="checkbox"/> | July 25 Commission Memo - C4D | Memo  |
| <input type="checkbox"/> | Attachment - email            | Other |
| <input type="checkbox"/> | Attachment                    | Other |

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Michael Gongora  
DATE: July 25, 2018

SUBJECT: REFERRAL TO THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE TO DISCUSS EXPANDING THE BOUNDARIES FOR THE PACKAGE SALES OF ALCOHOLIC BEVERAGES (WHICH INCLUDE SALES OF ALCOHOL FOR OFF-PREMISES CONSUMPTION) IN THE MXE (MIXED USE ENTERTAINMENT DISTRICT) AND ABUTTING AREAS.

---

### **ANALYSIS**

Please place on the July 25 agenda, a referral to the Neighborhood/Community Affairs Committee to discuss expanding the boundaries for the package sales of alcoholic beverages (which include sales of alcohol for off-premises consumption) in the MXE (mixed use entertainment district). Please feel to contact my Aide Diana Fontani Martinez for further details at extension 6722.

**Legislative**                      **Tracking**  
Commissioner Michael Gongora

### ATTACHMENTS:

Description

- 📎 [Attachment - email](#)
- 📎 [Attachment](#)



## Cardillo, Lilia

---

**From:** Fontani, Diana  
**Sent:** Tuesday, July 17, 2018 12:19 PM  
**To:** Cardillo, Lilia  
**Cc:** Granado, Rafael  
**Subject:** FW: CPS2 Package Stores  
**Attachments:** Establishments with Packaged Sales (CPS-2).pdf

Hi Lilia,

Can you please add this email and attachment to Gongora's item on MEX District Boundaries to the July 25 agenda? I am having troubling printing the attachment in color and size. Please confirm.

Thank you,

Diana

---

**From:** Mooney, Thomas  
**Sent:** Tuesday, July 17, 2018 11:55 AM  
**To:** Gongora, Michael  
**Cc:** Fontani, Diana  
**Subject:** CPS2 Package Stores

Good Morning Comm. Gongora

The following is a list of retail liquor establishments (including Liquor, Beer & Wine) located in the CPS-2 Zoning District that are allowed to sell alcohol until 12:00 am midnight:

Liquor stores:

1. Surf Liquor at 544 Washington Ave
2. Walgreen Liquor 501 Collins Ave (door on 5<sup>th</sup> Street)

Convenience stores:

1. Walgreens regular section (not the liquor store part which is one of above) at 501 Collins Ave
2. CVS at 555 Washington Ave
3. Calle 6 Food Market at 630 6<sup>th</sup> Street

Take out Deli:

1. Europa Deli at 425 Washington Ave

As shown on the attached map, the area is bounded by 4<sup>th</sup> Street on the south, Ocean Drive on East, Euclid Avenue on the west and 6<sup>th</sup> Street on north. The adjacent areas zoned CD-2 and MXE have the 8:00 pm closing time for retail liquor sales. The attached map shows the 2 locations in the CD-2 and MXE zones, which are in close proximity to the CPS-2 area.

Let me know if you need any additional information, or you would like to discuss.

Tom

# MIAMIBEACH

**Thomas R. Mooney, AICP**

*Planning Director*

PLANNING DEPARTMENT

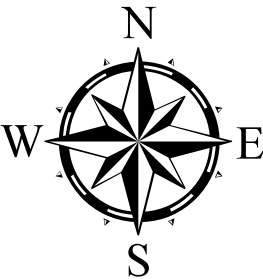
1700 Convention Center Drive, Miami Beach, FL 33139

Tel: 305-673-7000 ext. 6191 / Fax: 305-673-7559 / [www.miamibeachfl.gov](http://www.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.*

**It's easy being Green! Please consider our environment before printing this email.**

# Establishments with package sales in CPS-2



**Legend**

**Establishment type**

Convenience Store

Take out Deli

Package Liquor Stores with 8PM closing

Package Liquor Stores

Proposed 8PM closing Area

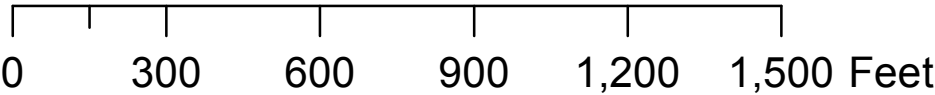
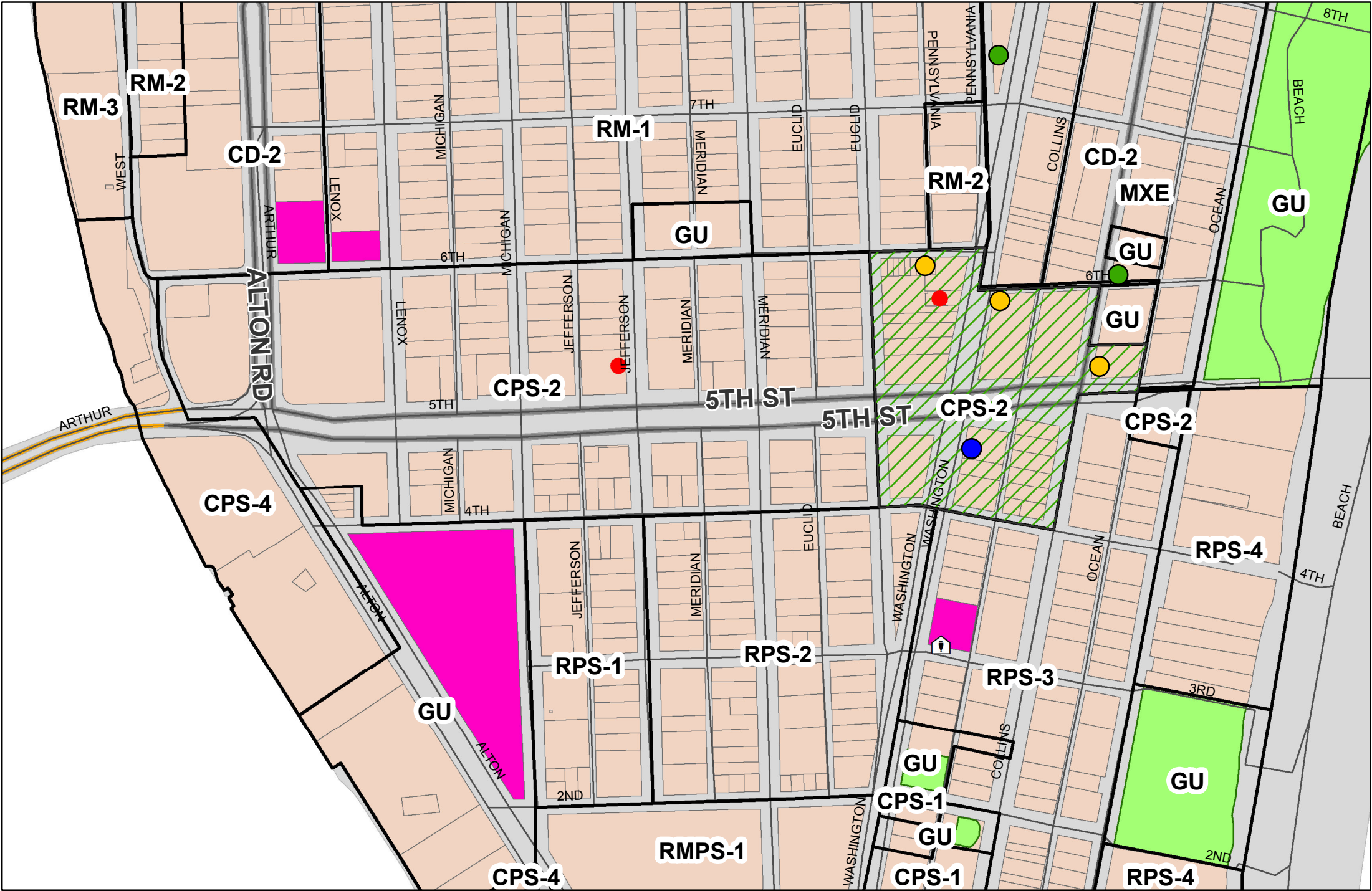
Schools, Religious Inst. or Daycare Centers

Zoning District

Streets

Parks

Parcels



# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING THE REVIEW AND ANALYSIS OF EXTRANEIOUS  
AND POTENTIALLY OUTDATED LEGISLATION IN MIAMI BEACH**

---

**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING THE PUMP NEXT TO 1410 WEST 21 STREET, WHICH IS RUINING THE QUALITY OF LIFE AND DAMAGED THE PROPERTY, POOL AND SEAWALL**

---

**ANALYSIS:**

Discussion at Committee



# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **A. UPDATE ON RUE VENDOME PLAZA ACTIVATION**

**B. DISCUSSION REGARDING THE ACTIVATION AND PROGRAMMING PLAN  
FOR RUE VENDOME AND NORMANDY ISLE**

---

**KEY INTENDED OUTCOME:**

Enhance Beauty And Vibrancy Of Urban And Residential Neighborhoods; Focusing On Cleanliness, Historic Assets, In Select Neighborhoods And Redevelopment Areas

**HISTORY:**

A key component of the North Beach Master Plan was to transform the Normandy Isles fountain area into a vibrant, pedestrian-oriented commercial district. The Master Plan recommends that the fountain transition from the previous automobile-centric layout to better accommodate pedestrian activity and connectivity around the corridor.

Within this recommendation, the Master Plan highlighted transforming Rue Vendome into a pedestrian street to create a larger plaza connecting to the Normandy Fountain. The City Commission approved this recommendation during the March 1, 2017 Commission meeting and the Administration moved to close this street and reimagine the space used for on-street parking.

The City permanently closed off Rue Vendome on Friday, March 31, 2018. Staff further contracted with the urban design firm, Street Plans, to create an art deco sunburst mural which is currently painted on Rue Vendome. Additionally, staff worked with Greenspace Management to enhance the plaza by block the sides of the street with planters and installed bistro lights throughout the plaza to increase visibility and activity. This activation was completed on April 7, 2018 with a celebration on the regularly scheduled First Friday music night that includes food trucks and family music entertainment. Likewise, the regularly scheduled Farmer's Market was activated on Saturday mornings with a diverse group of products, florals and other small commercial items.

During the Finance and Citywide Projects Committee ("FCWPC") on June 29, 2018 the Committee expressed concern that Rue Vendome needed additional activities during the week and weekend. Accordingly, the Committee directed Staff to explore and create an activation plan for Rue Vendome that included programming of events that would encourage and attract community and neighborhood engagement and to explore the creation of a user friendly, and easy to activate special events permit to allow such additional activation in Rue Vendome in the short term. Staff was asked to return with viable ideas and a draft budget for a short-term activation.

At the July 2, 2018 Commission meeting, rather than add to the agenda a discussion item on Rue Vendome activation as requested by Commissioner Rosen Gonzalez, the item was referred to the July 25, 2018 Commission meeting.

This item was further discussed at the Finance and Citywide Projects Committee meeting on July 27, 2018. The Committee directed the Administration to research outside consulting agencies that could support the programming, marketing, and branding of Normandy Isle. This agency would leverage the current City-wide programs that occur on Rue Vendome.

Staff has been working on a short-term activation for Rue Vendome that would allow for weekly and daily programming in the plaza. The goal of these programs is to increase visibility of the local businesses in Normandy Isle and to create a place for North Beach residents to gather and engage with one another, supporting the idea of placemaking in this corridor. This has included creating a temporary pop-up park to encourage people to relax, sit and play in the plaza throughout the week. Additionally, beginning August 27th, NoBe Yoga began offering free yoga and meditation classes every Tuesday and Thursday evening.

Although acceptance of the recommendation to solicit proposals for Rue Vendome programming was during the September 12, 2018 Commission agenda for consideration, in response to the Committee direction to bring ideas to the September 14, 2018 meeting, staff began researching various agencies in Miami-Dade County that could provide the desired programming and branding for Rue Vendome. As directed by the Committee, the desire is to have an entity to create site-specific programming and a local marketing plan to help lift up North Beach and attract new patrons to the area. In addition, the entity would work with the local businesses surrounding Rue Vendome to strengthen their brand and internal operations.

Staff reached out to three agencies in the community:

**Prism Creative Group:** A local branding and marketing firm that specializes in creative placemaking and site-specific programming. Prism Group has been retained by various municipalities and agencies such as the Miami Downtown Development Authority to activate underused public spaces. This firm has expressed interest with working with the City of Miami Beach and has submitted an overview of proposed activities which is attached herein as Exhibit A

**Super Market Creative:** A local creative studio and experiential event production company, this firm specializes in branding and design of place. They work directly with businesses and creatives to expand their audience and customer base through innovative strategies. Their clients range from Citi Bike Miami to the Eden Roc Miami Beach Hotel. Super Market Creative has expressed interest in collaborating with the City on this project, and is currently working on an overview of potential ideas for the purpose of programming Rue Vendome.

**Wow MKTG:** A multidimensional marketing agency that helps to create better user and customer experience through intentional development of events, campaigns and strategies. They have worked with a wide range of clients from The Children's Trust, Univision, and Adrienne Arsht Center. This agency has not responded to Staff's inquiry.

Based on the initial responses from both Prism Creative Group and Super Market Creative, the firms have put forward contemplated ideas for a fee of \$25,000 for 3 months. Therefore, it is estimated that the annual expenditure for these services would be approximately \$100,000.

Procurement had advised that the pathway to securing these services could involve securing a budget and then pursuing one of 2 options for implementation:

1. Authorize the issuance of an RFP.
2. Approve a waiver of bid and move forward to begin negotiating a contract.

### **ANALYSIS:**

This item was heard during the September 14, 2018 Finance and Citywide Projects Committee where staff informed the Committee that after discussing community programming with the three potential consulting agencies, staff recommended opening discussions with Prism Creative Group, a consultant specializing in strengthening small business growth and elevating the unique narrative of a particular neighborhood and who will be performing similar programming in Lummus Park, and explore whether similar programming can be performed in the Rue Vendome/Normandy Isle and North Beach communities.

At the September 14, 2019 Finance and Citywide Project Committee, the Committee requested that TCED work with Procurement to explore securing additional community programming services with Prism Creative Group for the Rue Vendome/Normandy Isle and North Beach communities and return to Committee with updated details. The Committee requested that the services compliment community businesses, are measureable, family oriented and don't interfere with other City activities.

### **CONCLUSION:**

TCED will collaborate with Procurement to explore additional community programming services with Prism Creative Group for the Rue Vendome/Normandy Isle and North Beach communities and is scheduled to return to FCWPC with updated details. The Committee requested that the services compliment community businesses, are measureable, family oriented and don't conflict with other City activities.

### **ATTACHMENTS:**

| Description | Type |
|-------------|------|
| □ Exhibit A | Memo |

## **Normandy Fountain Concert Series Proposal**

Event Management // Marketing // Community Outreach

**Prism Creative Group** will help brand the Normandy Fountain into a commercial destination by transforming an underperforming intersection into a cultural hub for the community. Through programming, events, and an engaged digital presence, we will essentially help establish the neighborhood as a vibrant social and communal destination. Leveraging our community building expertise and North Beach's residents, we will target the local pulse interested in creative experiences and a deeper understanding of their city.

### **Event Management & Marketing Deliverables**

#### **Marketing & Storytelling.....\$4,000/month**

- Spotighting Normandy Fountain as a historical and cultural destination in event marketing and editorial efforts
- Highlighting local businesses, public spaces, surrounding to increase residual value of the neighborhood for residents and visitors
- Fostering community partnerships that strengthens current partnerships, outreaches to possible future collaborative efforts, and targets creative influencers.
- Work alongside the City of Miami Beach team to drive month to month attendance by generating buzz, excitement, and strengthen the overall vitality of resident and visitors.

#### **Establishing a Strategy and Content Curation**

*Marketing efforts made by PCG are supplementary to the efforts to promote all events and content put forth by City of Miami Beach and its partners\**

Work alongside the City of Miami Beach team marketing team to drive attendance by generating buzz, excitement, and strengthen the overall vitality of the arts community. The variety of storytelling pillars the series will spotlight will live on the Prism blog, and potential editorial inclusion on Miami.com, Time Out Miami, and The Freehand Miami blog. These series can eventually be expanded for larger coverage of the entire North Beach and its initiatives:

- Business Spotlights: In-depth guides and listicles accentuating all aspects of experiences, previews, overviews, and any necessary updates, teasers, or announcements
- Interviews: Potential conversations with retailers, artists, retailers, chefs, producers, musicians, etc.
- Culture Guide Spotlight: Featured on Miami.com, The Freehand blog, and blasted to our newsletter base of over 50,000 subscribers

### **Prism Creative Group Media Partners**

- Miami.com, official online affiliate to The Miami Herald – 250k unique viewers/month
- Time Out – 100k unique viewers/month
- The Freehand Miami Blog – 20k unique viewers/month

### **Storytelling & Marketing Deliverables.....**

- **Social Media Promotion:** Combined reach of 35,000 followers on Facebook, Instagram, Twitter over three platforms including Prism, Support Local FL, & Culture Crusaders—  
(4) posts per month
  - **Facebook Advertising Boost: (1) boost for \$150-\$200 during entire campaign.** Boost on PCG page to local and SFL target audience. *\*Cost for photo and video shoots are additional.*
  - **Create, Host & Maintain Facebook Event**
  - **“Upcoming Monthly Events” feature in Prism’s Instagram scroller**
- **Editorial/Blog:** (1) editorial content pieces per month to 15,000 unique impressions a month on the Prism Blog and editorial opportunities like our bi-monthly Culture Guide on Miami.com to over 250,000 impressions. Content includes programming highlights, performance videos, activations, etc.
- **Newsletter:** (2) blasts per month to 50,000 local subscribers including cultural enthusiasts, curious locals, etc. Promotional inclusion in (2x) blasts to include programming, performances, experiences, and relevant blog posts.
- **Culture Guide:** (1) during entire campaign. Inclusion in Prism’s bi-monthly cultural guide on Miami.com (250K views/month)
- **Monthly Marketing Reports:** Will send monthly reports including impressions, views, engagements across social media promotions, newsletters, and event marketing
- **Metrics of Success:**
  - Number of Event Attendee’s (our events on average see 600-1,000 ppl)
  - Number of Returning Attendee’s
  - Food & Beverage Sales
  - Approximated Pedestrian Traffic

### **Marketing Support:**

*Marketing efforts made by PCG are supplementary to the efforts to promote all events and content put forth by City of Miami and its partners\**



- Spearhead content, event, and design collateral including final program calendar and event flyer
- Work alongside the City of Miami Beach team to generate a distribution circuit for calendar as well as social media/newsletter releases

**Community Outreach.....\$1,000.00**

- Engage the Normandy businesses to evaluate local business participation in programming, pop-up opportunities, and assess key offerings for consumers
- Create a final report evaluating key learnings on business owner roadblocks, difficulties, and understand partnership to encourage them to be excited about Rue Vendome programming

## **Event Management**

**Event Production & Management.....\$4,000/month**

- Curate and concept (1) turn-key crafted concert series with content provided by local entities, vendors, and collaborators
- Consult and coordinate experiential elements for yoga/wellness events, First Friday, and Farmer's Markets
- Book and coordinate all musical talent/acts
- Create the timeline, objectives, and logistics for each portion of the programming calendar
- Coordinate artisanal and culinary vendors for monthly programming

Prism Creative Group fees for City of Miami Beach will be \$25,000.00 per month for a period of (3) three months starting October-December. 50% deposit \$8,000.00 is due upon contract signing. Please note that this figure does not include event production budgets and venue costs\*

This agreement may be cancelled by either party at any time by delivering thirty (30) days prior written notice to the either party.

Isabella Acker  
Founder, Prism Creative Group

Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING THE INTEREST OF THE COMMISSION IN  
OPERATING ELECTRIC SCOOTERS AT ALL AND THE POSSIBILITY OF A  
FUTURE PILOT PROGRAM**

---

**ANALYSIS:**  
Discussion at Committee.

**ATTACHMENTS:**

| Description   | Type  |
|---|-------|
| □ LTC 269-2018 New Enforcement Initiative Re_ Motorized Devices | Other |

# MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC# 269-2018

## LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: May 15, 2018

SUBJECT: New Enforcement Initiative Re: Motorized Devices

This Letter to Commission (LTC) is prepared to advise the Mayor and Commission of a new enforcement initiative underway by the Police Department regarding certain motorized devices that are operated in the City of Miami Beach in violation of state law. Based on conferral with the City Attorney's Office, the Police Department has concluded that certain newer-style motorized devices (visual examples attached) are not permitted to be operated on city streets or public property in Florida. Many of these devices are routinely rented and ridden throughout the City and South Beach in particular. Members of the Commission are well familiar with complaints we have all received about the manner in which these devices are operated. They have become a public safety hazard.

The new determination that these types of devices are unlawful has resulted in an immediate effort by the Police Department and Code Enforcement to warn the local businesses that are renting such devices to cease and desist from doing so. The warning notice, attached, is being hand-delivered by Code Enforcement personnel to the impacted businesses in Miami Beach this week.

Enforcement by the Police Department will begin this weekend. Drivers of these types of motorized devices will be stopped by our police officers and given a Uniformed Traffic Citation under F.S. 316.605, which governs the licensing of vehicles and requires a proper state Tag/License Plate. Since these motorized devices are ineligible to obtain such a tag, operating such a device is a traffic offense. The motorized devices will be impounded.

This is not the first time the Police Department has engaged in such an effort. Members of the Commission may recall when the triangle-style motorized scooters known as "trikes" used to be operated in Miami Beach. In 2015, the MBPD made a similar determination that those devices were not legal on public streets, engaged in a similar notice and enforcement effort, and eliminated those devices from our city streets.

Chief Oates is prepared to answer any questions Commissioners may have regarding this enforcement effort.

### ATTACHMENTS

JLM:DJO

JLM:DJO:tr





**Miami Beach Police Department**, 1100 Washington Ave, Miami Beach, FL 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)  
**OFFICE OF THE CHIEF OF POLICE**  
Tel: 305.673.7925, E-mail: [danieloates@miamibeachfl.gov](mailto:danieloates@miamibeachfl.gov)

## **NOTICE**

RE: Rental of Motorized Scooters and Other Vehicles which must be Registered and Licensed

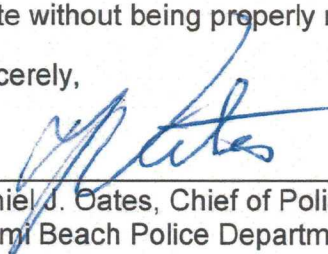
Dear Sir or Madam:

Please be advised that all motorized scooters and other vehicles must be licensed and registered with the State of Florida Department of Highway Safety and Motor Vehicles before being legally operated upon City streets or other public property.

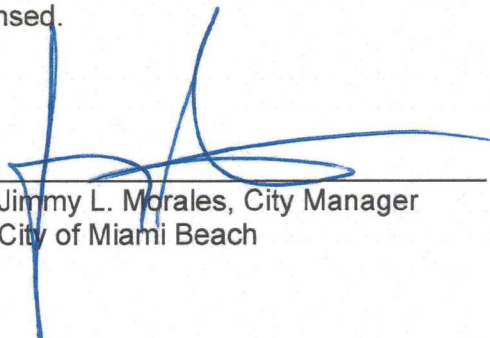
Florida law does not authorize motorized scooters to be registered and licensed and, therefore, they cannot be legally operated on public roadways within the City of Miami Beach. Additionally, any other vehicles you are renting to customers that have not been properly registered or fail to display a license tag are not permitted to be legally operated on public roadways. Furthermore, motorized scooters, and various other motorized vehicles that you are renting, are prohibited on public property including bicycle paths, sidewalks and sidewalk areas pursuant to Section 316.1995 of the Florida Statutes. You and/or your business are legally responsible for any vehicles that are rented for use on the public roadways without having been properly registered and licensed.

This Notice shall serve as formal notification that the City of Miami Beach will take all appropriate enforcement action to ensure that these motorized scooters and other vehicles are properly registered and licensed, in compliance with Florida law, prior to being operated on public roadways. The enforcement may include, but is not limited to, issuing uniform traffic infraction citation(s) for failing to have a registration certificate, or the failure to have the vehicle properly licensed. Furthermore, you (as the owner) may be subject to criminal charges for failure to register these vehicles, if such motorized scooters or other motorized vehicles are operated on the public roadways without being properly registered, and you are also subject to the impoundment of these motorized scooters and vehicles which cannot be legally operated on the public roadways of this State without being properly registered and licensed.

Sincerely,



\_\_\_\_\_  
Daniel J. Oates, Chief of Police  
Miami Beach Police Department



\_\_\_\_\_  
Jimmy L. Morales, City Manager  
City of Miami Beach

RECEIVED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_









# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING THE REMOVAL OF THE PERMANENT BENCHES  
NEAR THE LUMMUS PARK SIGN AS A PUBLIC SAFETY MEASURE**

---

**ANALYSIS:**

Discussion at Committee.

**ATTACHMENTS:**

| Description  | Type |
|--|------|
| <input type="checkbox"/> Bench Removal Lummus Park - 7-25-18 Commission - R9 X | Memo |

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Commissioner Michael Gongora  
DATE: July 25, 2018

SUBJECT: DISCUSSION REGARDING THE REMOVAL OF THE PERMANENT BENCHES  
NEAR THE LUMMUS PARK SIGN AS A PUBLIC SAFETY MEASURE.

---

### **ANALYSIS**

Please place on the July 25 Commission agenda, a discussion regarding the removal of the permanent benches near Lummus Park as a public safety measure. Please feel free to contact my Aide Diana Fontani Martinez at ext 6722 for additional information.

### **Legislative Tracking**

Commissioner Michael Gongora

### **ATTACHMENTS:**

#### **Description**

- Bench Photo





# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: September 26, 2018

SUBJECT: **DISCUSSION REGARDING CO-NAMING 75<sup>TH</sup> STREET FROM DICKENS AVENUE TO HARDING AVENUE AS “RABBI ABRAMOWITZ WAY”**

### **HISTORY:**

Rabbi Mayer Abramowitz was the spiritual leader of Temple Menorah for 45 years. In recognition of his positive impact in the community and pursuant to Commissioner Michael Gongora’s request, an item was referred to the Neighborhood/Community Affairs Committee (NCAC) at the April 11, 2018 City Commission meeting. The item concerned the potential co-naming of a street in North Beach for Rabbi Mayer Abramowitz. The referral to NCAC included a discussion of amendments to Section 82-503(c) of the City Code which was required in order to allow for this potential co-naming of a City street. At the May 22, 2018 NCAC meeting, the Committee recommended that the City Code be amended to allow for the co-naming of streets for spiritual leaders. Pursuant to the recommendation from the NCAC, an Ordinance was drafted amending the City Code to allow City streets to be co-named for a deceased person who served as the spiritual leader of a prominent religious institution in the City of Miami Beach for 35 or more years and resided in the City of Miami Beach.

The First Reading of the proposed Ordinance occurred at the June 6, 2018 City Commission meeting. At the meeting, the City Commission requested that an amendment be made to the proposed Ordinance to include a sunset provision of July 1, 2019. The Ordinance was approved unanimously on Second Reading at the July 25, 2018 City Commission Meeting and Ordinance No. 2018-4209 was adopted. Following the adoption of Ordinance No. 2018-4209, this discussion item, to consider and review the proposed co-naming, was referred to NCAC at the September 12, 2018 City Commission meeting.

### **ANALYSIS:**

Pursuant to Section 82-503(c)(2) of the City Code, in order for a co-naming request to be considered, it must first be approved by the NCAC (Committee). Rabbi Mayer Abramowitz meets the new co-naming criteria established in Section of 82-503(c)(1) and (c)(2), and as such, the co-naming of 75th Street between Dickens Avenue and Harding Avenue as “Rabbi Abramowitz Way” has been sponsored by Commissioner Michael Gongora.

If recommended by the NCAC, the proposed co-naming requires the City Commission call a public hearing with proper notice in a newspaper of general circulation in the City. At the close of the public hearing, the City Commission may approve the request. Any request to co-name a street or portion thereof pursuant to subsection 82-503 must be approved by a 5/7th vote of the City Commission.

Additionally, if the co-naming is approved by both the NCAC and the City Commission, the co-naming request must be sponsored by a County Commissioner and approved by the Board of County Commissioners (BCC). For previous co-namings of streets, once the request has been approved by the BCC, the City has worked with

the Miami-Dade County Department of Transportation and Public Works to implement the signage. The cost for ground mounted signs is approximately \$200 per sign and \$75 for presentation plates. The County does not typically install or replace internally illuminated street name signs at signalized intersections as a result of street co-namings. If the City wishes to pursue the installation of these signs, the work would need to be performed by a contractor via a construction permit. The installation of internally illuminated street name signs at signalized intersections would cost approximately \$3,000 per signalized intersection.

**CONCLUSION:**

The co-naming of 75th Street between Dickens Avenue and Harding Avenue as “Rabbi Abramowitz Way” is being presented to the NCAC for its discussion and consideration relative to a recommendation to the City Commission.