

# MIAMI BEACH

## Neighborhood/Community Affairs Committee Meeting

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

January 28, 2019 - 1:00 PM

Commissioner Micky Steinberg, Chair

Commissioner Michael Góngora, Vice-Chair

Commissioner Joy Malakoff, Member

Commissioner John Elizabeth Alemán, Alternate

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## **OLD BUSINESS**

1. **DISCUSSION REGARDING CRIME IN MIAMI BEACH**  
February 14, 2018 - R9 X  
Sponsored by Commissioner Góngora  
Police
2. **DISCUSSION REGARDING NAMING FOR THE NEW NORTHERN CONVENTION CENTER PARK AND THE MAIN CONVENTION CENTER PARK**  
May 16, 2018 - C4 AK  
Tourism and Culture
3. **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
4. **DISCUSSION REGARDING UNDERGROUNDING FOR NORTH BAY ROAD AND ALTON ROAD**  
May 16, 2018 - R7 O  
Sponsored by Commissioner Aleman  
Public Works  
**Status: Supplemental updated on 1/25/2019.**
5. **DISCUSSION TO EXPLORE ADDITIONAL AVENUES FOR PUBLIC ENGAGEMENT**  
June 6, 2018 - C4 Q  
Sponsored by Commissioner Samuelian  
Marketing and Communications
6. **DISCUSSION REGARDING REGISTERING AND PROVIDING SPECIAL IDENTIFICATION TO ALL RESIDENTS AND EMPLOYEES OF THE CITY OF MIAMI BEACH SO THAT IN**

**THE EVENT OF A HURRICANE, OR OTHER DISASTER, REQUIRING EVACUATION,  
THERE IS A WAY TO EASILY IDENTIFY RESIDENTS AND EMPLOYEES SO THEY CAN  
RETURN TO THEIR HOMES AND THEIR JOBS EXPEDITIOUSLY**

June 6, 2018 - C4 U

Sponsored by Commissioner Rosen Gonzalez

Emergency Management

**7. DISCUSSION REGARDING THE REVIEW AND ANALYSIS OF EXTRANEOUS AND  
POTENTIALLY OUTDATED LEGISLATION IN MIAMI BEACH**

July 25, 2018 - C4 E

Sponsored by Commissioner Góngora

Office of the City Attorney

**8. DISCUSSION TO INITIATE THE PROCESS OF NAMING THE MID-BEACH COMMUNITY  
PARK (PAR 3).**

September 12, 2018 C4 M

Sponsored by Commissioner Alemán

Parks and Recreation Department

**9. DISCUSSION REGARDING THE PLACEMENT OF A COMMEMORATIVE PLAQUE  
OR OTHER MONUMENT OR MEMORIAL AT THE PAR 3/MID-BEACH COMMUNITY  
PARK IN HONOR OF FORMER COMMISSIONER JORGE R. EXPOSITO**

November 14, 2018 - C4 T

Sponsored by Commissioner Góngora & Co-sponsored by Commissioner Alemán

Parks and Recreation

**Status: Supplemental updated on 1/25/2019.**

**10. DISCUSSION REARDING THE PARKS AND RECREATIONAL FACILITIES ADVISORY  
BOARD'S MOTION #3 AND #4 FROM THEIR DECEMBER 11, 2018 MEETING REGARDING  
VIA LTC # 644-2018 THEIR RECOMMENDATION FOR THE PAR 3 NAMING PROCESS AND  
THEIR SUPPORT FOR A PERMANENT PLAQUE, BENCH OR INSTALLATION IN THE  
PAR 3 TO MEMORIALIZE COMMISSIONER EXPOSITO, TO HAVE THESE MOTIONS PART  
OF CURRENT NCAC COMMITTEE ITEMS TITLED "DISCUSSION TO INITIATE THE  
PROCESS OF NAMING THE MID-BEACH COMMUNITY PARK (PAR 3)" AND  
"DISCUSSION REGARDING THE PLACEMENT OF A COMMEMORATIVE PLAQUE, OR  
OTHER MONUMENT OR MEMORIAL, AT THE PAR 3/MID-BEACH COMMUNITY PARK IN  
HONOR OF FORMER COMMISSIONER JORGE R. EXPOSITO**

January 16, 2019 - C4 N

Sponsored by Commissioner Alemán & Co-sponsored by Commissioner Góngora

Parks and Recreation

**Status: Supplemental updated on 1/25/2019.**

**11. DISCUSSION REGARDING ESTABLISHING A PILOT PROGRAM FOR DOCKED  
ELECTRIC ASSISTED BICYCLE SHARING SERVICES**

October 17, 2018 - C4 J

Sponsored by Commissioner Arriola

Transportation

**12. DISCUSSION TO CONSIDER THE MOTION BY THE LGBTQ ADVISORY COMMITTEE  
FOR THE CITY OF MIAMI BEACH TO PROVIDE IN PERSON DIVERSITY TRAINING FOR  
CITY EMPLOYEES**



November 14, 2018 - C4 I

Sponsored by Commissioner Góngora  
Organizational Development Performance Initiatives

13. **DISCUSSION REGARDING THE IMPLEMENTATION OF A PEDESTRIAN SCRAMBLE INTERSECTION IN MIAMI BEACH**

November 14, 2018 - C7 H

Sponsored by Commissioner Rosen Gonzalez  
Transportation

**NEW BUSINESS**

14. **DISCUSSION TO CONSIDER REPEALING CERTAIN PORTIONS OF RESOLUTION 2018-30261 ADDRESSING THE BUSINESS TAX RECEIPT PROCESS**

December 12, 2018 - C4 O

Housing and Community Services

15. **DISCUSSION TO CONSIDER CONCEPTS FOR THE NORTH BAY ROAD NEIGHBORHOOD GREENWAY**

December 12, 2018 - C4 P

Transportation

**Status: Item deferred to the February 2019 NCAC meeting.**

16. **DISCUSSION TO CONSIDER CONCEPTS FOR THE NORTH BEACH NEIGHBORHOOD GREENWAY**

December 12, 2018 - C4 Q

Transportation

17. **DISCUSSION TO CONSIDER CONCEPTS FOR THE BAY DRIVE NEIGHBORHOOD GREENWAY**

December 12, 2018 - C4 R

Transportation

18. **DISCUSSION TO CONSIDER A PROPOSAL TO ESTABLISH A MONUMENT (COMMEMORATIVE PLAQUE) AT THE RAINBOW CROSSWALK LOCATED AT 12TH STREET AND OCEAN DRIVE**

December 12, 2018 - C4 T

Sponsored by Commissioner Góngora  
Parks and Recreation/Office of City Attorney

**DEFERRED ITEMS**

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

December 13, 2017 - C4 A

Transportation

**Status: Deferred pending community meeting.**

20. **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

Property Management

**Status: Deferred pending implementation of 6 month pilot program. Prototype will be ready by the end of February.**

21. **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, 2018 - R9 W

Sponsored by Commissioner Góngora

Economic Development

**Status: Deferred pending the final designs of storefront coverings from DASH students.**

22. **DISCUSSION REGARDING SAND SIFTING, BEACH CLEANING AND MAINTENANCE**

June 6, 2018 - C4 T

Sponsored by Commissioner Góngora

Beach Maintenance

**Status: Deferred pending information from local beach sifting and maintenance companies.**

23. **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/Legal

**Status: Deferred pending the results of the two pilot programs in Miami Dade County and research on the potential use of the bike lanes.**

24. **DISCUSSION REGARDING THE FITUR LATIN AMERICAN TOURISM FESTIVAL**

September 12, 2018 - C4 K

Sponsored by Commissioner Góngora

Tourism and Culture

**Status: Deferred pending Fitur Latin American Tourism Festival tour of Miami Beach or a proposed financial package for the event.**

25. **DISCUSSION REGARDING JIM MORRISON'S LIGHTING OPTION PROPOSAL**

October 17, 2018 - C7 O

Property Management

**Status: Deferred pending review by the Design Review Board.**

26. **DISCUSSION REGARDING THE RULES AND REGULATIONS AS THEY PERTAIN TO SURFING ON THE BEACH**

November 14, 2018 - C4 H

Sponsored by Commissioner Samuelian

Economic Development/Ocean Rescue

**Status: Deferred to the February 2019 NCAC per the sponsor's request.**

27. **DISCUSSION REGARDING THE MOTION OF THE DISABILITY ACCESS COMMITTEE THAT RECOMMENDS PROVIDING FUNDING FOR AIRA WAYFINDING TECHNOLOGY**

October 17, 2018 - C4 Q

Sponsored by Commissioner Góngora

Property Management

**Status: Deferred pending presentation of pricing options and allocation of funds for**

**subscription service.**

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# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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

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**ANALYSIS:**

Discussion at Committee.

**ATTACHMENTS:**

Description	Type
 Report on Faena District	Memo

This report has been prepared to review crime issues and police initiatives in the Faena District and along the boardwalk area of Mid Beach as requested by the Neighborhoods Committee. The boundaries included in this analysis are: 28<sup>th</sup> street to the south, 35<sup>th</sup> street to the north, Indian Creek Waterway to the west and the Atlantic Ocean to the east.

A crime analysis comparison of the preceding six month reporting period; July 1<sup>st</sup>, 2017 through January 10<sup>th</sup>, 2018 and July 1<sup>st</sup>, 2018 through January 10<sup>th</sup>, 2019 is outlined below:

- **Calls for service for 2017 through 2018 was 2,948**
  - Of the 2,948 calls, 2,111 or 72% were specifically Police related.
    - 1,608 of these calls, (76%) were self-initiated or follow-up investigations. Of note in this category is that 887 of these calls (42%) were 911 “drop-off” calls.
    - Of the 2,948 calls for service, 837 (28%) were Fire Department related. These type of calls included but not limited to; trauma, back pain, headaches etc.
- The following are the most frequent calls for service from 2017 through 2018:
  - Disturbances – 126
  - Suspicious Persons – 68
  - Traffic Crashes – 54
  - Theft - 34
  - Assaults Domestic– 21
  - Robbery – 4
- UCR Part 1 Crimes where a report was written include:
  - Theft (Beach/other) – 32
  - Burglary/Hotel – 15
  - Robbery – 4
- The total generated Police Reports which include all incident types for 2017 through 2018 was 149.

- **Calls for service for 2018 through 2019 was 1,086**
  - There was a decrease in calls for service by 63.16% as compared to the 2017/2018.
  - Of the 1,086 calls for service, 622 were police related.
  - 151 (24%) of these calls were self-initiated or investigations.
- The following are the most frequent calls for service for 2018 through 2019, which accounted for 61% of the 622 calls for service:
  - Self-initiated – 151
  - Suspicious Persons – 82
  - Theft – 78
  - Disturbances – 73
- UCR Part 1 Crimes where a report was written:
  - Theft (Beach/other) – 78
  - Assaults – 20
  - Sex Assault / Lewd and Lascivious – 11
- The total generated Police Reports which include all incident types for 2018 through 2019 was 178

**The calls for service at the three primary hotels reviewed during the 2017/18 and 2018/19 comparative analysis yielded the following data:**

- Faena                      2017-2018: 70      2018-2019: 18
- Bellamar                   2017-2018: 37      2018-2019: 3
- Greenbriar                2017-2018: 6      2018-2019: 2

Finally, the following police initiatives and proactive activities are currently being deployed to this area of the City:

- A total of four Walking Beat Officers have been assigned to the boardwalk for the entirety of their shift, providing full week coverage. These assignments cover the day and afternoon hours.
- An additional shift officer has been assigned “Watch Order” duties on a daily basis. The officer focuses on the Area 4 community and boardwalk. This assignment has been in place since August of 2018.

- Assigned Walking Beat Officers have been asked to report directly to their areas of responsibility at the beginning of their shifts to avoid delay and ensure continuous coverage during shift and personnel changes.
- Officers use CPTED strategies to provide solutions to boardwalk-specific issues which include conferring with Public Works to clean up encampment prone areas.
- A “TRAC” (Tactical Response to an Area Concern) detail has been apportioned on every shift where officers patrol the boardwalk and the listed area addressing observed concerns. This assignment requires officers to document their activity, and the information gathered is used for further refinement of policing strategies.
- MBPD Homeless Resource Unit responds regularly to address this area; they provide the opportunity for assistance as well as monitoring homeless activity, and assisting with enforcement.
- MBPD and Code Enforcement meet to address violations which are later addressed in Special Master Hearing(s).
- MBPD and the Building Department have met multiple times and the following has been discovered:
  - No pending violations or cases against the Bellamar Hotel.
  - The buildings at 2814 & 2830 Collins Avenue have been deemed unsafe and are set to be demolished in the near future.
- Middle District NRO’s have met with the HOA’s to advise and keep them informed of the ongoing initiatives.
- MBPD’s undercover officers have responded on several occasions to address the activity of persons in the area.
- During the last year, the added proactive details have shown a decrease in both calls for service and reports generated in this area.
- Several significant arrests have been made to include locating subjects dealing in narcotics and subjects which have been involved in committing burglaries.
- Arrests concerning illegal vendors and homeless individuals committing crimes are affected regularly.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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

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### **HISTORY:**

As the renovation of the Miami Beach Convention Center nears completion, there is an opportunity to name the neighboring northern Convention Center Park and the main Convention Center Park to reflect the spirit the new convention center.

**Greater Miami Convention and Visitors Bureau (GMCVB) and City staff** collaborated on the following suggested names for the parks:

#### Main Convention Center Park/P-Lot:

1. Convention Center Park
2. City Center Park

#### Northern Park:

1. Clubhouse Park
2. Great Ficus Park
3. North Convention Center Park

Early in 2018, the Neighborhood/Community Affairs Committee (NCAC) recommended the names be reviewed by the Women's Committee, who later suggested that it be heard by the Parks & Recreational Facilities Advisory Board (PRFAB), and suggested that staff develop additional recommendations.

In October 2018, the **Convention Center Advisory Board (CCAB)** motioned that West 8 (landscape architects) be asked to identify the featured plants being installed in the Miami Beach Convention parks and further, that the Parks and Recreation Board consider the names of these plants as potential names for the Main Convention Center Park and the Northern Park renaming. – Mahogany trees and Spidering Fig tree.

On Tuesday, December 11<sup>th</sup>, the **Parks and Recreational Facilities Advisory Board** took a tour of the parks and recommends the following names:

#### North Park

- Convention Center Waterway Park
  - Also suggested the City get input from the immediate neighborhood and the AiPP Board – however, the review of parks names is not within the charge of AiPP



Main Convention Center Park/ “P-Lot”:

- Convention Center Park
- Memorial Park

During the December 14, 2018 NCAC meeting, staff was asked to research additional names and provide a presentation on potential names.

**ANALYSIS:**

Staff reached out to West 8, the park designers who recommended the following options:

Main Convention Center Park/P-Lot

City Green

Mosaic Park

Grove Park

Grovescape

Barnacle Park

City Hall Park

Green Grove Park

City Green For the Arts

Upland Park

North Convention Center Park

Artscape Park

Canal Park For The Arts

Collins Canal Park

Canopy Park

Mahogany Park

Staff is also working with Legal to ensure the naming of the parks is consistent with City Code including "the naming of an exterior portion of a public facility or a park (as opposed to the naming of interior portions/rooms in a facility, or interior portions of a park). Under City Code there is a referendum requirement unless the facility or park is to be “named or renamed solely for the name of the City, the geographic area or physical location of the facility and/or the street or portion of the street where the facility is located, the function of the facility, or the current name of the facility.”

The City Attorney's office is researching which, if any, of these names would require a referendum.

**CONCLUSION:**

The Administration is seeking NCAC direction regarding the naming of the new parks in the Convention Center vicinity.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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**

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### **KEY INTENDED OUTCOME:**

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

### **HISTORY:**

The intersection of 41<sup>st</sup> Street and Alton Road is one of the principal intersections in the City of Miami Beach. This intersection serves as the gateway to the Middle-Beach Neighborhood from the I-195/Julia Tuttle Causeway. At the May 16, 2018 City Commission meeting, at the request of Commissioner Gongora, the City Commission referred a discussion item to the Neighborhood/Community Affairs Committee regarding the potential addition of an eastbound right turn lane at this intersection.

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 Road/41st Street off-ramp to southbound SR 907/Alton Road. The project, as proposed in the Transportation Master Plan, is intended to serve as a "queue jumper" for buses traveling eastbound on the Julia Tuttle Causeway to be able to quickly make a right turn and travel southbound onto Alton Road, but would benefit all vehicular traffic making this movement. The project scope entails reconstructing the existing eastbound shoulder of the Julia Tuttle Causeway off-ramp and constructing a new lane to provide additional capacity for motorists who wish to turn right (south) onto Alton Road.

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

Currently, FDOT is working on an I-195/Julia Tuttle Causeway Corridor Improvements Planning Study. The City is a member of the Technical Steering Committee for the planning study. The study scope includes a review of multimodal mobility along I-195/Julia Tuttle Causeway and will make

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

Given the extended timeline of the FDOT I-195/Julia Tuttle Causeway Corridor Improvements project, and the fact that the proposed eastbound right turn lane is a recommended improvement in the City's Adopted Transportation Master Plan, on June 5, 2018, the Transportation Department staff submitted a request to the FDOT District 6 Traffic Operations Office to conduct a feasibility analysis for the proposed reconstruction of the outside shoulder of I-195/Julia Tuttle Causeway off-ramp and construction of a new dedicated right turn lane to facilitate motorists and buses who need to make a right turn and travel south onto Alton Road in advance of reaching the intersection.

## **ANALYSIS:**

Pursuant to the request by the City, FDOT collected traffic counts on August 28, 2018 to determine the feasibility of the proposed right turn lane. In addition to traffic data, the FDOT consultant compiled crash data, gathered traffic signal data, performed qualitative analyses based on site inspections, and completed a Level of Service Analysis for the existing and proposed scenarios.

The counts collected by FDOT's consultant showed that 73 vehicles turn right during the morning peak hour and 51 vehicles turn right during the afternoon peak hour at the intersection of 41<sup>st</sup> Street and Alton Road. In comparison to all eastbound traffic at the intersection, the eastbound right turn movements account for only 5% and 3% of all eastbound traffic during the AM and PM peak hours, respectively. Based on the analysis, FDOT determined that the travel time savings to the eastbound approach with the addition of a dedicated right turn lane at Alton Road would only be four (4) seconds per vehicle during the morning peak hour and one (1) second per vehicle during the afternoon peak hour.

Based on the low eastbound right turn volumes at the intersection, qualitative assessment, and the expected marginal operational benefit to the intersection (i.e. low return on investment), FDOT did not recommend the implementation of an exclusive right turn lane for the eastbound approach at the intersection of Alton Road and 41<sup>st</sup> Street. The City's Transportation Department staff conducted a thorough review of the data and analysis provided by FDOT and determined that the methodology, data, and results of the traffic analysis are accurate.

It is important to note that Miami-Dade County will also be evaluating the feasibility of an eastbound dedicated left turn lane on the right side of this intersection as part of the Beach Express North Bus Express Rapid Transit (BERT) Demonstration Project. For purposes of the BERT, the additional lane would serve as a bus by-pass lane or "queue jumper" but could also potentially be used by other vehicles. The County will be initiating the BERT study in February 2019.

**CONCLUSION:**

Based on a traffic study conducted by FDOT, an exclusive eastbound right turn lane at the intersection of 41<sup>st</sup> Street and Alton Road is not recommended by FDOT at this time. There will be another opportunity to re-evaluate a dedicated turn lane at this intersection as part of the County's Beach Express North BERT Study scheduled to begin in February 2019.

The results of the FDOT traffic study are being presented to the NCAC for discussion.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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

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### **HISTORY:**

At its May 16, 2018 meeting, during the discussion of Resolution R70 which was to award design/build services for Neighborhood No. 5 La Gorce, the City Commission adopted a motion referring a resolution presented by Commissioner John Elizabeth Alemán (attached hereto as Exhibit "A"), regarding the proposed undergrounding of utilities on North Bay Road and Alton Road, to the Neighborhoods/Community Affairs Committee (NCAC) for further discussion.

At its meeting on June 20, 2018, the NCAC discussed undergrounding utilities and adopted a motion, recommending that the Administration begin developing a policy that streamlines the current process to create special assessment districts to fund the underground conversion of overhead utilities and treats neighborhoods equitably. The resolution originally presented on May 16, 2018, was not discussed.

### **ANALYSIS:**

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. A copy of the cover letter and petition are attached hereto as Exhibit "B". Each petition form stated that it must be returned to the City by October 8, 2018, in order to be counted. At the request of residents on North Bay Road, this deadline was extended until October 19, 2018.

On October 24, 2018, the petitions received so far were counted by the Office of the City Clerk. The tally of the petitions was published in LTC No. 570-2018 and is attached as Exhibit "C".

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.

At its September 26, 2018 meeting, the NCAC held a discussion regarding the potential

undergrounding of utilities along North Bay Road, and how the City Administration might further facilitate the creation of special assessment districts to fund the undergrounding of utilities.

Attached as Exhibit "D" for the Committee's review and consideration is a copy of the City's current policy applicable to the creation of special assessment districts for the underground conversion of overhead utilities.

At the request of the North Bay Road residents, the petition deadline was extended and the final tally is expected to be received and published by the City Clerk's office by January 18, 2019. As of January 15, 2019, the ballots received are: 105 Yes Votes and 68 No Votes.

### **CONCLUSION:**

The following is presented to the Committee for discussion and further direction.

### **ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
❑ Exhibit A. Draft Resolution	Other
❑ Exhibit B. Letter to Residents, September 4, 2018	Other
❑ Exhibit B- Petition Form	Other
❑ Exhibit C LTC 570-2018	Other
❑ Exhibit D- Steps_for_undergrounding	Other
❑ NCAC Minutes .JUNE_20__2018	Other
❑ NCAC draft minutes SEPTEMBER_26__2018	Other

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AUTHORIZING THE CITY MANAGER AND THE CITY ATTORNEY TO INITIATE THE CREATION, PURSUANT TO CHAPTER 170 OF THE FLORIDA STATUTES, OF SPECIAL ASSESSMENT DISTRICTS TO FUND THE RELOCATION UNDERGROUND OF OVERHEAD UTILITIES IN THE FOLLOWING NEIGHBORHOODS: 1) ALTON ROAD BETWEEN MICHIGAN AVENUE AND 41<sup>ST</sup> STREET; 2) ALTON ROAD BETWEEN 41<sup>ST</sup> STREET AND 63<sup>RD</sup> STREET; AND 3) NORTH BAY ROAD BETWEEN 44<sup>TH</sup> STREET AND 64<sup>TH</sup> STREET, INCLUDING PINE TREE DRIVE CIRCLE.**

**WHEREAS**, Chapter 170 of the Florida Statutes authorizes any municipality to levy special assessments to pay for the relocation of utilities, including the underground placement of electrical, telephone, and cable television services, pursuant to voluntary agreements with the respective utilities; and

**WHEREAS**, the relocation underground of utilities protects utility services during severe weather conditions, and enhances the aesthetic appearance of neighborhoods; and

**WHEREAS**, in the aftermath of Hurricane Irma in 2017, many City residents expressed a desire for the City to explore the prospect of the undergrounding of utilities in the following neighborhoods: 1) Alton Road between Michigan Avenue and 41<sup>st</sup> Street; 2) Alton Road between 41<sup>st</sup> Street and 63<sup>rd</sup> Street; and 3) North Bay Road between 44<sup>th</sup> Street and 64<sup>th</sup> Street, including Pine Tree Drive Circle; and

**WHEREAS**, pursuant to the recommendation of the Finance and Citywide Projects Committee, the Mayor and City Commission adopted Resolution No. 2017-30058 on October 18, 2017 approving a non-binding questionnaire to the above-referenced three neighborhoods regarding the potential creation of special assessment districts to fund the undergrounding of utilities in these neighborhoods; and

**WHEREAS**, the City mailed out the questionnaire to properties located in the three neighborhoods, which questionnaires were requested to be returned by March 7, 2018; and

**WHEREAS**, the cumulative results of the questionnaires for the three neighborhoods revealed that, of the 41.7% that responded, 87.5% were in favor of undergrounding utilities in their neighborhood; and

**WHEREAS**, pursuant to the election requirement imposed by the City Commission in or about 2002, and as a condition precedent to the final establishment of any such special assessment district to fund the undergrounding of utilities, at least sixty percent (60%) of the benefited property owners within such district must vote in favor of its establishment and of the levy of special assessments to fund the project.

**NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA**, that the Mayor and City Commission hereby authorize the City Manager and City Attorney to initiate the creation, pursuant to Chapter 170 of the Florida Statutes, of special assessment districts to fund the relocation underground of overhead utilities in the following neighborhoods: 1) Alton Road between Michigan Avenue and 41<sup>st</sup> Street; 2) Alton Road between 41<sup>st</sup> Street and 63<sup>rd</sup> Street; and 3) North Bay Road between 44<sup>th</sup> Street and 64<sup>th</sup> Street, including Pine Tree Drive Circle.

**PASSED AND ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2018.

**ATTEST:**

\_\_\_\_\_  
Dan Gelber, Mayor

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

(Sponsored by Commissioner John Elizabeth Alemán)

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# MIAMI BEACH

OFFICE OF THE CITY MANAGER, 1700 Convention Center Drive, Miami Beach, Florida 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

September 4, 2018

**Re: Potential creation of special assessment district to fund undergrounding of utilities on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle**

Dear Resident:

In the aftermath of Hurricane Irma, a number of Miami Beach residents expressed a desire that the City explore the undergrounding of utilities (i.e. electric, telephone, and cable television utilities) in certain neighborhoods of the City.

On February 5, 2018, the City mailed a non-binding questionnaire to certain neighborhoods, including North Bay Road between 44th Street and 64th Street/Pine Tree Drive Circle, regarding the potential creation of special assessment districts to fund the undergrounding of utilities.

Out of the 118 questionnaires returned from properties on North Bay Road between 44th Street and 64th Street/Pine Tree Drive Circle, 89% of respondents voted in favor of undergrounding utilities. Respondents voted 81.9% in favor of funding the undergrounding of utilities partially or entirely through a special assessment on their property.

The estimated amount of the special assessment per property, based on the costs of prior underground conversion projects in Miami Beach, is approximately \$20,000. This amount could be paid all at once, or in annual installments. Notwithstanding the above, whenever overhead utilities are relocated underground, individual property owners are responsible for coordinating and paying to connect their properties to the new underground utility system.

Please be aware that the creation of any special assessment district to fund the undergrounding of utilities would be subject to the approval of at least 60% of the affected property owners in a special election. The actual cost of such special assessments would be provided to property owners prior to such election.

**The City has prepared the attached petition form to allow you to advise the City whether you are in favor of funding the undergrounding of utilities on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle, with a special assessment on your property. Please take a moment to complete the petition. Please return the petition to City staff in the attached self-addressed stamped envelope, no later than October 8, 2018. If you do not return the petition to the City, you will be considered to have answered "no."**

Thank you for your participation.

Sincerely,

Jimmy L. Morales  
City Manager



**PETITION TO INITIATE CREATION OF SPECIAL ASSESSMENT DISTRICT  
TO FUND UNDERGROUNDING OF UTILITIES ON NORTH BAY ROAD  
BETWEEN ALTON ROAD AND LA GORCE DRIVE/PINE TREE DRIVE CIRCLE**

Please answer the question below by marking your response with an "X." Please mark only one response to the question.

**Name:**

**Property address:**

**Are you in favor of undergrounding utilities on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle, through a special assessment<sup>1</sup> on your property?**

\_\_\_\_\_ **Yes**

\_\_\_\_\_ **No**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name

**PLEASE RETURN THIS PETITION FORM TO THE CITY,  
IN THE ATTACHED SELF-ADDRESSED STAMPED ENVELOPE,  
NO LATER THAN OCTOBER 8, 2018.**

<sup>1</sup> A special assessment is a charge assessed against a property because that property derives some special benefit from the expenditure of the money, which benefit is (1) public and not private, and (2) special to the property rather than general to the community. Special assessments may be paid in one lump sum, or in annual installments.

# MIAMI BEACH

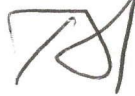
OFFICE OF THE CITY CLERK

LTC No. 570-2018

## LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Rafael E. Granado, City Clerk



DATE: October 25, 2018

**SUBJECT: RESULTS OF THE PETITION MAILING TO INITIATE THE CREATION OF A SPECIAL ASSESSMENT DISTRICT TO FUND UNDERGROUNDING OF UTILITIES ON NORTH BAY ROAD, BETWEEN ALTON ROAD AND LA GORCE DRIVE/PINE TREE DRIVE CIRCLE.**

On September 6, 2018, the City mailed out the attached petition form to allow property owners on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle, to advise the City whether they are in favor of funding the undergrounding of utilities (i.e. electric, telephone, and cable television utilities) with a special assessment on their property. The original petition return date was set for October 8, 2018, but it was extended upon the request of North Bay Road property owners to October 19, 2018.

On October 24, 2018, the petitions received so far were tabulated by the Office of the City Clerk. The creation of the Special Assessment District to fund the undergrounding project requires the approval of at least 60% of the affected property owners. Thus far, the petition has not reached the required approval threshold. See attached results.

If you have any questions, please contact the Office of the City Clerk at 305.673.7411.

REG/RB  
Attachments

## RESULTS

### **Creation of Special Assessment District to Fund Undergrounding Of Utilities North Bay Road Between Alton Road and La Gorce Drive/Pine Tree Drive Circle**

Number of households receiving petitions:  
Petitions cast:  
Turnout:

<b>170</b>
<b>78</b>
<b>45.9%</b>

**Petition Question:** Are you in favor of undergrounding utilities on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle, through a special assessment on your property?

Affected property owners voting "Yes"  
Affected property owners voting "No"  
Affected property owners not casting a vote

<b>64</b>	<b>37.7%</b>
<b>14</b>	<b>8.2%</b>
<b>92</b>	<b>54.1%</b>

The creation of the Special Assessment District to fund the undergrounding requires the approval of at least 60% (102 "Yes" votes) of the affected property owners. Thus far, the petition has not reached the threshold.

**Tabulated:** October 24, 2018

**PETITION TO INITIATE CREATION OF SPECIAL ASSESSMENT DISTRICT  
TO FUND UNDERGROUNDING OF UTILITIES ON NORTH BAY ROAD  
BETWEEN ALTON ROAD AND LA GORCE DRIVE/PINE TREE DRIVE CIRCLE**

Please answer the question below by marking your response with an "X." Please mark only one response to the question.

**Name:**

**Property address:**

**Are you in favor of undergrounding utilities on North Bay Road, between Alton Road and La Gorce Drive/Pine Tree Drive Circle, through a special assessment<sup>1</sup> on your property?**

\_\_\_\_\_ **Yes**

\_\_\_\_\_ **No**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name

**PLEASE RETURN THIS PETITION FORM TO THE CITY,  
IN THE ATTACHED SELF-ADDRESSED STAMPED ENVELOPE,  
NO LATER THAN OCTOBER 8, 2018.**

<sup>1</sup> A special assessment is a charge assessed against a property because that property derives some special benefit from the expenditure of the money, which benefit is (1) public and not private, and (2) special to the property rather than general to the community. Special assessments may be paid in one lump sum, or in annual installments.

PROCESS STEPS FOR CONVERSION OF ABOVE GROUND UNDERGROUND  
ELECTRIC FACILITIES

1. Homeowners Association or neighborhood (HOA) submits a petition to the City with the signatures of a majority of the property owners within the proposed area to be considered for an underground conversion project indicating their support (70-80% required).
2. City Commission adopts a resolution accepting the petition and authorizing the City Staff to proceed with the underground conversion process
3. City forwards petition to FPL, AT&T and Atlantic Broadband (the Utilities), requesting a non-binding ball park estimate of construction costs
4. The Utilities provide ball park estimates and the City meets with the HOA and Utilities to review process and costs
5. The HOA makes a deposit with each utility to complete final design and to obtain a binding cost estimate.
6. HOA works with FPL to locate transformers and other above ground appurtenances in the right of way (ROW)
7. FPL completes design and submits to City for review, City provides FPL design to cable and telephone companies to complete their design.
8. All Utilities' plans and specifications are submitted to City for review and approval
9. Upon Utility plan approval, each Utility submits binding estimate to City (180 day time limit).
10. City uses binding estimates to prepare resolution for Commission approval initiating the establishment of a second special assessment district pursuant to Chapter 170, Florida Statutes
11. During 30 day Assessment notice process, a vote is conducted for all affected properties in Assessment area.
12. Upon successful property owner vote, City approves final assessment after a public hearing, and completes assessment process.
13. Financing is obtained by the City to fund the Special Assessment project.
14. City executes any required agreements with Utilities for placement of facilities on City ROW and to authorize construction.
15. Construction commences

# MIAMIBEACH

**Neighborhood/Community Affairs Committee Meeting**  
**City Hall, Commission Chambers, 3rd Floor, 1700 Convention Center Drive**  
**June 20, 2018 - 10:00 AM**

Commissioner Kristen Rosen Gonzalez, Chair  
Commissioner Michael Góngora, 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.

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A meeting of the Neighborhood/Community Affairs Committee was held on Wednesday, June 20, 2018, at 10:00 a.m. in the Commission Chambers, 3rd Floor of City Hall. Commissioners in attendance: Kristen Rosen Gonzalez, Michael Góngora, Mark Samuelian and John Elizabeth Alemán. Members from the Administration and the public were also in attendance.

**28. DISCUSSION REGARDING UNDERGROUNDING FOR NORTH BAY ROAD AND ALTON ROAD**

May 16, 2018 - R7 O  
Public Works

**ACTION**

Commissioner Samuelian stated that one of the important lessons from [Hurricane] Irma was the need for the City to think undergrounding. There have been some discussions about Alton Road and undergrounding as well as North Bay Road and undergrounding. He pointed out that there is also a placeholder in the GO Band for undergrounding. Commissioner Samuelian believes that the City's policy of undergrounding needs to be tightened up. As some neighborhoods have heard about these plans, they have inquired about the opportunity. Commissioner Samuelian asked for a quick overview of where the City is with undergrounding and any specifics on the two projects.

David Martinez, Capital Improvement Projects Director, stated that historically the initiation of an undergrounding project has been initiated by interested parties for three key utilities: electric, phone, and cable TV. An interested neighborhood would define the limits of where this would happen, and they would initiate the interest with the City as well as with Florida Power Light ("FPL"). FPL takes the lead and the other two utilities follow suit. FPL sets the

momentum and the tone of this moving forward. Historically, the particular interested party would fund 100 percent of the cost of doing this work. The funding would occur one of two ways: (1) through a County Taxing District or (2) through a City Special Assessment, both of which would come through a City's property tax. Ideally, the work would be done in concurrent with a neighborhood project; however, the timing is not always perfect. For example, two projects are getting ready to wrap up that have an undergrounding element. Sunset Island 3 and 4 and Hibiscus Island have undergrounding elements that are going to be completed soon. Following those projects, the West End of Palm Island had a failed petition years ago. Around that time, Hibiscus was favorable. Now they believe they may have an opportunity to get done. San Marino and Di Lido Island are also pursuing the undergrounding effort solely paid by the residents who are interested. West Palm Island and the San Marino/Di Lido Islands would come after the right-of-way project. There are logistics and potentially cost implications to whether this would happen concurrently with the projects or after a neighborhood project.

Commissioner Samuelian asked if the City plays a role if FPL would give a discount or credit to the project.

Mr. Martinez responded that FPL doesn't really give you a choice. Basically, whether it is a whole neighborhood or a large district, FPL will not contract with the neighborhood association or the residents directly to perform the undergrounding. They have agreements in place that state the City is the one that has to enter into a contractual agreement with FPL. FPL applies a 25 percent discount within a year of the systems being energized and converted to undergrounding if 100 percent of all the properties affected switch over and they are able to remove the aerial systems. If that were not to happen, the City would be on the hook for the 25 percent discount amount.

Commissioner Rosen Gonzalez stated that what the City has right now is terribly inefficient. It took Palm and Hibiscus years to complete undergrounding. Commissioner Rosen Gonzalez suggested directing staff to come up with a streamlined process for undergrounding in the Alton Road and North Bay Road neighborhoods: figure out where the bottlenecks are, where the inefficiencies are and figure out how it can go from 5 years to 6 months. This is how long it should take for a neighborhood to come together and figure out that they want to put their utilities underground. The vote needs to be streamlined and we need to get somebody from FPL that's going to work with the City on this.

Commissioner Samuelian agreed with Commissioner Rosen Gonzalez. Given Irma and the focus on resiliency, the City should step up its role in undergrounding. This is going to be taken more seriously and we are going to pursue a process. This is an expensive proposition, so a lot of thought needs to go into how this is done. Commissioner Samuelian made it clear that the City is not committing to anything at this point; rather the City is just saying they want to be more involved.

Commissioner Góngora agreed with both Commissioner Samuelian's and Commissioner Rosen Gonzalez's statements.

Commissioner Samuelian stated that given the City's focus on resiliency the Committee believes undergrounding is a top priority and that it should have additional emphasis.

Eric Carpenter, Public Works Director, stated that there is a lot of effort that goes into this process and there is certainly some dollar figures associated with. Mr. Carpenter asked if the Committee wanted the City to go to the neighborhoods early in the process to get a

threshold vote. The original policy is that the City was going to consider creating a Special Assessment District if there was a 60 percent vote of the affected parties.

Commissioner Samuelian stated that there are different approaches. If there were a couple of different policy options e.g. starting immediately, make sure they vote or proactively ask if they're going to vote. Commissioner Samuelian asked that three options be laid out for the Committee to consider. He requested an assessment as to what staff thought should be done.

Mr. Carpenter stated it was his understanding that after the discussion regarding the La Gorce neighborhood, the City was to engage with the homeowner associations and the neighbors to see if they could get a vote committing to moving forward. The Commission, as a whole, can assess the properties for the undergrounding. The prior policy had been that that wouldn't happen absent of a 60 percent supportive vote of the affected properties.

Commissioner Samuelian stated to proceed by talking to the neighborhood that specifically expressed interest. At the same time, they need to have a dialogue with the two neighborhoods that are in the process, such as the Venetian Islands and Palm Island. Commissioner Góngora will be attending a meeting in the La Gorce neighborhood next month and one of the topics is undergrounding. Commissioner Samuelian recommended proceeding with Upper North Bay Road as indicated and to step up the dialogue with the other neighborhoods because the key principle is that all neighborhoods will be treated equitably.

Mr. Cohen stated that equipment placement needs to be taken into account when discussing equitability. A neighbor might have an impediment to their property because transmission lines and power lines might need some equipment on their land. Without a mapping or have engineering done, they might find out later on that while they have voted yes that it turns out to be on a neighbor's property and that can stop the process. Mr. Cohen suggested more work needs to be done prior to going to the community and looking at it.

Commissioner Samuelian stated the location of the transformers can be a potential barrier to people conceptually. Commissioner Samuelian asked that as part of the policy discussion that those considerations would be in place.

Mr. Carpenters stated that the sticking point that they run into, on most of these underground projects, is not the cost but the transformer location. Trying to get a commitment from property owners on transformer locations have been paramount to being able to move forward on these in the past.

**MOTION:** Commissioner Samuelian made a motion directing the Administration to come up with a policy that streamlines the current processes and treats neighborhoods that want to proceed, equitably. The Administration is also directed to come up with an initial policy regarding undergrounding and report back next month with the information, giving an assessment of three options. Proceed with North Bay Road as indicated. Commissioner Góngora seconded the motion.



**NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE MEETING  
SEPTEMBER 26, 2018 – DRAFT MINUTES**

**DISCUSSION REGARDING UNDERGROUNDING FOR NORTH BAY ROAD AND ALTON ROAD (May 16, 2018 - R7 O)**  
Public Works

**ACTION**

Jay Fink, Public Works Assistant Director, introduced the item stating that undergrounding is typically generated by the Home Owners Association ("HOA"). Instead of waiting for that process to take place, the City took a proactive approach and reached out to different neighborhoods to find out who is in favor of undergrounding. On September 6, the City mailed out a petition to North Bay residents between Alton Road and La Gorce Drive/ Pine Tree Circle. The petitions are due by October 8, 2018. As of right now, there is nothing to report regarding the petition.

Commissioner Alemán stated making these types of upfront steps were traditionally the responsibility of the HOA but making it a part of the standard methodology is the responsibility of the City. Having specific tasks early enough to have a definitive answer as to whether each neighborhood is committed to undergrounding before proceeding with a neighborhood improvement project. Commissioner Alemán suggested staff come up with specific steps to the methodology that can be taken off the HOA and making it an official step in the City's methodology for neighborhood improvement projects.

Commissioner Samuelian stated he is supportive of the idea and liked the fact the City is being more proactive. Commissioner Samuelian believes underground is good for the neighborhood and the City. This will help alleviate the risk of going down a path with the project and then have undergrounding resurface.

Commissioner Góngora is also supportive. Commissioner Góngora requested more information on changing the methodology for other neighborhoods in the future.

**VOTE BY ACCLAMATION:** Come back next month with the results of the petition and changing the methodology for other neighborhoods.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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

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**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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

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### **KEY INTENDED OUTCOME:**

Enhance Public Safety and Emergency Preparedness

### **HISTORY:**

#### **BACKGROUND:**

As part of the City's Comprehensive Emergency Management Plan (CEMP), originally compiled in 2007, a Re-entry Annex had been developed and written by emergency management staff and then recomposed by the Department of Emergency Management (DEM) as a Standard Operating Procedure (SOP). This plan was designed to establish a procedure facilitating re-entry of response and recovery personnel, government officials, critical healthcare staff, businesses, property owners, media and others in order to speed the recovery of the City and its economy following a citywide evacuation.

Although the stated purpose of the document was to "provide uniform guidance to law enforcement who direct access and to ensure safe re-entry for all entering the City after an emergency event," the plan was not reviewed nor adopted by the departments tasked with carrying out the procedures. When the time came to implement the program following Hurricane Irma, the task proved to be unmanageable and inconsistently enforced, and information was not sufficiently communicated to the public.

#### **NEIGHBORHOODS AND COMMUNITY AFFAIRS COMMITTEE DIRECTION:**

At the July 18, 2018 meeting of the Neighborhoods meeting, a discussion was held regarding registering and providing special identification to all residents and employees of the city of Miami Beach so that in the event of a hurricane, or other disaster requiring evacuation, there is a way to easily identify residents and employees so they can return to their homes and their jobs expeditiously. This discussion was sponsored by Committee Chair Kristen Rosen Gonzalez and was addressed by Chief Juan Mestas, who was serving as interim director of the Department of Emergency Management.

DEM was directed to develop a program, utilizing vehicle decals to identify permitted entrants for re-entry.

The department was asked to bring back information to the next Neighborhoods meeting. As this meeting would not be held until September, 2018, DEM moved forward as quickly as possible to follow through and report via LTC during the August recess.

Emergency Management had begun to re-address the concept of re-entry procedures following Hurricane Irma, but the discussion at Neighborhoods was the impetus to accelerate the process. On July 23, the Department convened a meeting with other departments and community representatives. In attendance at the meeting were the Police and Fire Chiefs and members of their staff, representatives from Transportation, Marketing & Communications, Parking, and Finance. DEM also invited representatives from the public to provide important feedback in the conversation. This included executives from Mount Sinai Medical Center, the Greater Miami Convention and Visitors Bureau, and the Greater Miami and the Beaches Hotel Association. Adrian Gonzalez of David's Café and the Miami Beach CERT leader Jeff Gordon were also part of the discussion, providing the perspective of businesses and residents.

The consensus at the meeting was to establish a phased plan that would include operating procedures, distribution of tier-identified decals, and a communications plan.

### **PROGRESS:**

The partnering departments have researched similar programs in coastal cities of comparable size and population, prepared a preliminary cost analysis and re-written a draft of the re-entry plan. DEM now seeks review of the decal program and guidance from the Committee for next steps.

Input received from the various departments who are involved in the implementation includes:

- Police – overall enforcement, feasibility of plan execution, roadblock coordination
- Fire – safety concerns
- Transportation – coordination with regulatory agencies and traffic flow into the City
- Finance – administration of decal program (fee collection, distribution)
- Communications & Marketing – development of messaging

### **ANALYSIS:**

#### **COST ANALYSIS:**

Based on a purchase of 90,000 decals (1,000 for first responders, 1,000 for other emergency responders, hotel and condominium emergency response personnel and 88,000 for residents and businesses) the overall cost for production is approximately \$6,500 for regular decals and up to \$35,000 for reflective decals including the option of printed instructions on the decal backing. This cost does not include the staff time or other administrative costs such as postage and mailing material or advertising. This information is expected to be finalized by the Finance and Marketing & Communications Departments and included in the report to be presented at the Neighborhoods meeting in September. Other cities have charged a processing fee and this can be investigated further in the interest of offsetting costs.

### **CONCLUSION:**

Although a program like this is difficult to execute smoothly, the public safety departments involved in the planning have concluded that the issuance of decals to represent the various tiers or levels of allowed re-entry is a relatively effective procedure to assist in the enforcement of this plan. This does not appear to be cost-prohibitive, but may require additional staffing.

Participation and compliance with this program must be supplemented by clear communication. One of the

major complaints from the public and those tasked with restricting entry after the storm was that there was conflicting information which led to some confusion about when to and who could re-enter the City. DEM and Communications have been working together to ensure a smoother outflow of information in emergencies, including the implementation of our new MBALERT system. In addition, DEM has conducted an emergency management orientation for Commissioners and their aides, which included guidance about the most efficient flow of information. Elected officials are often the best and most trusted source of information, and their assistance in providing consistent and accurate information helps public safety officials keep our community safe and secure before, during and after disaster.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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

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**ANALYSIS:**

Discussion at Committee.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION TO INITIATE THE PROCESS OF NAMING THE MID-BEACH COMMUNITY PARK (PAR 3).**

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### **HISTORY:**

At the September 12, 2018 Commission meeting, a discussion to initiate the process of naming the mid-beach community park, formerly the Par 3, was referred to the Neighborhoods and Community Affairs Committee ("NCAC").

At the October 31, 2018 NCAC meeting, the Committee directed staff to involve the Bayshore Homeowners Association in the process, attend an HOA meeting to gather naming suggestions and refer the item to the Parks and Recreational Facilities Advisory Board, as well as disseminate an online survey to sponsor an initial set of naming ideas. Separately, staff was also directed to consider possible ways to honor former Commissioner Jorge Exposito in the park.

The item was deferred at the November and December 2018 NCAC meetings.

### **ANALYSIS:**

Following the direction from the October 2018 NCAC meeting, Administration reached out to the Bayshore Homeowners Association (the "BHA"). Since the BHA meets once a year and has no upcoming meetings scheduled, its members were invited to attend the December 11, 2018 Parks and Recreational Facilities Advisory Board (the "Board") meeting to gather naming suggestions.

At this meeting, the Board passed a motion requesting the Department of Communications to create a citywide public outreach campaign for naming recommendations, such as an online survey, which should include an option to suggest a park name, an option to provide commentary on how the name was derived, and the video provided by the architects. The Board's motion noted that naming recommendations should describe the area, neighborhood, municipal history, and special features of the park, and outreach should also entail engaging the children of the City's Parks and Recreation programs for naming suggestions.

### **CONCLUSION:**

Discussion on the naming of the mid-beach community park.



# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION REGARDING THE PLACEMENT OF A COMMEMORATIVE PLAQUE OR OTHER MONUMENT OR MEMORIAL AT THE PAR 3/MID-BEACH COMMUNITY PARK IN HONOR OF FORMER COMMISSIONER JORGE R. EXPOSITO**

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### **HISTORY:**

At their October 23, 2018 meeting, the Hispanic Affairs Committee made a motion requesting that the City Commission identify an appropriate portion of the existing Par 3/future mid-beach community park to dedicate in honor of Jorge R. Exposito, in recognition of his contributions as a Miami Beach Commissioner.

At the November 14, 2018 Commission meeting, a discussion regarding the placement of a commemorative plaque, or other monument or memorial, at the Par 3/ mid-beach community park in honor of former Commissioner Exposito was referred to the Neighborhoods and Community Affairs Committee ("NCAC").

Commissioner Exposito, who served on the commission from 2009 to 2013, passed away in November.

### **ANALYSIS:**

At their December 11, 2018 meeting, the Parks and Recreational Facility Advisory Board supported the Hispanic Affairs Committee motion to support a commemorative feature in honor of Commissioner Exposito.

At the time of this memo, Administration has reached out to the family to identify a proper memorial and their suggestions will be presented at the meeting.

### **CONCLUSION:**

Discussion and direction on the placement of a commemorative plaque or other monument or memorial at the Par 3/mid-beach community park.

**ATTACHMENTS:**

Description	Type
 Exhibit A - LTC 566-2018 Hispanic Affairs Committee	Memo

# MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC# **566-2018**

LETTER TO COMMISSION

TO: Mayor Dan Gelber & Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: October 23, 2018

SUBJECT: Hispanic Affairs Committee

The Purpose of this Letter to the Commission (LTC) is to inform the Commission of a Motion passed by the Hispanic Affairs Committee at their October 22, 2018 meeting per the attached Memorandum from Chair Alex Fernandez.

cc: Marcia Monserrat, Chief of Staff  
Members of the Hispanic Affairs Committee

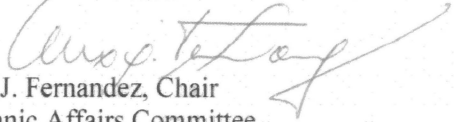
JLM:LH

## MEMORANDUM

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**TO:** Jimmy Morales, City Manager  
City of Miami Beach

**DATE:** October 23, 2018

  
**FROM:** Alex J. Fernandez, Chair  
Hispanic Affairs Committee

**SUBJECT:** Honoring former  
commissioner Jorge Exposito

---

Former commissioner Jorge Exposito is a beloved neighbor in our city. Over his many decades of residency in Miami Beach, Jorge has contributed to the betterment of our schools, parks, and community as a whole. In 2009, Jorge was elected to the City Commission. During his term of service, Jorge made great personal sacrifices to fulfill his commitment to the residents, a responsibility he did not take lightly, and which led him to place the interest of the public ahead of his own.

Recognizing the invaluable contributions of this caring and humble leader, yesterday, I stated and entertained the following motion, moved by Vice Chair Gabriel Paez, seconded by committee member Frankie Trullenque, and approved by a unanimous vote of committee members present:

*A motion of the Hispanic Affairs Committee requesting that the City Commission identify an appropriate interior portion of the existing Par 3 and proposed Community Park to be permanently named and dedicated in honor of the Honorable Jorge R. Exposito who served as a Miami Beach City Commissioner from 2009 to 2013.*

I respectfully request your assistance and guidance to ensure that this request advances through the proper committee(s) and legislative process in a timely manner. Please do not hesitate to contact me should you have any questions regarding this motion.

Thank you.

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION REGARDING THE PARKS AND RECREATIONAL FACILITIES ADVISORY BOARD'S MOTION #3 AND #4 FROM THEIR DECEMBER 11, 2018 MEETING REGARDING VIA LTC # 644-2018 THEIR RECOMMENDATION FOR THE PAR 3 NAMING PROCESS AND THEIR SUPPORT FOR A PERMANENT PLAQUE, BENCH OR INSTALLATION IN THE PAR 3 TO MEMORIALIZE COMMISSIONER EXPOSITO, TO HAVE THESE MOTIONS PART OF CURRENT NCAC COMMITTEE ITEMS TITLED "DISCUSSION TO INITIATE THE PROCESS OF NAMING THE MID-BEACH COMMUNITY PARK (PAR 3)" AND "DISCUSSION REGARDING THE PLACEMENT OF A COMMEMORATIVE PLAQUE, OR OTHER MONUMENT OR MEMORIAL, AT THE PAR 3/MID-BEACH COMMUNITY PARK IN HONOR OF FORMER COMMISSIONER JORGE R. EXPOSITO**

**ANALYSIS:**

Discussion at Committee.

**ATTACHMENTS:**

Description	Type
1/16/2019 - Commission Memo - C4 N	Memo

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Jimmy L. Morales, City Manager  
DATE: January 16, 2019

SUBJECT: REFERRAL TO THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE TO INCLUDE THE PARKS AND RECREATIONAL FACILITIES ADVISORY BOARD'S MOTION #3 AND #4 FROM THEIR DECEMBER 11, 2018 MEETING REGARDING VIA LTC # 644-2018 THEIR RECOMMENDATION FOR THE PAR 3 NAMING PROCESS AND THEIR SUPPORT FOR A PERMANENT PLAQUE, BENCH OR INSTALLATION IN THE PAR 3 TO MEMORIALIZE COMMISSIONER EXPOSITO, TO HAVE THESE MOTIONS PART OF CURRENT NCAC COMMITTEE ITEMS TITLED "DISCUSSION TO INITIATE THE PROCESS OF NAMING THE MID-BEACH COMMUNITY PARK (PAR 3)" AND "DISCUSSION REGARDING THE PLACEMENT OF A COMMEMORATIVE PLAQUE, OR OTHER MONUMENT OR MEMORIAL, AT THE PAR 3/MID-BEACH COMMUNITY PARK IN HONOR OF FORMER COMMISSIONER JORGE R. EXPOSITO."

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### **RECOMMENDATION**

Commissioner John Elizabeth Aleman requests referring this item to the Neighborhood/Community Affairs Committee.

### **ANALYSIS**

At the December 11, 2018 Parks and Recreational Facilities Advisory Board meeting, the board made several motions which were published via LTC #644-2018 (Exhibit A). Motion #3 and #4 regarding their recommendation for the Par 3 naming process and their support for a permanent plaque, bench or installation in the Par 3 to memorialize Commissioner Exposito, are being referred to the Neighborhood/Community Affairs Committee current agenda by Commissioner John Elizabeth Aleman as part of the following items:

- **DISCUSSION TO INITIATE THE PROCESS OF NAMING THE MID-BEACH COMMUNITY PARK (PAR 3)**
- **DISCUSSION REGARDING THE PLACEMENT OF A COMMEMORATIVE PLAQUE, OR OTHER MONUMENT OR MEMORIAL, AT THE PAR 3/MID-BEACH COMMUNITY PARK IN HONOR OF FORMER COMMISSIONER JORGE R. EXPOSITO.**

**Legislative Tracking**

Parks and Recreation

**Sponsor**

Commissioner John Elizabeth Aleman

**ATTACHMENTS:****Description**

- ▯ Exhibit A - LTC 644-2018 Parks & Recreational Facilities Advisory Board Motions

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: December 12, 2018

SUBJECT: **PARKS & RECREATIONAL FACILITIES ADVISORY BOARD MOTIONS**

The purpose of this Letter to Commission (LTC) is to inform the Mayor and Commission of the four motions passed by the Parks and Recreational Facilities Advisory Board at its meeting on December 11, 2018:

**MOTION 1:**

The Parks and Recreational Facilities Advisory Board motions to recommend the following two names for the property currently referred to as the "P-Lot Park" at the Convention Center: Convention Center Park and Memorial Park.

Motion Made by: Sean Smith

Motion Seconded by: Jonathan Fryd

Motion Passes: 10-0 (Motion Passes)

Members In Favor: David Berger, Jonathan Fryd, Robert Gonzalez, Carolina Jones, Wil Martinez, Andrew Plotkin, Stephanie Rosen, Sean Smith, Eliane Soffer Siegel and Dana Turken

Members Not Present: Paul Stein

**MOTION 2:**

The Parks and Recreational Facilities Advisory Board motions to recommend naming the property currently referred to as the "Northern Convention Center Park at 21<sup>st</sup> Street" to Convention Center Waterway Park and that input from the immediate neighborhood and the AiPP Board is received for additional naming suggestions.

Motion Made by: Robert Gonzalez

Motion Seconded by: Jonathan Fryd

Motion Passes: 10-0 (Motion Passes)

Members In Favor: David Berger, Jonathan Fryd, Robert Gonzalez, Carolina Jones, Wil Martinez, Andrew Plotkin, Stephanie Rosen, Sean Smith, Eliane Soffer Siegel and Dana Turken

Members Not Present: Paul Stein

**MOTION 3:**

The Parks and Recreational Facilities Advisory Board motions to have the Department of Communications create a city-wide public outreach campaign for naming recommendations for the property currently referred to as the "Par 3 – Future Community Park" that includes a park name and an option for commentary on how the name was derived. Furthermore, the outreach should include the video provided by the architects and that naming recommendations describe the area, neighborhood, municipal history, and special features of the park. Another component of the outreach should entail engaging the children of the City's Parks and Recreation programs for naming suggestions as well.

Motion Made by: Stephanie Rosen

Motion Seconded by: Wil Martinez

Motion Passes: 10-0 (Motion Passes)

Members In Favor: David Berger, Jonathan Fryd, Robert Gonzalez, Carolina Jones, Wil Martinez, Andrew Plotkin, Stephanie Rosen, Sean Smith, Eliane Soffer Siegel and Dana Turken

Members Not Present: Paul Stein



**MOTION 4:**

The Parks and Recreational Facilities Advisory Board supports the motion made by the Hispanic Affairs Committee to memorialize Commissioner Exposito with a permanent plaque, bench or any installation in the "Par 3 – Future Community Park" as the City Commission sees fit.

Motion Made by: Andrew Plotkin

Motion Seconded by: Eliane Soffer Siegel

Motion Passes: 7-0 (Motion Passes)

Members In Favor: Carolina Jones, Wil Martinez, Andrew Plotkin, Stephanie Rosen, Sean Smith, Eliane Soffer Siegel and Dana Turken

Members Not Present: Paul Stein, Jonathan Fryd, David Berger and Robert Gonzalez

JLM/EC/JR/CC



# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION REGARDING ESTABLISHING A PILOT PROGRAM FOR  
DOCKED ELECTRIC ASSISTED BICYCLE SHARING SERVICES**

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### **KEY INTENDED OUTCOME:**

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

### **HISTORY:**

Since 2011, the City has provided its residents and visitors with a bicycle sharing service through a contract with Citibike. As part of this contract, Citibike provides approximately 1,000 bicycles which can be rented at any of its 100 stations or "docks" strategically and conveniently located throughout the City. The contract also provides revenue to the City through a revenue sharing agreement with Citibike. For Fiscal Year 2017/18, for example, the total amount of revenue provided to the City through the revenue share agreement with Citibike was approximately \$574,000. The contract is set to expire in 2023 and the Citibike's sponsorship agreement with Citibank is set to expire in June 2019. Citibike is currently working to secure a sponsorship contract extension and estimates should be secured within 90 days. The City's contract with Citibike currently provides for deployment of standard human-powered bicycles which require the user to pedal.

In the last few years, however, the popularity and use of electric-assisted bicycles in the U.S. has grown and more people are using electric-assisted bikes as a more convenient means of active transportation. While no cities in Miami-Dade County are currently providing an electric-assisted docked bicycle sharing services, the County has recently executed a contract with "Ride On", a provider of electric-assisted docked bicycle sharing services. The contract between Miami-Dade County and Ride On allows for the provision of electric-assisted bicycles on County-owned facilities (such as transit stations, courts, libraries, etc.) and County rights-of-way. While there are only a couple of County-owned facilities in Miami Beach, there are a few roadways in the City which are under the jurisdiction of Miami-Dade County (i.e., Venetian Causeway, Dade Boulevard, Pine Tree Drive, La Gorce Drive, and 23rd Street). Thus, pursuant to the County's contract with Ride-On, electric-assisted bicycles can be deployed by Ride-On within the rights-of-way of the aforementioned streets in the City on an immediate basis.

### **ANALYSIS:**

City staff met with representatives of Ride On to discuss the vendor's interest in a pilot program in the City

including not only County streets but also other streets under the City's and FDOT's jurisdiction. At the meeting, City staff advised Ride On that further discussions with the Administration, City Commission, and Citibike would be required to gauge interest and determine feasibility of an electric-assisted docked bicycle sharing pilot, whether as a stand-alone initiative or in partnership with Citibike.

Subsequently, City staff reached out to Citibike to gauge their interest in a joint electric bicycle pilot initiative. Citibike has expressed a willingness to launch an electric bike pilot, or a different type of bike share system, using its existing Citibike docking stations. Citibike stated that it has been conducting research on electric bikes over the past year and expressed an interest in pursuing this initiative in the cities of Miami and Miami Beach (areas where they already have a contract for bike sharing programs) at a scope, scale, and speed of deployment that is mutually agreeable with the cities' desire. It is worth noting that an advantage of utilizing Citibike's existing docking stations for a pilot is that it would minimize or avoid the addition of new stations and potentially other infrastructure in the City's right-of-way. Per Citibike, initial deployment could be achieved in fewer than six (6) months depending on the scope of the City's electric bike pilot. Citibike also expressed some concerns and issues/risks related to a joint pilot program with another vendor and the implications it could potentially have on Citibank's sponsorship of the Citibike program in Miami Beach, and, consequently, on revenue sharing with Miami Beach. For example, per Citibike's agreement with Citibank, all bikes operated by Citibike in the Miami/Miami Beach area are contractually required to have the Citi branding and colors.

#### UPDATE SINCE THE NOVEMBER 30, 2018 NCAC MEETING

At the November 30, 2018 NCAC meeting, the Committee discussed this item and requested that the Administration look into the potential of deploying a pilot program, possibly as a partnership between Citibike and Ride On, and to research the potential use of the existing bike lanes in the City. The item was also referred to the Transportation, Parking, Bicycle/Pedestrian Facilities Committee (TPBPFC). The item was discussed at the December 10, 2018 TPBPFC meeting; however, no formal action was taken by the Committee.

Pursuant to the Committee's request, Procurement Department staff has reviewed the current contract between Ride On and Miami-Dade County and determined that the contract does not allow for a "piggyback" and is therefore not available for use by the City. Other options for the Administration to procure these services include:

- 1) Waive competitive bidding requirements to procure a pilot with Ride On
- 2) Issue a competitive solicitation for procurement of a docked electric-assisted bicycle sharing program as a pilot program
- 3) Amend the City's contract with Citibike (no bid waiver required) to provide for electric-assist bikes as an additional service

While City staff understand the benefit in having a single vendor providing docked electric-assist bike sharing services countywide, the Administration does not recommend the option of waiving competitive bidding in order to procure Ride On for these services given that other electric-assist bicycle vendors have also reached out to City staff recently to express an interest in a competitive pilot program.

With regard to the use of on-street bike lanes, the City Attorney's Office has researched this issue and opined that as long as a bicycle meets the definition and statutory requirements established by State law (F.S. 316.003(4)) and City Code (Chapter 70), it can be legally operated on existing on-street bike lanes and vehicular travel lanes.

F.S. 316.003(4) defines a bicycle as follows: "Every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor capable of

propelling the vehicle at a speed of not more than 20 miles per hour on level ground upon which any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device. A person under the age of 16 may not operate or ride upon a motorized bicycle."

Chapter 70 of the City Code defines a motorized bicycle as a bicycle that must have both functional pedal-assist and power/electric-assist. City Code also establishes a maximum operating speed of 20 MPH for electric bicycles. Per Section 70-66 of the City Code, "Motorized bicycle means a bicycle propelled by a combination of human power and an electric helper motor capable of propelling the vehicle at a speed of not more than 20 miles per hour on level ground, having two tandem wheels, and including any device generally recognized as a motorized bicycle though equipped with two front or two rear wheels. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device."

A fully electric bicycle (i.e. without pedal-assist) does not meet the definitions and requirements in City Code and Florida Statutes, and, therefore, cannot be legally operated on bike lanes, sidewalks, or on vehicular travel lanes as they cannot be licensed/tagged by the State.

City staff has reached out to both Citibike and Ride On for an update on their conversations regarding a potential joint pilot in the City. As of the print date of this memorandum, both vendors have stated that they are actively engaged in discussions and expressed a need for more time to work out the details regarding scope and potential locations for a joint pilot.

## **CONCLUSION:**

The City is moving towards becoming a more bicycle-friendly city through the implementation of various bicycle facilities and enhancements recommended in the Adopted 2016 Transportation Master Plan and Bicycle-Pedestrian Master Plan. Both master plans as well as the City's Adopted Modal Hierarchy, prioritize bicycles as a mode of transportation for residents and visitors, particularly in terms of providing efficient first mile/last mile connections.

Electric-assisted bicycles could serve as a more convenient means of bicycle transportation for users as compared to the standard pedal-power bicycles currently provided by Citibike, the current provider of bicycle sharing services for both City of Miami Beach and City of Miami. However, given the current stage of discussions between vendors regarding a potential pilot in the City, the Administration recommends further investigation and dialogue with Citibike, as well as with other electric bike vendors, including Ride On, the contractor for the County's electric bicycle sharing program, in order to determine feasibility, approach, scope, and method to procure a potential electric-assisted/docked bicycle pilot initiative in the City.



## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION TO CONSIDER THE MOTION BY THE LGBTQ ADVISORY COMMITTEE FOR THE CITY OF MIAMI BEACH TO PROVIDE IN PERSON DIVERSITY TRAINING FOR CITY EMPLOYEES**

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### **KEY INTENDED OUTCOME:**

Ensure That A Universal Culture Of High Quality Customer-Service Is Driving The Conduct Of The City Commission And All City Employees

### **HISTORY:**

In August 2018, staff in Organizational Development Performance Initiatives (ODPI) presented the City's online Diversity Training to members of the LGBTQ Committee following a request from the chair. Committee members provided suggestions which were incorporated into the City's Diversity Training program. On November 6, 2018, the LGBTQ Advisory Committee made the following motion: "The request is for the Commission to put in place an in-person diversity training for all City employees."

Chief Learning Officer Leslie Rosenfeld provided information and options at to the NCAC members on December 14, 2018, and received direction to return with additional in-person diversity training options for review and consideration.

### **ANALYSIS:**

Currently, the City of Miami Beach provides online mandatory training for all employees on Diversity, Sexual Harassment, Ethics Regulatory, Ethics, Teambuilding, Customer Service Excellence, and Orientation. All employees reporting to the City Manager are required to take each of these online trainings and comply with the established refresher frequency for each. As of December 2018, 4,799 employees have taken diversity training since online program inception in 2012, with 1,457 employees taking Diversity training between 2016-2018, a 66% compliance with required three year refresher as of December 2018.

Additionally, the Police Department provides Diversity training to all employees annually. This past year, the department hired Rick Caldwell of RCultures to provide in-person sessions. Per Lt. Campbell, all police

department sworn officer (393 officers) are in compliance with this required training, as well as seven detention officers. Detective Juan Sanchez provides LGBTQ sensitivity training as well. The police department is piloting a diversity training program for 2019 with [RER Consulting](#) (Attachment A)

Per direction received at the December 2018 NCAC, below are in-person options for diversity training for the following departments with significant interaction with the community and customers:

### **Goal:**

The goal is to train the below listed CMB departments on diversity and cultural competency in 2019:

<b>Department</b>	<b>Number of Employees</b>
Code Compliance	20
Building	76
Finance (Customer Service Center)	28
Recreation	184
Public Works Sanitation	103
Housing & Community Services	22
City Manager	15
<b>Total Number of Employees</b>	<b>448</b>

### **Option 1:**

Part-time employee. Hire a part-time consultant from a temporary agency with an hourly billed rate of \$31:

- 25-30 participants per session
  - 4-hour sessions on Cultural Competency/Diversity
- 4-hour sessions = \$124 per session
- Approximately 15 sessions = \$1,860
  - 160 hours of material preparation = \$4,960
- Approximate cost for training consultant = \$6,820

### **Option 2:**

Contract with RCultures, Inc. to provide Cultural Competency/Diversity workshops:

- 25-30 participants
  - 2 Hour session on Cultural Competency/Diversity
- 2 Hour Workshop - \$600.00 per workshop\*
- Approximately 15 total workshops = \$9,000

\* Participants will retake ODPI refreshed online Diversity Training at the end of the session

### **CONCLUSION:**

Staff is seeking direction as to scheduling in-person Diversity training sessions.

### **ATTACHMENTS:**

**Description**

**Type**

- Attachment A RER Consulting
- Attachment B TRaining Consultant Proposal
- Attachment C RCultures

Memo

Memo

Memo

**PROFESSIONAL SERVICES AGREEMENT  
BETWEEN THE CITY OF MIAMI BEACH  
AND  
RER CONSULTING ENTERPRISE, LLC,  
FOR  
COMMUNITY ENGAGEMENT AND CULTURAL SENSITIVITY TRAINING**

This Professional Services Agreement ("Agreement") is entered into this 16 day of October, 2018 ("Effective Date"), between the **CITY OF MIAMI BEACH, FLORIDA**, a municipal corporation organized and existing under the laws of the State of Florida, having its principal offices at 1700 Convention Center Drive, Miami Beach, Florida, 33139 ("City"), and **RER CONSULTING ENTERPRISE, LLC**, a State of Florida corporation, whose address is 1335 NW 172 Terrace, Miami Gardens, Florida, 33169 ("Consultant") (collectively, the "Parties").

**SECTION 1  
DEFINITIONS**

**Agreement:** This Agreement between the City and Consultant, including any exhibits and amendments thereto.

**City Manager:** The chief administrative officer of the City.

**Consultant:** For the purposes of this Agreement, Consultant shall be deemed to be an independent contractor, and not an agent or employee of the City.

**Services:** All services, work and actions by Consultant performed or undertaken pursuant to the Agreement.

**Fee:** Amount paid to Consultant as compensation for Services.

**Risk Manager:** The Risk Manager of the City, with offices at 1700 Convention Center Drive, Third Floor, Miami Beach, Florida 33139: telephone number (305) 673-7000, Ext. 7524: and fax number (305) 673-7023.

**SECTION 2  
SCOPE OF SERVICES (SERVICES)**

**2.1** In consideration of the Fees to be paid to Consultant by the City, Consultant shall provide the work and services described in Exhibit "A" attached hereto (the "Services").

**2.2** Consultant's Services shall be completed in accordance with the timeline and/or schedule referenced in Exhibit "A".

**SECTION 3  
TERM**

The term of this Agreement ("Term") shall commence upon execution of this Agreement by all Parties hereto, as set forth in the Effective Date on page 1 herein, and shall expire on March 1, 2019.



Notwithstanding the Term provided herein, Consultant shall adhere to any specific timelines, schedules, dates, and/or performance milestones for completion and delivery of the Services, as same are set forth in the timeline and/or schedule referenced in Exhibit "A" hereto.

## **SECTION 4**

### **FEE AND INVOICING**

#### **4.1 FEE**

In consideration of the Services to be provided, Consultant shall be compensated in the amount of \$225 for each attendee, in a total amount not to exceed \$6,750, for providing a pilot "Community Engagement and Cultural Sensitivity Training" session pursuant to this Agreement, as more fully set forth in Exhibit "A".

#### **4.2 INVOICING**

Upon receipt of an acceptable and approved invoice, payment shall be made within thirty (30) days for the Services satisfactorily rendered and referenced in the particular invoice.

Invoices shall include a detailed description of the Services provided, and shall be submitted to the City at the following address:

Miami Beach Police Department  
1100 Washington Avenue  
Miami Beach, Florida 33139  
Attn: Mauvett Rattigan, Budget Analyst

## **SECTION 5**

### **TERMINATION**

#### **5.1 TERMINATION FOR CAUSE**

If the Consultant shall fail to fulfill in a timely manner, or otherwise violates, any of the covenants, agreements, or stipulations material to this Agreement, the City, through its City Manager, shall thereupon have the right to terminate this Agreement for cause. Prior to exercising its option to terminate for cause, the City shall notify the Consultant of its violation of the particular term(s) of this Agreement, and shall grant Consultant five (5) days to cure such default. If such default remains uncured after five (5) days, the City may terminate this Agreement without further notice to Consultant. Upon termination, the City shall be fully discharged from any and all liabilities, duties, and terms arising out of, or by virtue of, this Agreement.

Notwithstanding the above, the Consultant shall not be relieved of liability to the City for damages sustained by the City by any breach of the Agreement by the Consultant. The City, at its sole option and discretion, shall be entitled to bring any and all legal/equitable actions that it deems to be in its best interest in order to enforce the City's rights and remedies against Consultant. The City shall be entitled to recover all costs of such actions, including reasonable attorneys' fees.

## **5.2 TERMINATION FOR CONVENIENCE**

THE CITY MAY, THROUGH ITS CITY MANAGER, AND FOR ITS CONVENIENCE AND WITHOUT CAUSE, TERMINATE THE AGREEMENT AT ANY TIME DURING THE TERM BY GIVING WRITTEN NOTICE TO CONSULTANT OF SUCH TERMINATION; WHICH SHALL BECOME EFFECTIVE WITHIN FIVE (5) DAYS FOLLOWING RECEIPT BY THE CONSULTANT OF SUCH NOTICE. IF THE AGREEMENT IS TERMINATED FOR CONVENIENCE BY THE CITY, CONSULTANT SHALL BE PAID FOR ANY SERVICES SATISFACTORILY PERFORMED UP TO THE DATE OF TERMINATION; FOLLOWING WHICH THE CITY SHALL BE DISCHARGED FROM ANY AND ALL LIABILITIES, DUTIES, AND TERMS ARISING OUT OF, OR BY VIRTUE OF, THIS AGREEMENT.

## **5.3 TERMINATION FOR INSOLVENCY**

The City also reserves the right to terminate the Agreement in the event the Consultant is placed either in voluntary or involuntary bankruptcy or makes an assignment for the benefit of creditors. In such event, the right and obligations for the Parties shall be the same as provided for in Section 5.2.

# **SECTION 6 INDEMNIFICATION AND INSURANCE REQUIREMENTS**

## **6.1 INDEMNIFICATION**

Consultant agrees to indemnify and hold harmless the City of Miami Beach and its officers, employees, agents, and contractors, from and against any and all actions (whether at law or in equity), claims, liabilities, losses, and expenses, including, but not limited to, attorneys' fees and costs, for personal, economic or bodily injury, wrongful death, loss of or damage to property, which may arise or be alleged to have arisen from the negligent acts, errors, omissions or other wrongful conduct of the Consultant, its officers, employees, agents, contractors, assignees, designees, appointees, or affiliates. To that extent, the Consultant shall pay all such claims and losses and shall pay all such costs and judgments which may issue from any lawsuit arising from such claims and losses, and shall pay all costs and attorneys' fees expended by the City in the defense of such claims and losses, including appeals.

The Parties agree that one percent (1%) of the total compensation to Consultant for performance of the Services under this Agreement is the specific consideration from the City to the Consultant for Consultant's indemnity agreement. The provisions of this Section shall survive termination or expiration of this Agreement.

## **6.2 INSURANCE REQUIREMENTS**

The Consultant shall maintain and carry in full force during the Term, the following insurance:

1. Consultant General Liability, in the amount of \$1,000,000;
2. Consultant Professional Liability, in the amount of \$200,000; and
3. Workers Compensation & Employers Liability, as required pursuant to Florida Statutes.

The insurance must be furnished by insurance companies authorized to do business in the

State of Florida. All insurance policies must be issued by companies rated no less than "B+" as to management and not less than "Class VI" as to strength by the latest edition of Best's Insurance Guide, published by A.M. Best Company, Oldwick, New Jersey, or its equivalent.

All of Consultant's certificates shall contain endorsements providing that written notice shall be given to the City at least thirty (30) days prior to termination, cancellation or reduction in coverage in the policy. The insurance certificates for General Liability shall include the City as an additional insured and shall contain a waiver of subrogation endorsement.

Original certificates of insurance must be submitted to the City's Risk Manager for approval (prior to any work and/or services commencing) and will be kept on file in the Office of the Risk Manager. The City shall have the right to obtain from the Consultant specimen copies of the insurance policies in the event that submitted certificates of insurance are inadequate to ascertain compliance with required coverage.

The Consultant is also solely responsible for obtaining and submitting all insurance certificates for any sub-consultants.

Compliance with the foregoing requirements shall not relieve the Consultant of the liabilities and obligations under this Section or under any other portion of this Agreement.

The Consultant shall not commence any work and or services pursuant to this Agreement until all insurance required under this Section has been obtained and such insurance has been approved by the City's Risk Manager.

#### **SECTION 7** **LITIGATION JURISDICTION/VENUE/JURY TRIAL WAIVER**

This Agreement shall be construed in accordance with the laws of the State of Florida. This Agreement shall be enforceable in Miami-Dade County, Florida, and if legal action is necessary by either party with respect to the enforcement of any or all of the terms or conditions herein, exclusive venue for the enforcement of same shall lie in Miami-Dade County, Florida. By entering into this Agreement, Consultant and the City expressly waive any rights either party may have to a trial by jury of any civil litigation related to or arising out of this Agreement.

#### **SECTION 8** **LIMITATION OF CITY'S LIABILITY**

The City desires to enter into this Agreement only if in so doing the City can place a limit on the City's liability for any cause of action, for money damages due to an alleged breach by the City of this Agreement, so that its liability for any such breach never exceeds the sum of \$10,000. Consultant hereby expresses its willingness to enter into this Agreement with Consultant's recovery from the City for any damage action for breach of contract to be limited to a maximum amount of \$10,000.

Accordingly, and notwithstanding any other term or condition of this Agreement, Consultant hereby agrees that the City shall not be liable to the Consultant for damages in an amount in excess of \$10,000 for any action or claim for breach of contract arising out of the performance or non-performance of any obligations imposed upon the City by this Agreement.

Nothing contained in this section or elsewhere in this Agreement is in any way intended to be a waiver of the limitation placed upon the City's liability, as set forth in Section 768.28, Florida Statutes.

## **SECTION 9**

### **DUTY OF CARE / COMPLIANCE WITH APPLICABLE LAWS**

With respect to the performance of the Services contemplated herein, Consultant shall exercise that degree of skill, care, efficiency, and diligence normally exercised by reasonable persons and/or recognized professionals with respect to the performance of comparable services.

In performance of the Services, Consultant shall comply with all applicable laws, ordinances, and regulations of the City, Miami-Dade County, the State of Florida, and the federal government, as applicable.

## **SECTION 10**

### **GENERAL PROVISIONS**

#### **10.1 AUDIT AND INSPECTIONS**

Upon reasonable verbal or written notice to Consultant, and at any time during normal business hours (i.e. 9AM – 5PM, Monday through Fridays, excluding nationally recognized holidays), and as often as the City Manager may, in his/her reasonable discretion and judgment, deem necessary, there shall be made available to the City Manager, and/or such representatives as the City Manager may deem to act on the City's behalf, to audit, examine, and/ or inspect, any and all other documents and/or records relating to all matters covered by this Agreement. Consultant shall maintain any and all such records at its place of business at the address set forth in the "Notices" section of this Agreement.

#### **10.2 ASSIGNMENT, TRANSFER OR SUBCONSULTING**

Consultant shall not subcontract, assign, or transfer all or any portion of any work and/or service under this Agreement without the prior written consent of the City of Miami Beach Chief of Police or his/her designee, which consent, if given at all, shall be in the City of Miami Beach Chief of Police or his/her designee's sole judgment and discretion. Neither this Agreement, nor any term or provision hereof, or right hereunder, shall be assignable unless as approved pursuant to this Section, and any attempt to make such assignment (unless approved) shall be void.

#### **10.3 NO DISCRIMINATION**

In connection with the performance of the Services, the Consultant shall not discriminate against any employee or applicant for employment because of race, color, national origin, religion, sex, gender identity, sexual orientation, disability, marital and familial status, or age.

#### **10.4 CONFLICT OF INTEREST**

The Consultant herein agrees to adhere to and be governed by all applicable Miami-Dade County Conflict of Interest Ordinances and Ethics provisions, as set forth in the Miami-Dade County Code, and as may be amended from time to time; and by the City of Miami Beach

Charter and Code (as some may be amended from time to time); both of which are incorporated by reference herein as if fully set forth herein.

The Consultant covenants that it presently has no interest and shall not acquire any interest, direct or indirectly, which could conflict in any manner or degree with the performance of the Services. The Consultant further covenants that in the performance of this Agreement, no person having any such interest shall knowingly be employed by the Consultant. No member of or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or to any benefits arising therefrom.

## **SECTION 11**

### **NOTICES**

All notices and communications in writing required or permitted hereunder, shall be delivered personally to the representatives of the Consultant and the City listed below or may be mailed by U.S. Certified Mail, return receipt requested, postage prepaid, or by a nationally recognized overnight delivery service.

Until changed by notice in writing, all such notices and communications shall be addressed as follows:

**TO CONSULTANT:** Ruban Roberts, Managing Member  
1335 NW 172 Terrace  
Miami Gardens, Florida 33169  
Attn: Ruban Roberts

**TO CITY:** City of Miami Beach Police Department  
1100 Washington Avenue  
Miami Beach, Florida 33139  
Attn: Daniel J. Oates, Chief of Police

Notice may also be provided to any other address designated by the party to receive notice if such alternate address is provided via U.S. certified mail, return receipt requested, hand delivered, or by overnight delivery. In the event an alternate notice address is properly provided, notice shall be sent to such alternate address in addition to any other address which notice would otherwise be sent, unless other delivery instruction as specifically provided for by the party entitled to notice.

Notice shall be deemed given on the day on which personally served, or the day of receipt by either U.S. certified mail or overnight delivery.

## **SECTION 12**

### **MISCELLANEOUS PROVISIONS**

#### **12.1 CHANGES AND ADDITIONS**

This Agreement cannot be modified or amended without the express written consent of the Parties. No modification, amendment, or alteration of the terms or conditions contained herein shall be effective unless contained in a written document executed with the same formality and of equal dignity herewith.

## **12.2 SEVERABILITY**

If any term or provision of this Agreement is held invalid or unenforceable, the remainder of this Agreement shall not be affected and every other term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

## **12.3 ENTIRETY OF AGREEMENT**

The City and Consultant agree that this is the entire Agreement between the Parties. This Agreement supersedes all prior negotiations, correspondence, conversations, agreements or understandings applicable to the matters contained herein, and there are no commitments, agreements or understandings concerning the subject matter of this Agreement that are not contained in this document. Title and paragraph headings are for convenient reference and are not intended to confer any rights or obligations upon the Parties to this Agreement.

## **12.4 CONSULTANT'S COMPLIANCE WITH FLORIDA PUBLIC RECORDS LAW**

- (A) Consultant shall comply with Florida Public Records law under Chapter 119, Florida Statutes, as may be amended from time to time.
- (B) The term "public records" shall have the meaning set forth in Section 119.011(12), which means all documents, papers, letters, maps, books, tapes, photographs, films, sound recordings, data processing software, or other material, regardless of the physical form, characteristics, or means of transmission, made or received pursuant to law or ordinance or in connection with the transaction of official business of the City.
- (C) Pursuant to Section 119.0701 of the Florida Statutes, if the Consultant meets the definition of "Contractor" as defined in Section 119.0701(1)(a), the Consultant shall:
  - (1) Keep and maintain public records required by the City to perform the service;
  - (2) Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law;
  - (3) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed, except as authorized by law, for the duration of the contract term and following completion of the Agreement if the Consultant does not transfer the records to the City;
  - (4) Upon completion of the Agreement, transfer, at no cost to the City, all public records in possession of the Consultant or keep and maintain public records required by the City to perform the service. If the Consultant transfers all public records to the City upon completion of the Agreement, the Consultant shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Consultant keeps and maintains public records upon completion of the Agreement, the Consultant shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.



**(D) REQUEST FOR RECORDS; NONCOMPLIANCE.**

(1) A request to inspect or copy public records relating to the City's contract for services must be made directly to the City. If the City does not possess the requested records, the City shall immediately notify the Consultant of the request, and the Consultant must provide the records to the City or allow the records to be inspected or copied within a reasonable time.

(2) Consultant's failure to comply with the City's request for records shall constitute a breach of this Agreement, and the City, at its sole discretion, may: (1) unilaterally terminate the Agreement; (2) avail itself of the remedies set forth under the Agreement; and/or (3) avail itself of any available remedies at law or in equity.

(3) A Consultant who fails to provide the public records to the City within a reasonable time may be subject to penalties under s. [119.10](#).

**(E) CIVIL ACTION.**

(1) If a civil action is filed against a Consultant to compel production of public records relating to the City's contract for services, the court shall assess and award against the Consultant the reasonable costs of enforcement, including reasonable attorney fees, if:

a. The court determines that the Consultant unlawfully refused to comply with the public records request within a reasonable time; and

b. At least 8 business days before filing the action, the plaintiff provided written notice of the public records request, including a statement that the Consultant has not complied with the request, to the City and to the Consultant.

(2) A notice complies with subparagraph (1)(b) if it is sent to the City's custodian of public records and to the Consultant at the Consultant's address listed on its contract with the City or to the Consultant's registered agent. Such notices must be sent by common carrier delivery service or by registered, Global Express Guaranteed, or certified mail, with postage or shipping paid by the sender and with evidence of delivery, which may be in an electronic format.

(3) A Consultant who complies with a public records request within 8 business days after the notice is sent is not liable for the reasonable costs of enforcement.

**(F) IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:**

**CITY OF MIAMI BEACH  
ATTENTION: RAFAEL E. GRANADO, CITY CLERK  
1700 CONVENTION CENTER DRIVE  
MIAMI BEACH, FLORIDA 33139  
E-MAIL: [RAFAELGRANADO@MIAMIBEACHFL.GOV](mailto:RAFAELGRANADO@MIAMIBEACHFL.GOV)  
PHONE: 305-673-7411**

**12.5 COOPERATION AGREEMENT**

Consultant and City shall promptly notify the other of any knowledge regarding any occurrence which may result in a claim against either of them arising out of the Services rendered by Consultant hereunder and shall cooperate with each other whenever any claim, whether administrative, criminal or civil is filed against either of them with respect to services rendered by Consultant under this Agreement. Contractor shall have full access to any records necessary to defend himself against such an administrative, criminal or civil action


subject to any applicable laws or exemptions from disclosure, including but without limitation, Chapter 119 of the Florida Statutes. This provision shall remain in full force and effect during the Term of this Agreement, and upon termination of this Agreement.

**IN WITNESS WHEREOF**, the Parties hereto have caused this Agreement to be executed by their appropriate officials, as of the date first entered above.

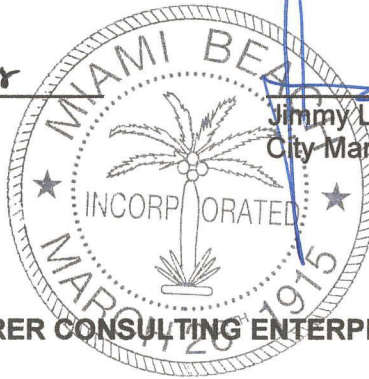
FOR CITY: **CITY OF MIAMI BEACH, FLORIDA**

ATTEST:

By:

  
Rafael E. Granado  
City Clerk

11/2/18



  
Jimmy L. Morales  
City Manager

FOR CONSULTANT: **RER CONSULTING ENTERPRISE, LLC**

By:

  
Ruban Roberts, Managing Member

Ruban Roberts  
Print Name

APPROVED AS TO  
FORM & LANGUAGE  
& FOR EXECUTION

  
City Attorney

11/1/18  
Date



## **EXHIBIT "A": SCOPE OF SERVICES**

### **Community Engagement and Cultural Sensitivity Training for the City of Miami Beach Police Department**

- a. Consultant shall develop and present its pilot program entitled "Community Engagement and Cultural Sensitivity Training" for the City of Miami Beach Police Department.
- b. The "Community Engagement and Cultural Sensitivity Training" shall be an interactive training of approximately two (2) hours in duration, with a focus on providing attendees a better understanding of the dynamics of policing individuals from diverse cultures and improving cultural sensitivity awareness.
- c. Consultant shall present its "Community Engagement and Cultural Sensitivity Training" on two (2) separate occasions with no more than fifteen (15) City of Miami Beach Police Department employees attending each such training session.
- d. Consultant shall present both "Community Engagement and Cultural Sensitivity Training" sessions at the City of Miami Beach Police Department at dates and times to be mutually agreed upon by the Parties.

## **Proposal for Part-time Trainer for the City of Miami Beach**

### **Goal:**

The goal is to train the below listed CMB departments on diversity and cultural competency in 2019:

<b>Department</b>	<b>Number of Employees</b>
Code Compliance	20
Building	76
Finance (Customer Service Center)	28
Recreation	184
Public Works Sanitation	103
Housing & Community Services	22
City Manager	15
<b>Total Number of Employees</b>	<b>448</b>

### **Option 1:**

Part-time employee. Hire a part-time consultant from a temporary agency with an hourly billed rate of \$31:

- 25-30 participants per session
  - 4-hour sessions on Cultural Competency/Diversity
- 4-hour sessions = \$124 per session
- Approximately 15 sessions = \$1,860
  - 160 hours of material preparation = \$4,960
- Approximate cost for training consultant = \$6,820

### **Option 2:**

Contract with RCultures, Inc. to provide Cultural Competency/Diversity workshops:

- 25-30 participants
  - 2 Hour session on Cultural Competency/Diversity
- 2 Hour Workshop - \$600.00 per workshop\*
- Approximately 15 total workshops = \$9,000

\* Participants will retake ODPI refreshed online Diversity Training at the end of the session



**City of Miami Beach, FL  
Cultural Competency/Diversity Training  
2019**

**RCultures Concept**

Even in the most high-pace of industries, complacency is not only the enemy, but a constant reminder that motivation levels are running low. Getting along with your team is only step one in creating a fun, productive work atmosphere – step two is properly communicating goals and getting everyone aligned and focused on those goals to accomplish the mission. That’s where RCultures comes in. We provide solutions that help organizations accomplish their mission with the ultimate solution to corporate trainings. We accomplish this by aligning three key drivers of success – approach, process and strategy.

**Cultural Competency/Diversity Training**

In response to these needs and the changing demographics of Florida and the need for residents to embrace its evolving cultures, RCultures, Inc. established a south countywide ***Cultural Competency/Diversity Training (CCDT)***. Through CCDT, participants learn to view each individual as having a unique culture, and gain tools to develop more culturally proficient personal and professional behaviors. The training addresses knowledge, attitudes and skills by building on the RCultures steps to cultural competency:

Recognize your tape recorders  
Consider others tape recorders  
Understand different perspectives  
Listen to both tape recorders  
Time Comfort and Trust  
Useless Information  
Reach Agreement  
Expect Resistance  
Simplify an action plan

Rather than singling out specific groups or ethnicities by developing “lists” of values and beliefs, the approach focuses on communicating, building trust, being sensitive, recognizing and learning about the unique and special qualities of various cultures. In addition, RCultures provides trainings on customer service, prevention of sexual harassment and violence in the workplace.

RCultures, Inc. continues to adapt the curriculum for a variety of private businesses and public entities that may also benefit from improved cultural competence in dealing with their own employees, customers, and communities. Examples of those organizations are the Broward Sheriffs Office, Boynton Beach, Miami Beach, Sarasota and Delray Beach Police Departments, Department of Health, State of Florida, the Cities of Boynton Beach, Lauderdale Lakes, Doral, Delray Beach, Opa-Locka, Ft Lauderdale, Tallahassee and Desoto and Austin, Texas. The list also includes, Towns of Cutler Bay and Surfside, the Villages of Pinecrest and Key Biscayne, Palm Beach Fire Rescue, and Palm Beach Health Department. In addition RCultures has provided training to the National Forum for Black Public Administrators, MEC Ministries, Convey Health Solutions and UCB Pharmaceuticals in Atlanta Georgia.

### **RCultures, Inc. Qualifications and Experience**

RCultures, Inc. has extensive experience reaching, engaging, and providing cultural competency training. Response to both the concepts of cultural competency and the trainers who present the workshops has been exceptional. While evaluation data show gains in knowledge and high-perceived value of the program, results may perhaps best be demonstrated by participants' comments. Several quotations that follow from post-training evaluations are representative:

*"(I came expecting...) to be trained on culture and how to not stereotype and be more culturally diverse. (I got...) so much more! The training has opened my eyes to many aspects in life and will definitely reflect future actions and relations I have with people or situations in my life. Thank you for teaching me so much these past few days – loved it!"*

*"(I came expecting...) tools that I can use in my everyday life. (I got...) the knowledge that every encounter is cross-cultural and I should be aware of my values and biases & be more open & respectful. This was very informative and life changing for me. I was challenged but feel that it was needed – I can only hope that I keep this with me for years to come."*

*"(I came expecting...) to have a lot of knowledge but soon found out that I have a lot to learn. (I got...) a greater understanding of knowing about the value of others and that I have to know self-first. I could not wait to get here each day."*

### **Key Program Staff**

Rick Caldwell, the President of RCultures, Inc. has extensive expertise in curriculum design with focus on diversity and multi-cultural experiences, and is exceptionally well qualified to implement and facilitate the trainings. He possesses the qualifications and is effective in establishing a supportive learning environment and an atmosphere of mutual respect and trust, both among participants, and between the participants and trainer. In addition, the facilitator understands that the course is designed to help participants heighten their awareness, improve their knowledge, and increase their skills to work effectively in a diverse work environment, and have demonstrated their abilities to help participants accomplish those objectives.

### **Description of Services to City of Miami Beach**

RCultures, Inc. will provide the following training workshops:

- 25-30 participants
  - (2 Hour Training on Cultural Competency/Diversity)

All training will be held at the City of Miami Beach training facilities. RCultures, Inc. and the HR Department will jointly schedule use of facilities and RCultures will provide all equipment and materials. The participants will get an overview of diversity and self awareness and walk away with an understanding of how to identify cultural differences.

### **Schedule of Services**

The HR department and RCultures will schedule the training once the agreement is signed.

### **Cost of Services**

Workshop fees are as follows:

- 2 Hour Workshop - \$600.00 per workshop
- Approximately 5 total workshops
- Price includes:
  - Facilitator fees, travel and expenses
  - Exclusive online access to RCultures and quarterly newsletter

RCultures, Inc. will submit a contract to City of Miami Beach. Invoices will be provided on the day of the workshop and payment is due within 30 days.

### **Contact Information**

*RCultures, Inc.*

Rick Caldwell

President

PO Box 297974

Miramar, FL 33029

954-257-8076

rick@rcultures.net

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

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

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### **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.

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. 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 added maintenance as a result of the additional pedestrian signals and crosswalk striping.

As part of the Meridian Avenue Bicycle/Pedestrian Study, the City's consultant recommended the implementation of a scramble crossing at the intersection of Meridian Avenue and 17<sup>th</sup> Street. The results of this analysis and process for implementation were discussed at the October 17, 2018 Neighborhood/Community Affairs Committee (NCAC) meeting. At the meeting, the members of the NCAC directed staff to explore the implementation of a scramble crossing at the intersection of Meridian Avenue and 17<sup>th</sup> Street.

This item was subsequently discussed at the November 11, 2018 City Commission meeting. At the meeting, Commissioners expressed concerns with the chosen intersection, directed staff to reach out to the County to obtain further information on scramble crossings, and referred the item to NCAC for staff to present other intersections to consider for the implementation of scramble intersections.

## **ANALYSIS:**

Following the City Commission's direction, City staff has reached out to DTPW for a formal opinion on the scramble crossings at certain intersections in Miami Beach. County staff has expressed some concerns with operations and maintenance; however, City staff believes that the nature of the concerns can be addressed through feasibility studies and proper design of the candidate intersections.

Consistent with the City Commission's direction, staff has explored other intersections in the City that have high pedestrian activity and currently have exclusive pedestrian phases all-day or during certain times of the day. The following intersections meet these characteristics:

- Lincoln Road and Collins Avenue
- Lincoln Road and Washington Avenue
- Lincoln Road and Alton Road
- 5th Street and Collins Avenue

While the above intersections have high pedestrian activity, in order to determine the feasibility of

scramble crossings at each of these intersections, staff would need to review geometric conditions, operational characteristics, and potential impacts. While the analyses would be performed in-house, the cost to have a consultant collect the traffic data would be approximately \$10,000. This funding has been identified in the Transportation Department's FY 2018/19 Operating Budget.. The analysis is anticipated to take approximately 60 to 90 days to complete..

### **CONCLUSION:**

This item is presented to the NCAC for discussion and direction.



# MIAMI BEACH

## **COMMITTEE MEMORANDUM**

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION TO CONSIDER REPEALING CERTAIN PORTIONS OF  
RESOLUTION 2018-30261 ADDRESSING THE BUSINESS TAX RECEIPT  
PROCESS**

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### **KEY INTENDED OUTCOME:**

Strengthen Internal Controls To Achieve More Accountability

### **HISTORY:**

At the request of the City Manager, a task force comprised of City employees was asked to conduct a comprehensive review of the Business Tax Receipt (BTR) process to determine the efficacy and efficiency of the process for City customers. The thorough review found that, over time, various unrelated actions have been added to the BTR processes resulting in significant delays in the issuance of BTRs. One of the actions that has led to confusion and unexpected delays was the City's effort to promote emergency evacuation registration among the City's elder residents as memorialized in Resolution 2018-30261.

Resolution 2018-30261, approved by the Mayor and Commission at its April 11, 2018 meeting, requires that owners of properties with 51% or more of tenants aged 62 and older submit evidence that they have encouraged tenants to register for the Miami Dade County Emergency and Evacuation Assistance Program (EEAP) through a self-certification prior to the issuance of the BTR. The Resolution also requires residential buildings which receive City funds and who have 51 % of its tenants aged 62 and to encourage eligible residents to register for EEAP prior to receiving City funds and annually thereafter for a period of 10 years.

### **ANALYSIS:**

While well intentioned, the recommendation to amend the BTR process to promote evacuation registration among elder residents created confusion and unanticipated delays which resulted in non-compliance or delayed non-compliance by a significant number of properties that encountered challenges and apprehension in their attempt to be compliant. Many property owners expressed hesitation and concern regarding inquiring about the age of their tenants and the possible conflict with Fair Housing standards which establish guidelines to ensure that you are not discriminating against renters or buyers because of age, among other factors. Other properties were unsure as to how to communicate information about the EEAP program to their tenants as some provided flyers to all tenants and others simply posted the City flyer provided in the BTR correspondence in their building's common area.

As of **November 8, 2018**, **275** Apartments and **234** Condos were noncompliant in their application for the

Business Tax Receipt.

Due to the unexpected delays and the minimal benefits yielded, the Administration recommends repealing those portions of the Resolution that address the BRT process as staff evaluates a more effective (and less confusing) strategy to encourage EEAP registration among our elderly residents.

**CONCLUSION:**

The Administration encourages repealing certain portions of Resolution 2018-30261 requiring residential buildings with 51% of its tenants aged 62 and older to submit evidence that they have encouraged tenants to register for the Emergency and Evacuation Assistance Program prior to the issuance of the Business Tax Receipt.

# MIAMI BEACH

## **COMMITTEE MEMORANDUM**

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION TO CONSIDER CONCEPTS FOR THE NORTH BEACH  
NEIGHBORHOOD GREENWAY**

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### **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 recommended the Neighborhood Greenways as a way to help reach this mode share vision. Neighborhood Greenways, as defined in the TMP, are streets where cars are not excluded, but allow for bicycle and pedestrian travel to be comfortable for all ages and skill levels. Greenways can be accomplished through lower vehicular traffic speeds, landscaping to enhance the bicycle and pedestrian experience, and/or context-sensitive roadway design. The results of which improve the safety for all users of the roadway.

In summary, the goal is for Neighborhood Greenways to be so appealing that they encourage bicycle use for recreational riders and trips within Miami Beach. Neighborhood Greenways will also reduce regional greenhouse gas emissions, and align with Miami Beach's resiliency program and the goals of the 100 Resilient Cities partnership.

The North Beach areas recommended by the TMP for Neighborhood Greenways include:

- 85th Street between Hawthorne Avenue and Collins Avenue;
- 81st Street between Hawthorne Avenue and Collins Avenue;
- 77th Street between Hawthorne Avenue and Collins Avenue; and
- Tatum Waterway between 77<sup>th</sup> Street and 81<sup>st</sup> Street.

On May 17, 2017, the Transportation Department issued a Notice to Proceed to Zyscovich Architects for a Feasibility Study evaluating implementation of Neighborhood Greenways in North Beach. A kickoff meeting initiated the studies and ensured that City Staff and the consultant team agreed on project deliverables and schedule.

The consultants then conducted field reviews and reviewed existing plans and studies to better understand the context and current conditions of the study area. From that review, initial design options were created for review by staff. The approach was to work toward a comprehensive network of bicycle facilities in North Beach

On August 7, 2017, the first public meeting was held to present the study to the public and invite community feedback. The overall response from the community was positive.

The North Beach Neighborhood Greenway concepts were then refined and reviewed extensively with Transportation staff and internal Miami Beach stakeholders. Four (4) concept review meetings were held with internal stakeholders on July 19, 2017, October 25, 2017, November 6, 2017, and March 19, 2018. Attendees included representatives from the Office of Capital Improvement Projects (CIP), Emergency Management, Parking, Planning, Public Works, Sustainability, Tourism, Culture, and Economic Development (TCED) Departments. The Transportation, Parking and Bicycle-Pedestrian Facilities Committee reviewed the North Beach Neighborhood Greenways concepts on April 9, 2018 and June 11, 2018.

Transportation Department staff also coordinated with the City and consultant teams working on the Plan NOBE, the West Lots Master Plan, and the Ocean Terrace planning efforts. The North Beach Greenway concepts were discussed extensively with the various teams at the West Lots Charrette on April 30, 2018 and the Ocean Terrace Plan review meeting on June 29, 2018. A key coordination issue was replacement parking for any on-street parking displaced by the proposed Neighborhood Greenways. Replacement parking can potentially be accommodated by new parking along the east side of the Collins Court Alleyway, on the west side of the West Lots. The City and consultant teams were supportive of creating this new parking opportunity for replacement parking in the community.

The North Beach Neighborhood Greenways concepts were also reviewed with the Florida Department of Transportation (FDOT) on February 23, 2018 and Miami-Dade County Department of Transportation and Public Works (DTPW) on April 11, 2018. Input was received on bicycle box placement and incorporated into the design. Bicycle crossing concepts will be finalized during the design process. Final draft concept plans will be sent to both FDOT and DTPW for final review and approval.

A second public meeting was held on December 11, 2018 at 6PM at North Shore Youth Center to review the final concept plans with the community. Approximately 25 community members attended the meeting. The community supported the recommendations of the North Beach Neighborhood Greenway Feasibility Study.

## **ANALYSIS:**

The proposed North Beach Neighborhood Greenways are important for North Beach because they will provide alternate means of transportation in a highly congested, moderate income neighborhood of Miami Beach. The Neighborhood Greenways are also consistent with the ideas proposed in Plan NOBE, the West Lots plan, and the Ocean Terrace plan. A map of the proposed North Beach Neighborhood Greenway is shown in Attachment 1.

In the Biscayne Beach area of North Beach, sharrows and enhanced landscaping are proposed for 85<sup>th</sup> Street, 82nd Street, and 81st Street. Travel lanes and parking widths are adjusted slightly to accommodate the increased landscaping. On the north/south connecting streets, sharrows are proposed to complete the network in this neighborhood of North Beach. Implementing the proposed Neighborhood Greenway concepts on these streets will cause no parking impact to the community. Attachment 2 shows a proposed concept for 81st Street in Biscayne Beach.

Between Byron Avenue, Dickens Avenue, and Collins Avenue, a series of Neighborhood Greenways are proposed with enhanced landscaping and bicycle lanes. Bicycle lanes are important in this area of North Beach because they complete the existing, fragmented bicycle lane network in North Beach, address bicycling safety needs identified in Miami Beach resident surveys, and provide a potential economic benefit of car-free living in North Beach as the bicycle lanes connect to the free Miami Beach Trolley system.

The proposed Neighborhood Greenways on 85th Street and 81st Street include parking-protected, buffered, bi-directional bicycle lanes with enhanced landscaping. Both streets maintain two-way travel lanes. On 85th Street, this is achieved by shifting travel lanes to the north and narrowing parking lane width and travel lanes slightly. Twenty-one (21) on-street parking spaces on the north side of the street would be impacted but could be relocated to the proposed parking spaces on the east side of Collins Court. A new 2.5' bioswale with landscaping is proposed to be placed between the parking-protected, buffered bicycle lane and the south sidewalk, narrowing the sidewalk slightly to 4'. On 81st Street, space is gained for a greenway by converting the angled on-street parking on the south side of the street to parallel parking spaces and narrowing the travel lanes and parking width slightly. On the south side of the street, four (4) on-street parking spaces would need to be removed and relocated to the proposed parking spaces on the east side of Collins Court. A new 2' bioswale with landscaping is proposed to be placed between a proposed parking-protected, buffered bicycle lane and the on-street parking. Sidewalk widths are proposed to remain at 5' 6".

A pair of Neighborhood Greenways is proposed for 77th Street and 78th Street. On 77th Street, the existing two-way travel lanes are proposed to be converted to a one-way travel lane in the eastbound direction between Dickens Avenue and Collins Avenue. A traffic study will be required for the one-way conversion of 77th Street. A parking-protected, buffered bicycle lane and landscaped strip is proposed on the south side of the street. There is no impact to on-street parking on 77th Street. Attachment 3 depicts the proposed greenway concept for 77th Street. 78th Street will remain one-way in an eastbound direction. Angled on-street parking is proposed to be converted to parallel parking, and a new landscaped strip would be added between the sidewalk and a new parking-protected, buffered bicycle lane on the north side of the street. Sixteen (16) existing on-street angled parking spaces on the north side of the street would need to be relocated to either the proposed parking spaces on the east side of Collins Court and 79<sup>th</sup> Street or to the future North Beach parking garage potentially to be located at West Lot 1, between 79<sup>th</sup> Street and 80<sup>th</sup> Street.

Parking relocation for 85th Street, 81st Street, 78th Street, and 77th Street will be accommodated on the east side of Collins Court on West Lots Blocks 1-6. The block-by-block parking analysis and the graphic showing the proposed parking layout on the east side of Collins Court are included in Attachment 4.

Tatum Waterway is a critical connector between the existing bicycle lanes, filling the bicycle lane gap between 79th Street and 81st Street. A parking-protected, buffered, bi-directional bicycle lane is proposed for Tatum Waterway. A parking-protected, buffered, bi-direction bicycle lane is also proposed along Byron Avenue between 81st and 82nd Streets, as the connector between Tatum Waterway and the existing bicycle lanes beginning at 82nd Street. On Tatum Waterway between 77th Street and 81st Street, conversion of the existing two-way travel lanes to a one-way travel lane in the northbound direction is proposed. There is no impact to on-street parking on Tatum Waterway.

Bicycle connections across Tatum Waterway are made through bridges at 85th Street, 81st Street, and 77<sup>th</sup> Street. Sharrows will be painted on the bridges. There is potential for the 81st Street bridge to be widened as part of a future project to accommodate bicycle lanes as both sides of the bridge are in public ownership; however, widening the 81st Street bridge to accommodate bicycles is not part of the proposed North Beach Greenways and should be evaluated as part of a future study. Bicycle boxes are recommended at the

intersections of Byron Avenue with 85th Street and 82nd Street, as well as Dickens Avenue and 77<sup>th</sup> Street to accommodate bicycles crossing to the bridges.

The Byron Avenue Neighborhood Greenway is able to be achieved between 81st Street and 75<sup>th</sup> Street. Travel lanes and parking lane widths are narrowed slightly to accommodate a new 3' landscaped strip adjacent to the east sidewalk. Sharrows are proposed for Byron Avenue.

Bicycle crossing markings should be installed across Collins Avenue at 85th Street, 81st Street, 78th Street, and 77nd Street. These concepts should be further developed during the design process.

The estimated cost of this network of Noorth Beach Neighborhood Greenways is \$6,504,962. Funding and implementation will need to be coordinated with future resilience projects in North Beach. Funding has not been identified for the North Beach Greenways at this time.

## **CONCLUSION:**

The proposed North Beach Neighborhood Greenways will be important to the community because they will support redevelopment of North Beach by increasing mobility options, calming traffic, and improving pedestrian and bicycle safety and connectivity though the addition of sharrows (i.e. shared lanes) and buffered bicycle lanes.. Moving this project forward will advance the implementation of the TMP, increase bicycle safety, improve multi-modal options, reduce congestion, decrease greenhouse gas emissions, and help the City reach its future mode share goals.

The Administration and the community support the concepts proposed in the North Beach Neighborhood Greenway Feasibility Study. If the proposed concepts are endorsed by the Neighborhood/Community Affairs Committee and the City Commission, the Administration will work toward implementation in coordination with North Beach resilience projects.


## **ATTACHMENTS:**


<b>Description</b>	<b>Type</b>
<input type="checkbox"/> Attachment 1: Proposed North Beach Neighborhood Greenway Map	Other
<input type="checkbox"/> Attachment 2: Proposed Concept for 81 Street	Other
<input type="checkbox"/> Attachment 3: Proposed Concept for 77 Street	Other
<input type="checkbox"/> Attachment 4: Parking Analysis	Other








# EXISTING & PROPOSED BICYCLE FACILITIES


- 


EXISTING SEPARATED BIKE LANES. REFER TO CITY OF MIAMI BEACH BICYCLE / PEDESTRIAN MASTER PLAN
- 


EXISTING SEPARATED BIKE LANES
- 


PROPOSED PROTECTED BIKE LANES
- 


PROPOSED NEIGHBORHOOD GREENWAYS (SHARROWS) AND NEW LANDSCAPING
- 

PROPOSED NEIGHBORHOOD GREENWAYS (SHARROWS) ONLY
- 

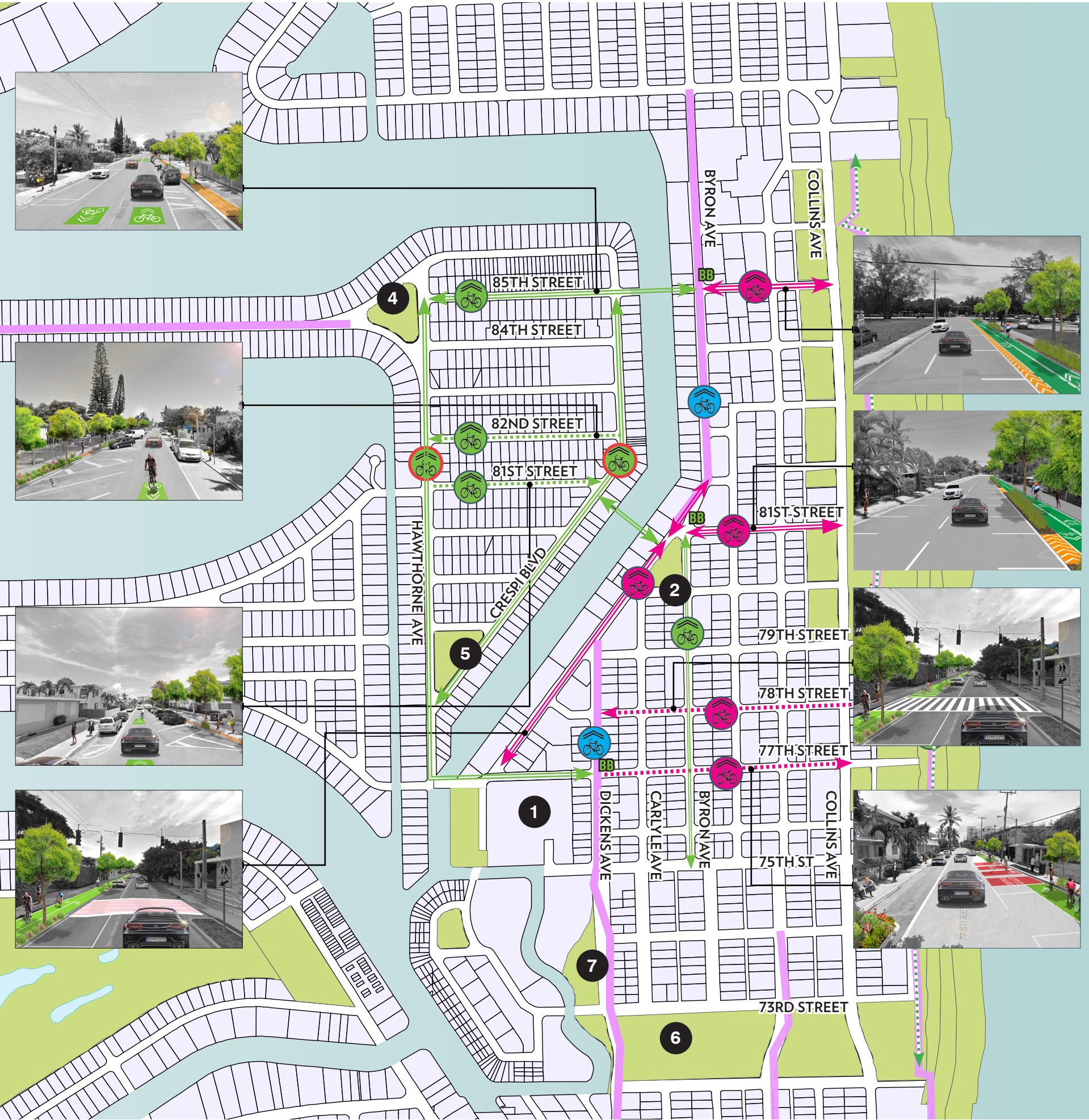
PROPOSED TWO-WAY BIKE LANES (SHARROWS)
- 

PROPOSED ONE-WAY BIKE LANES (SHARROWS)
- 

PROPOSED TWO-WAY PROTECTED / SEPARATED BIKE LANES (BI-DIRECTIONAL)
- 

PROPOSED ONE-WAY PROTECTED / SEPARATED BIKE LANE
- 

PROPOSED BIKE BOX LOCATIONS

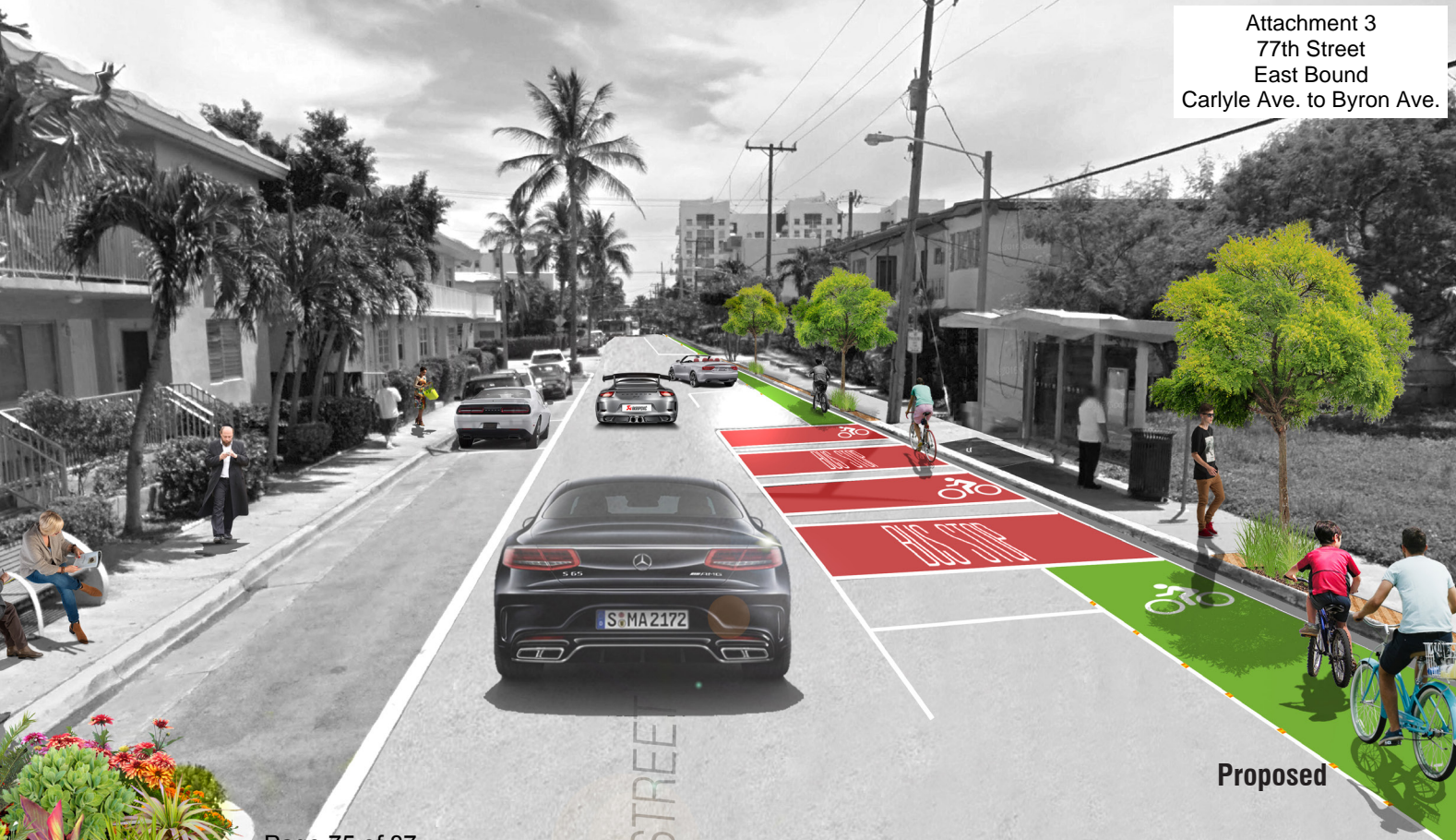






Proposed





**Proposed**

# Attachment 4 - Parking Analysis

## Parking Analysis | Biscayne Point - West of Canal

NORTH BEACH - Biscayne Point / West of Canal			
	85ST WEST OF CANAL	82ND ST WEST OF CANAL	81ST WEST OF CANAL
Existing Parking	15 Northside Curb - Parallel	47 Northside Curb - Angled	30 Northside Curb - Parallel
Existing Parking	29 Southside Curb - Parallel	32 Southside Curb - Parallel	33 Southside Curb - Angled
Total Parking =	44	79	63
Parking to be Relocated	0 E/W - Parallel	0 West - Angled/Parallel	0 East - Angled/Parallel
TOTAL Parking Existing to Remain =	186		

NOTE:  
Miami Beach is constructing a New Parking Lot on Hawthorne Avenue between 81st and 82nd Streets adding an additional 46 new parking spaces to this neighborhood area. Refer to page 39 for proposed parking lot layout.

## Parking | East of Canal

NORTH BEACH - EAST of CANAL							
	85ST EAST OF CANAL	81ST EAST OF CANAL	TATUM WATERWAY	77ST	78ST	BYRON - 81st to 82nd	BYRON - South of 81st
Existing Parking	21 Northside - Parallel	20 Northside - Parallel	44 Westside - Parallel	28 Northside - Parallel	51 Northside - Angled/Parallel	N/A	N/A
Existing Parking	15 Southside - Parallel	26 Southside - Angled	16 Eastside - Parallel	28 Southside - Parallel	32 Southside - Parallel	N/A	N/A
Total Parking	36	46	60	56	83	N/A	N/A
Parking to be Relocated =	21 Northside - Parallel	4 Southside - Angled	0 E/W - Parallel	0 N/S - Parallel	16 Northside - Angled	0 N/S -Parallel/Parallel	0 N/S -Parallel/Parallel

## Parking Analysis | Totals

Existing Parking EAST OF CANAL = 281 ps  
Minus parking spaces to be Relocated = 41 ps

## Parking | Totals PROPOSED

To accomodate the new proposed Neighborhood Greenways, this study proposes relocating some parking to new proposed parking locations on the east side of the Collins Court Alleyways from 85th Street to 79th Street. The Collins Court Alleyway is located between Collins Avenue and Harding Avenue. There are six (6) lots - Lots 1 thru 6 as shown on page 41.

A total of twenty (20) new parking spaces can be created in Lots 1 thru 6, representing a total of 120 new parking spaces.

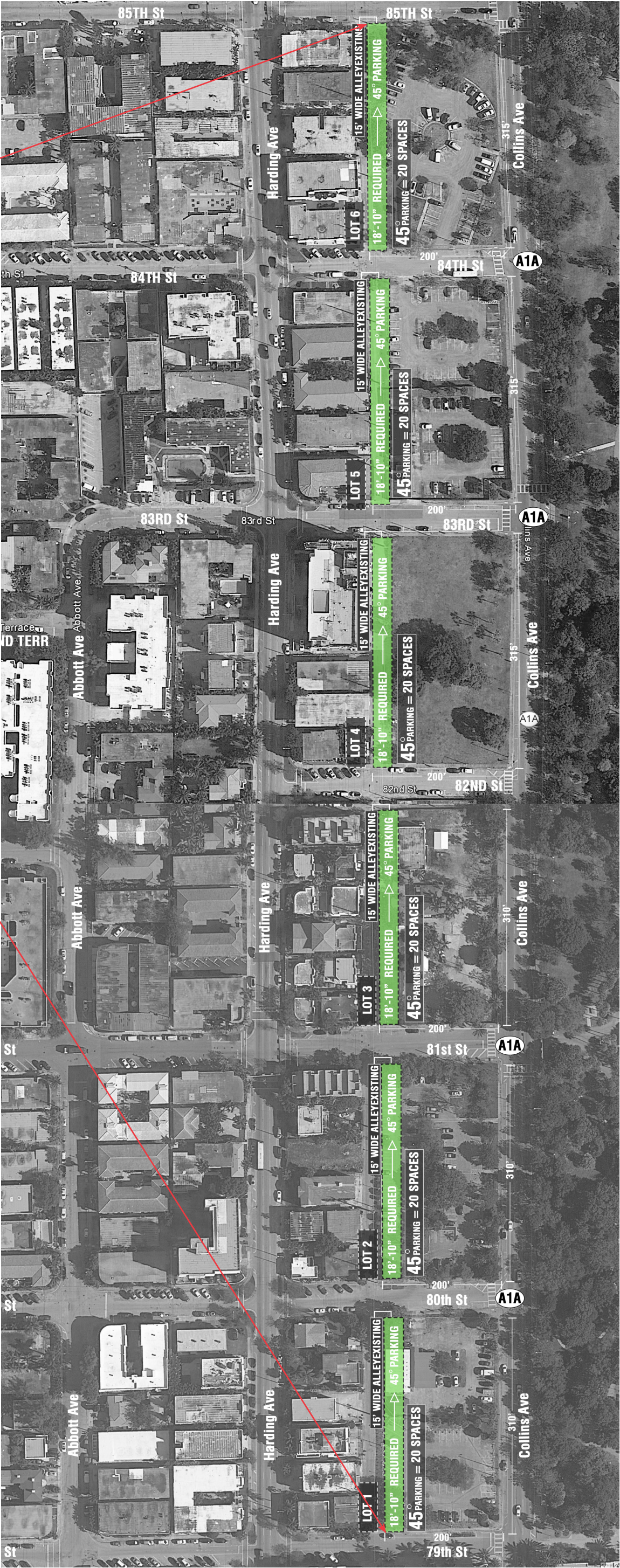
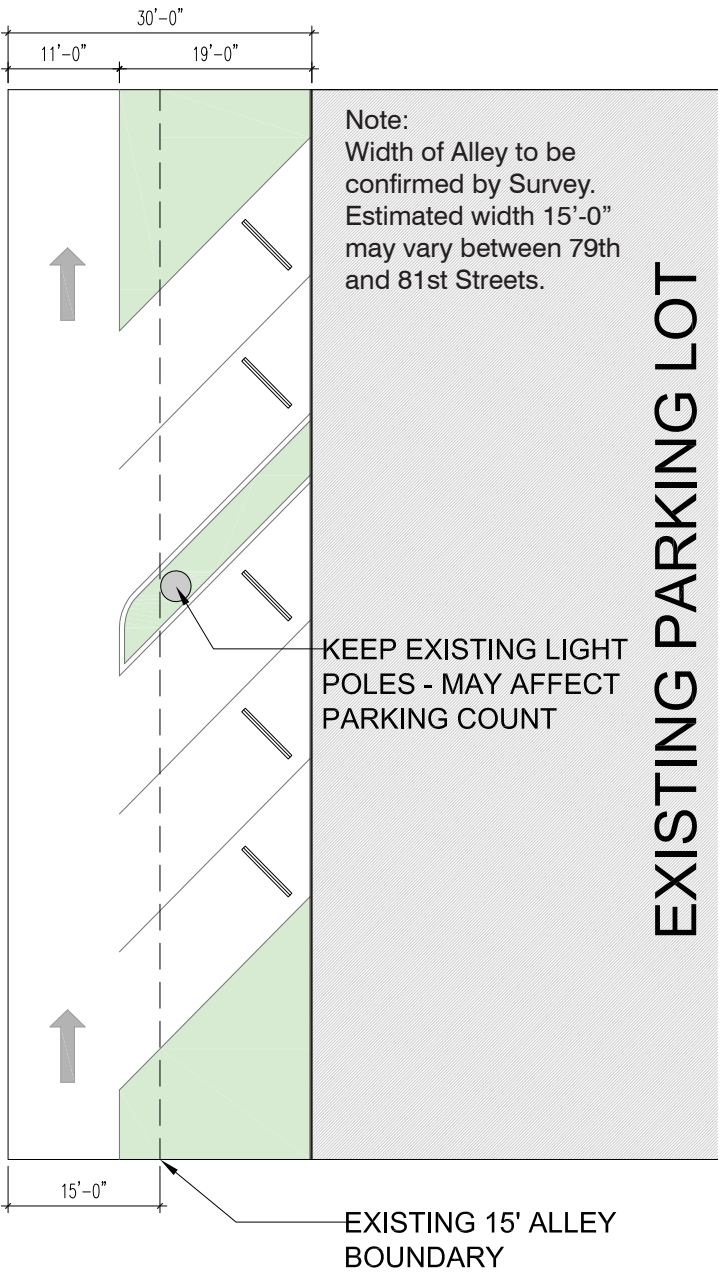
## EXISTING CONDITIONS LOT 1







**PROPOSED LAYOUT LOT 1**





# MIAMI BEACH

## **COMMITTEE MEMORANDUM**

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION TO CONSIDER CONCEPTS FOR THE BAY DRIVE  
NEIGHBORHOOD GREENWAY**

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### **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 Transportation Master Plan are intended to move Miami Beach towards this mode share vision by increasing pedestrian, bicycle, and transit travel.

The TMP suggested the Neighborhood Greenways as a way to help reach this mode share vision. Neighborhood Greenways, as defined in the TMP, are streets where cars are not excluded, but allow for bicycle and pedestrian travel to be comfortable for all ages and skill levels. Greenways can be accomplished through lower vehicular traffic speeds, landscaping to enhance the bicycle and pedestrian experience, and/or context-sensitive roadway design. The results of which improve the safety for all users of the roadway.

In summary, the goal is for Neighborhood Greenways to be so appealing that they encourage bicycle use for recreational riders and trips within Miami Beach. Neighborhood Greenways will also reduce regional greenhouse gas emissions, and align with Miami Beach's resiliency program and the goals of the 100 Resilient Cities partnership.

The project area for the Bay Drive Neighborhood Greenway runs along Bay Drive, south of 71<sup>st</sup> Street along the south side of Normandy Island. The west side of the study area is the west intersection of Normandy Drive, Bay Drive, and 71st Street. The east side of the study area is the east intersection of Normandy Drive, Bay Drive, and 71st Street.

On May 17, 2017, the Transportation Department issued a Notice to Proceed to Zyscovich Architects for a Feasibility Study evaluating implementation of Neighborhood Greenways in North Beach. A kickoff meeting initiated the studies and ensured that City Staff and the consultant team agreed on project deliverables and schedule.

The consultants then conducted field reviews and reviewed existing plans and studies to better understand the context and current conditions of the study area. From that review, initial design options were created for review by staff. The approach was that the Bay Drive Neighborhood Greenway would be part of a comprehensive network of bicycle facilities.

On August 7, 2017, the first public meeting was held to present the study to the public and invite community feedback. The overall response from the community was positive.

The Bay Drive Neighborhood Greenway concepts were then refined and reviewed extensively with Transportation Department staff and internal Miami Beach stakeholders. The Bay Drive concepts were also presented to the North Beach Steering Committee on October 25, 2017. The Transportation, Parking and Bicycle-Pedestrians Facilities Committee reviewed the Neighborhood Greenways concepts on April 9, 2018 and June 11, 2018.

Two (2) concept review meetings were held with internal stakeholders on March 19, 2018 and August 22, 2018. Attendees included representatives from the Office of Capital Improvement Projects (CIP), Emergency Management, Facilities Management, Parking, Planning, Public Works, Sustainability, and Tourism, Culture, and Economic Development (TCED) Departments.

The Bay Drive Neighborhood Greenway concepts were also reviewed with the Florida Department of Transportation (FDOT) on February 23, 2018 and Miami-Dade County Department of Transportation and Public Works (DTPW) on April 11, 2018. Input was received from FDOT on bicycle box placement and incorporated into the conceptual design. Input was also received from DTPW on initial decorative mid-block crosswalk concepts that were incorporated into the initial design. DTPW suggested that proposed mid-block crosswalks would not meet the warrant analysis required in such a quiet residential neighborhood. As such, alternative design concepts with enhanced landscaping instead of decorative crosswalks were incorporated into the final concepts. Final draft concept plans will be sent to both FDOT and DTPW for final review and approval.

A second public meeting was held on December 13, 2018 at 6PM at the North Shore Youth Center to review the final draft concept plans with the community. Approximately 25 community members attended the public meeting. The community supported the concepts presented by the City.

## **ANALYSIS:**

The proposed Bay Drive Neighborhood Greenway is important because it provides a safe and comfortable roadway for cars, bicycles, and pedestrians when travelling east and west through Normandy Island. It encourages potential car-free living in the North Beach area and connects to existing bicycle lanes and the Miami Beach Trolley on 71st Street and Normandy Drive. A map of the proposed Bay Drive Neighborhood Greenway is shown in Attachment 1.

Segment 1 of the feasibility study focuses on the west intersection of Bay Drive and 71st Street to Rue Granville and proposes to add sharrows to the roadway, narrow the travel lanes slightly, and add 2' to the north sidewalk for trees and landscaping.

Segment 2 of the study focuses on Rue Grandville to Rue Versailles and proposes to add sharrows (i.e. shared-use lanes) to the roadway, provide mid-block landscaping features, and raise intersections at all-way stops where Bay Drive intersects Trouville Esplanade, Rue Bourdeaux, and Rue Notre Dame. The study also recommends installing 2,049 linear feet of sidewalk on the south side of Bay Drive between Rue Granville and Rue Bordeaux. In order to promote a pedestrian friendly environment and connectivity, this

gap in the existing sidewalk network should be filled. A rendering of the concept proposed for Segment 2 is shown in Attachment 2.

Segment 3 of the study area currently has a robust tree canopy. Due to the existing tree canopy and geometric constraints, sharrows are the only proposed enhancement in this segment of Bay Drive. A rendering of the concept proposed for Segment 3 is shown in Attachment 3.

In order to establish bicycle connectivity along Bay Drive, the feasibility study recommends creating a bicycle connection where Bay Drive has been closed at Rue Granville and Rue Versailles, as well as enhancements to the landscaped area.

No parking is anticipated to be displaced along Bay Drive by the proposed Neighborhood Greenway.

A supplemental part of the Bay Drive Neighborhood Greenway Study recommends ways to fill in the bicycle lane gaps on 71st Street and Normandy Drive on an interim basis with a buffered bicycle lane. These concepts will be incorporated into the SR 934/71st Street/Normandy Drive Exclusive Transit Lanes/Protected/Buffered Bicycle Lanes Feasibility Study initiated by the Transportation Department in Fall 2018.

The bicycle lane gaps are located in two locations. One is located on the west side of Normandy Island between Bay Drive and Biarritz Drive. The other is located on the east side of Normandy Island between Rue Notre Dame and Bay Drive. The suggestion to fill the gaps is consistent with the recommendations of the adopted Miami Beach Bicycle-Pedestrian Master Plan (BPMP). As a Category 2 project improving existing facilities, the BPMP recommends:

- On Normandy Drive from Biarritz Drive to Bay Drive - upgrading to protected bicycle lanes. Currently there are both sharrows and an unprotected bicycle lane.
- On 71st Drive from Biarritz to Bay Drive - upgrading to protected bicycle lanes. Currently there are both sharrows and an unprotected bicycle lane.
- Implementing protected bike lanes on 71st St from Biarritz Drive to City limits.
- Implementing protected bike lanes on Normandy Drive from Biarritz Drive to City limits.

Replacement parking may be needed to accommodate these bicycle lane improvements on 71st Street and Normandy Drive. On 71st Street, seven (7) on-street parking spaces on the north side of the road between Rue Notre Dame and Rue Versailles will need to be relocated. On Normandy Drive, five (5) on-street parking spaces on the north side of the road between Rue Notre Dame and Rue Versailles will need to be relocated.

Potential replacement parking locations have been identified. One location is an existing City-owned parking lot located just southwest of the eastern intersection of Bay Drive and 71<sup>st</sup> Street on Beatriz Court. The lot currently has 44 parking spaces and can be reconfigured to accommodate 5 additional parking spaces, for a total of 49 parking spaces, by converting from angled parking to 90° spaces. (No street address has been assigned to the lot). The balance of the replacement parking (7 spaces) is recommended to be found by revisiting existing striped roadway tapers within the area. Field review identified over a dozen potential locations within the vicinity that could be evaluated for replacement parking. The majority of the potential parking locations are either on Normandy Drive or 71st Street, therefore, coordination with FDOT and further review is required.

The construction cost estimate for the Bay Drive Neighborhood Greenway is \$1,094,537. Providing a new bicycle lane to fill the bicycle lane gap on 71st Street is estimated to cost \$1,359,252. Providing a new bicycle lane to fill the bicycle lane gap on Normandy Drive is estimated to cost \$1,268,202. Reconfiguring the existing parking lot at Beatriz Court and Bay Drive is estimated to cost \$185,440. The table below

depicts the estimated construction costs for the various improvements.

<b>Bay Drive Neighborhood Greenway Cost Estimate</b>		
<b>Location</b>	<b>Description</b>	<b>Construction Cost</b>
Bay Drive - Seg 1	Bay Drive to Rue Versailles	597,587
Bay Drive - Seg 2	Rue Versailles to Rue Granville	491,950
Bay Drive - Seg 3	Rue Granville to Bay Drive	<u>5,000</u>
<b>Subtotal</b>		1,094,537
71st Street	Rue Notre Dame to Bay Drive	1,108,331
	Bay Drive to Biarritz Drive	<u>250,921</u>
<b>Subtotal</b>		1,359,252
Normandy Drive	Rue Notre Dame to Bay Drive	862,772
	Bay Drive to Biarritz Drive	<u>405,430</u>
<b>Subtotal</b>		1,268,202
Parking Lot Reconfiguration	Beatriz Court and Bay Drive	<u>185,440</u>
<b>Subtotal</b>		<u>185,440</u>
<b>TOTAL</b>		<b>3,907,431</b>

The City currently has \$100,000 of 2003 GO Bonds - Neighborhoods funding budgeted for the Bay Drive Neighborhood Greenway. The recently passed 2018 GO Bond has \$2 Million set aside for Neighborhood Traffic Calming and Pedestrian Friendly Streets. One of the four (4) GO Bond projects listed in this category is Normandy Isle Neighborhood Traffic Calming. As such, there is a potential to use a portion of these GO Bond funds for the Bay Drive Neighborhood Greenway.

### **CONCLUSION:**

The Bay Drive Neighborhood Greenway improvements will be important to the community because they will increase mobility options, calm traffic, and improve pedestrian and bicycle safety through the addition of sharrows (i.e. shared-use lanes). Moving this project forward will advance the implementation of the TMP, increase bicycle safety, improve multi-modal options, increase shade/canopy, improve the pedestrian experience, reduce congestion, decrease greenhouse gas emissions, and help the City reach its future mode share goals.

The Administration and the community support the concepts proposed in the Bay Drive Neighborhood Greenway Feasibility Study. If the proposed concepts are endorsed by the Neighborhood/Community Affairs Committee and the City Commission, the Administration would initiate the design phase this fiscal year in order to advance the concepts and work towards implementation.

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
▢ Attachment 1: Proposed Bay Drive Neighborhood Greenway Map	Other
▢ Attachment 2: Proposed Bay Drive Neighborhood Greenway - Segment 2	Other
▢ Attachment 3: Proposed Bay Drive Neighborhood Greenway - Segment 3	Other









Proposed



Proposed

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: January 28, 2019

SUBJECT: **DISCUSSION TO CONSIDER A PROPOSAL TO ESTABLISH A MONUMENT  
(COMMEMORATIVE PLAQUE) AT THE RAINBOW CROSSWALK LOCATED  
AT 12TH STREET AND OCEAN DRIVE**

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**ANALYSIS:**

Discussion at Committee.

**ATTACHMENTS:**

Description	Type
12/12/2018 - Commission Memo - C4 T	Memo

Committee Assignments - C4 T

MIAMI BEACH

**COMMISSION MEMORANDUM**

TO: Honorable Mayor and Members of the City Commission  
FROM: Vice-Mayor Michael Gongora  
DATE: December 12, 2018

SUBJECT: A REFERRAL TO THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE TO DISCUSS A PROPOSAL TO ESTABLISH A MONUMENT (COMMEMORATIVE PLAQUE) AT THE RAINBOW CROSSWALK LOCATED AT 12TH STREET AND OCEAN DRIVE.

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**ANALYSIS**

On November 9, 2018, the City of Miami Beach unveiled its LGBT Crosswalk at 12th Street and Ocean Drive. The crosswalk was initiated by the LGBTQ Advisory Committee and it would be instrumental to have a monument or plaque to explain the significance of the crosswalks and a brief history of how this came to be known as the gay beach area. The plaque would be beneficial to residents and tourists walking along Ocean Drive. Please feel free to contact my Aide Diana Fontani for any additional information.

**Legislative Tracking**

Vice-Mayor Michael Gongora