

MIAMI BEACH

Neighborhood/Community Affairs Committee Meeting

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

February 6, 2019 - 9:00 AM

Commissioner Micky Steinberg, Chair

Commissioner Michael Góngora, Vice-Chair

Commissioner Joy Malakoff, Member

Commissioner John Elizabeth Alemán, Alternate

Visit us at www.miamibeachfl.gov for agendas and video streaming of City Commission Committee Meetings.

OLD BUSINESS

1. **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

NEW BUSINESS

2. **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Status: Item withdrawn per the sponsors request.

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

December 12, 2018 - C4 P

Transportation

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

December 12, 2018 - C4 Q

Transportation

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

December 12, 2018 - C4 R

Transportation

6. **DISCUSSION TO CONSIDER THE IMPLEMENTATION OF SAFETY MEASURES (SUCH**

AS LIGHTING) IN THE PALM VIEW NEIGHBORHOOD

January 16, 2019 - C4 O

Sponsored by: Commissioner Samuelian

Public Works

Status: Item withdrawn per the sponsors request.

7. DISCUSSION REGARDING THE UPDATES AND NEXT STEPS FOR UPPER NORTH BAY ROAD UNDERGROUNDING

January 16, 2019 C4 P

Sponsored by Commissioner Samuelian

Public Works

Status: Item withdrawn per the sponsors request.

8. DISCUSSION REGARDING THE CLEANLINESS IN MIAMI BEACH

January 16, 2019 - C4 S

Sponsored by Commissioner Góngora

Public Works/ Organizational Development

Status: Item deferred to the March 19, 2019 Neighborhood Community Affairs Committee meeting per the sponsors request.

9. DISCUSSION ON THE CITY'S TRIANGULAR PARCEL AT 67TH AND HARDING

January 16, 2019 - C4 T

Sponsored by Commissioner Steinberg

Public Works

10. DISCUSSION REGARDING PROHIBITING FISHING AT SEAWALLS

January 16, 2019 - C4 AL

Sponsored by Commissioner Samuelian

Police/Public Works

11. DISCUSSION REGARDING A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS OCTOBER 31, 2018 MEETING RELATING TO CABLERUNNER TECHNOLOGY, AND DIRECTING THE CITY ADMINISTRATION TO: (1) AUTHORIZE THE CITY'S INDEPENDENT SEWER SYSTEM EXPERT, HAZEN AND SAWYER, TO PREPARE A RESPONSE TO THE REBUTTAL REPORT BY CABLERUNNER INTERNATIONAL (TO HAZEN AND SAWYER'S APRIL 20, 2018 RECOMMENDATION AGAINST THE USE OF THE CITY'S SEWER SYSTEM TO INSTALL A CABLE NETWORK THROUGHOUT THE CITY); (2) RETAIN A STORMWATER SYSTEM EXPERT TO CONDUCT A STUDY ON THE FEASIBILITY OF USING THE CITY'S STORMWATER SYSTEM TO INSTALL FIBER OPTIC CABLE (AS PROPOSED BY CABLERUNNER), AND AUTHORIZE CABLERUNNER TO PAY THE COSTS ASSOCIATED WITH SUCH STUDY; (3) RETAIN A CONSULTANT WITH APPROPRIATE EXPERTISE TO EVALUATE THE VARIOUS "5G" TECHNOLOGIES AND TO PROVIDE RECOMMENDATIONS TO THE CITY COMMISSION ON HOW TO QUICKLY AND EFFICIENTLY OBTAIN "5G" INFRASTRUCTURE, AND TO COMPARE THE VARIOUS TECHNOLOGIES, INCLUDING BUT NOT LIMITED TO REVIEWING THE "SMART CITY" PROPOSAL SUBMITTED BY JOHNSON CONTROLS; AND (4) CONSULT WITH THE CITY'S EXPERT, OUTSIDE COUNSEL ON TELECOMMUNICATIONS REGARDING THE INDUSTRY, THE TECHNOLOGY, AND THE PROPOSAL, INCLUDING A REVIEW OF POSSIBLE STATE PREEMPTION

January 16, 2019 - R7 D

12. **DISCUSSION ON THE MULTI-YEAR HOLIDAY LIGHTING IMPLEMENTATION**

January 16, 2019 - R9 P

Sponsored by Commissioner Alemán

Property Management

DEFERRED ITEMS

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

December 13, 2017 - C4 A

Transportation

Status: Deferred pending community meeting.

14. **DISCUSSION REGARDING CRIME IN MIAMI BEACH**

February 14, 2018 - R9 X

Sponsored by Commissioner Góngora

Police

Status: Deferred to the March 19, 2019 Neighborhood Community Affairs Committee

15. **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.

16. **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 selection process for the design of the storefronts.

17. **DISCUSSION REGARDING NAMING OF THE MAIN CONVENTION CENTER PARK**

May 16, 2018 - C4 AK

Tourism and Culture

Status: Deferred to the April 24, 2019 Neighborhoods Community Affairs Committee meeting pending community response

18. **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

Status: Deferred to the March 19, 2019 Neighborhoods Community Affairs Committee meeting pending petition results from St. Patrick

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

ROAD

May 16, 2018 - R7 O

Sponsored by Commissioner Alemán

Public Works

Status: Deferred pending binding estimate from utilities after Commission approves approach.

20. DISCUSSION TO EXPLORE ADDITIONAL AVENUES FOR PUBLIC ENGAGEMENT

June 6, 2018 - C4 Q

Sponsored by Commissioner Samuelian

Marketing and Communications

Status: Item to be updated quarterly.

21. 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.

22. 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 Góngora

Emergency Management

Status: Deferred to the March 19, 2019 Neighborhood Community Affairs Committee meeting.

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

July 25, 2018 - C4 E

Sponsored by Commissioner Góngora

Office of the City Attorney

Status: Deferred pending recommendations from departments. City attorney to bring back comprehensive multi-department recommendation to Neighborhood Community Affairs Committee when ready.

24. 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 to the March 19, 2019 Neighborhood Community Affairs Committee.

25. 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.

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

October 17, 2018 - C4 J

Sponsored by Commissioner Arriola

Transportation

Status: Deferred to the March 19, 2019 Neighborhood Community Affairs Committee meeting

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

October 17, 2018 - C7 O

Property Management

Status: Deferred pending review by the Design Review Board in February.

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

November 14, 2018 - C7 H

Sponsored by Commissioner Góngora

Transportation

Status: Deferred to the March 19, 2019 Neighborhoods Community Affairs committee.

29. **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

Status: Deferred pending LGBTQ committee referral

30. **DISCUSSION REGARDING THE EFFICACY OF THE MOTORIZED VEHICLE/SCOOTER AMENDMENTS**

January 16, 2019 - C4 R

Sponsored by Commissioner Alemán

Police

Status: Deferred to the March/April Neighborhood Community Affairs Committee meeting per sponsor request.

ADDENDUM

31. **DISCUSSION REGARDING THE NAMING OF THE NEW NORTHERN CONVENTION CENTER PARK**

May 16, 2018 - C4 AK

Tourism and Culture

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 6, 2019

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

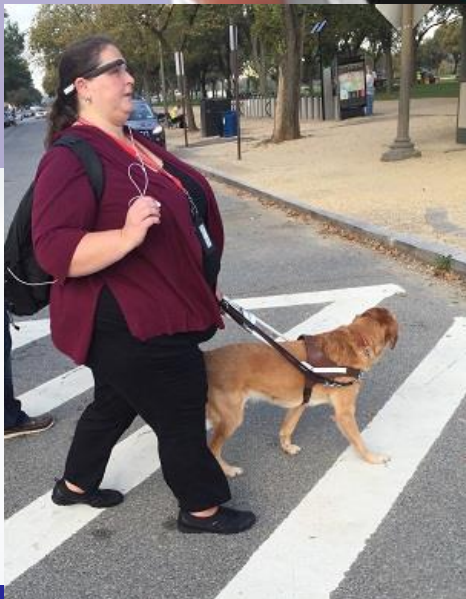
HISTORY:

ANALYSIS:
Discussion at Committee.

ATTACHMENTS:

Description		Type
<input type="checkbox"/>	Presentation	Other
<input type="checkbox"/>	LTC	Memo

MIAMI BEACH WAYFINDING



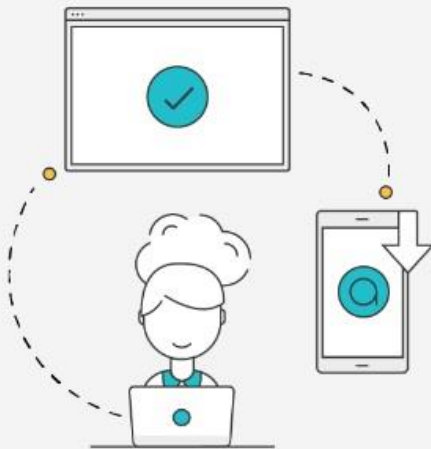
AIRA: WAYFINDING TECHNOLOGY FOR THE BLIND

MIAMI BEACH WAYFINDING

- Aira connects people who are blind or with low vision with a remote live agent to gain access to the visual world.
- It is an on-demand service that individuals or businesses subscribe to. Subscribers may use Aira glasses which include a camera, or anyone may use the app with the camera on their smartphone.
- Pedestrians in Miami Beach will have access to the technology within the boundaries of the City for navigation and connecting City facilities, assets, any addresses.
- Pedestrians can also be guided through construction zones when pedestrian access is limited or modified.
- This is an opportunity to educate the public and businesses in available technology and disability accommodations.

MIAMI BEACH WAYFINDING

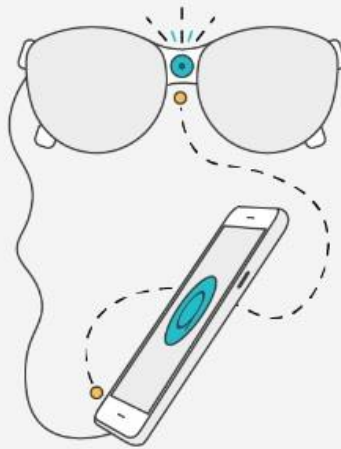
Welcome to Aira



STEP ONE

Subscribe and Download

Pick the plan that makes the most sense for you, sign up in a couple of minutes and download the Aira app to your smartphone. Simple.



STEP TWO

Connect with a certified Aira agent

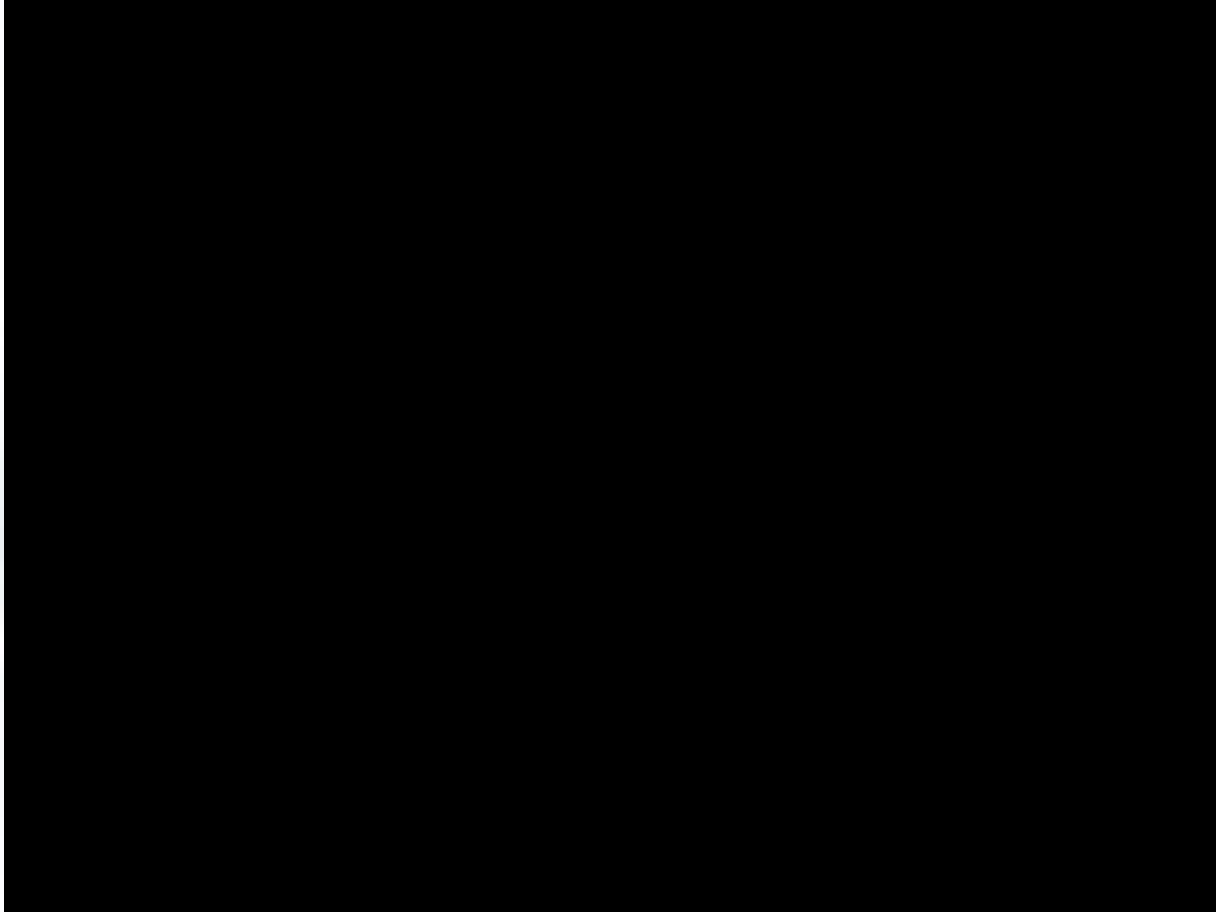
On the first call, connect with our specially trained Agents and learn how everything works.



STEP THREE

Receive real-time assistance

At the touch of a button, Aira delivers instant access to information, enhancing everyday efficiency, engagement, and independence.



AIRA VIDEO

MIAMI BEACH WAYFINDING



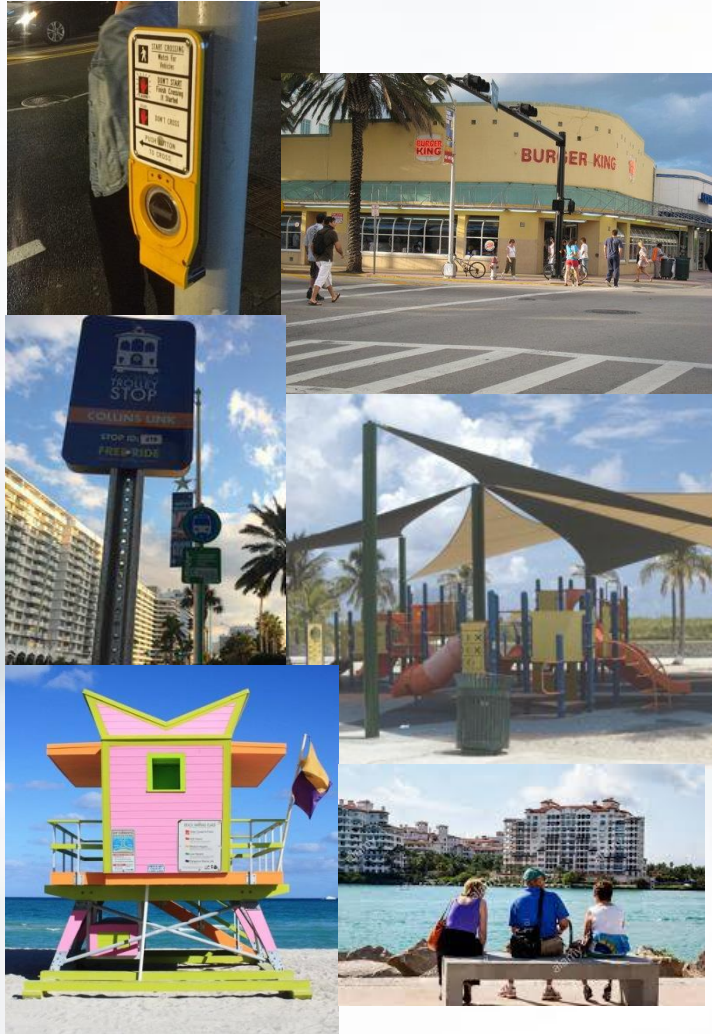
Pilot Program (CMB offer) includes:
General **outdoor** navigation assistance point A to point B (task oriented)

Locating City facilities and/or assets:

- Government buildings (include indoor navigation within e.g. City Hall)
- Roads and sidewalks, business addresses including directories, hours of operation (general building information)
- Parks and park facilities within (e.g. offices, restrooms, fountains, pool, playgrounds, pedestrian corridors, beach restrooms, showers, lifeguard stands, etc.)
- Public Transportation stops
- Pedestrian crossings, audible pedestrian signals

Assist users with navigation through construction zones

MIAMI BEACH WAYFINDING



Free offer DOES NOT include:

Indoor navigation or tasks within businesses or private property (e.g. reading food menu, shopping in a store, describing art or video displays, operating machines, or other tasks unrelated to wayfinding, etc).

MIAMI BEACH WAYFINDING

Aira Destination Network

Site Access Purchase Options

Item	Qyt	Costs
Site Access Brick (2,500 minutes)	1	\$5,000
Total		\$5,000

PILOT PROGRAM FUNDING 5k

MIAMI DADE COUNTY Parking Fines Reimbursement Fund
ADA GRANT

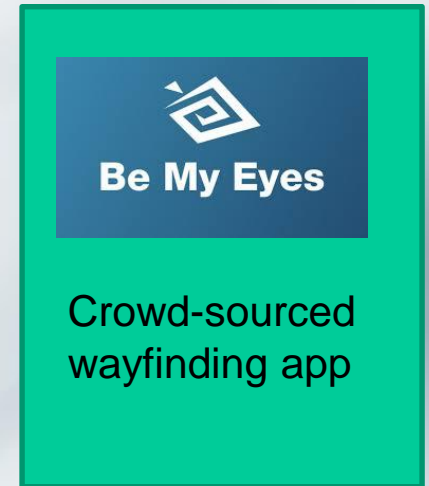
PROGRAM DURATION

Until minutes are exhausted, it is variable. During first stages of testing there will be a better idea of the frequency and length of time used.

MARKETING OF THE PILOT PROGRAM



The City of Miami Beach is currently offering the Aira technology service for free within the City of Miami Beach. Aira connects people who are blind or low vision to a trained professional agent who is dedicated to further enhancing their everyday experience. The free offer is intended to provide navigation assistance throughout the City from point A to point B and within City facilities. Use code **MIAMIBEACH FREE OFFER** when contacting the Aira agents.

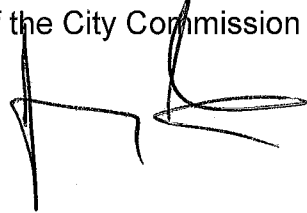


MIAMI BEACH

OFFICE OF THE CITY MANAGER

LTC# **245-2018**

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission
FROM: Jimmy L. Morales, City Manager 
DATE: May 3, 2018
SUBJECT: **Motion Made by the Disability Access Committee on February 20, 2018**

On February 20, 2018, the Disability Access Committee (DAC) approved the following motion:

Motion: The Disability Access Committee recommends providing funding for Aira wayfinding technology to make the City of Miami Beach even more accessible to blind and visually impaired people.

Motion made by: Helen Swartz **Seconded by:** Sandy Rojas.
Adopted 9-0 by voice.

Aira Destination Network executive summary and pilot program proposal attached.


JLM/JMT/AM/VM



Proposal for Services - Aira Destination Network City of Miami Beach

Author: Marty Watts, Director of Sales | Aira Tech Corp | marty.watts@aira.io

Date: 02/20/2018

Executive Summary

The purpose of this document is to describe the benefits of Aira for the City of Miami Beach and how it can be quickly and easily implemented.

Aira is AI + AR for the blind. Combining wearables with AI-powered Human Agents the company makes the entire world immediately accessible, giving superpowers of information to 300 million blind and low vision people around the globe. One user describes it as having vision in a pocket.

Aira is pleased to submit this proposal for services to support The City of Miami Beach in achieving their goals of making the entire city "Aira Accessible." Think of the Aira Destination Network as a hotspot, similar to what you find in your neighborhood coffee shop. By joining the Aira Destination Network, you provide complimentary service to users while visiting your city which in turn attracts more visitors.

There is no cost to them while on the network. Residents and tourists will use Aira as a Guest, with the only requirement being a smartphone. Download and install our app, and be connected with an Aira Agent in minutes. The entire city of Miami Beach becomes immediately accessible.

Beyond that, you provide a richer leisure experience enabling your blind residents and visitors to independently navigate your city, locate shops, restaurants, services or restrooms, and receive vivid descriptions of all that South Beach has to offer. All without a sighted assistant nearby and without any new infrastructure installation at the facility.

Aira is on a mission to create smart cities where every person's right to accessibility is a reality.

Purchase Proposal

Aira Destination Network

Aira will provide **one Site Access Brick for \$5,000**. The Site Access Brick enables The City of Miami Beach to designate their location as a geo-fence, and will be immediately "Aira Accessible." The location will be designated from Beach to Bay, from 1st to 23rd Street. (This footprint can be expanded or reduced as the City see's fit).

The City of Miami Beach will pay for Aira users usage while visiting their location. The brick is virtual, requires no physical infrastructure and is enabled by Aira on the back end. The minutes do not expire and are consumed on a pay-as-you-go model (similar to a prepaid cellular plan). There is no limit to the size of the geo-fence covered by the Site Access Brick.

Site Access Purchase Options

Item	Qty	Costs
Site Access Brick (2,500 minutes)	1	\$5,000
Total		\$5,000



January 25, 2018

Aira Tech Corp
4225 Executive Square
La Jolla, CA 92037

Sole Source Justification Letter

To Whom it May Concern;

Aira is today's fastest growing assistive community for people who are blind or low vision. Leveraging leading edge technology and human assistants, the company delivers a unique service to make visual information immediately accessible at the point of need without a sighted assistant nearby. Aira is unique among assistive technologies or services for three reasons.

1. The first to incorporate Artificial Intelligence and Augmented Reality into a dashboard used by a distributed network of agents to provide location-specific and time-relevant information to its users.
2. The only service with hired, contracted and paid professional assistive Agents that are extensively trained and then certified prior to assisting Aira users.
3. Multi-functionality in one device and service. The service is not limited to Optical Character Recognition, Navigation or other tasks but instead interprets anything that the professional agent views at the Aira Agent Dashboard: text, color, item, environmental information, etc.

To learn more about our Smart Glass and Service please visit our website at aira.io.

If you have any questions regarding our product, service, or patent, please contact me at anytime.

Regards,

Kevin Phalen

Vice President of Public Relations
Aira Tech Corp
Aira.io
kevin@aira.io

Office: 858-876-2472
Mobile: 617-515-8011

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 6, 2019

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

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 recommended 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 road 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 North Bay Road Neighborhood Greenway Plan runs along North Bay Road from its intersection with 63rd Street south to 20th Street. In the vicinity of Mount Sinai Medical Center, two (2) concepts are identified for further study which connect upper North Bay Road with lower North Bay Road.

On May 12, 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 on July 5, 2017 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 for Miami Beach and North Bay Road.

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

The North Bay Road Neighborhood Greenway concepts were then refined and reviewed extensively with Transportation staff and internal Miami Beach stakeholders. The Transportation, Parking and Bicycle-Pedestrian Facilities Committee reviewed the North Beach Neighborhood Greenways concepts on April 9, 2018 and June 11, 2018. A small group of neighborhood representatives reviewed and supported the concepts during a meeting on June 26, 2018.

Two concept review meetings were held with internal stakeholders 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. Transportation Department staff will continue to coordinate with other departments, particularly the proposed shared use path and seawall improvements project on the west side of Mount Sinai Medical Center.

The North Bay Road Neighborhood Greenway concepts were also reviewed with the Florida Department of Transportation (FDOT) on February 23, 2018, July 24, 2018, and December 10, 2018, and Miami-Dade County Department of Transportation and Public Works (DTPW) on April 11, 2018.

A second public meeting will be held in the future in coordination with the Public Works resilience project, in order to provide the neighborhood with a comprehensive view of all proposed improvements along North Bay Road.

ANALYSIS:

The North Bay Road Neighborhood Greenway is important because it provides a safe and comfortable roadway for cars, bicycles, and pedestrians when travelling along North Bay Road between Middle Beach and South Beach. Sharrows are provided to encourage safe bicycling on North Bay Road given that bicycle facilities are not currently provided on Alton Road nor proposed under current conditions. North Bay Road, however, does not provide continuity for bicyclists as it terminates at the Surprise Waterway and Biscayne Waterway Bridges. Bicyclists and pedestrians must transition to Alton Road to cross these bridges. After they cross the bridge, they are able to re-enter the proposed North Bay Road Neighborhood Greenway. Safe crossings at these bridges have been proposed as part of the North Bay Road Neighborhood Greenway, and the typical sections are shown in Attachment 1. Coordination with the Florida Department of Transportation (FDOT) regarding the proposed typical sections for the bridges is a critical path item given the two (2) FDOT projects on Alton Road in Middle Beach currently in design development phases.

At 48th Street over the Surprise Waterway, bicyclists will need to cross the Surprise Waterway bridge on Alton Road, as North Bay Road terminates at the Surprise Waterway. A safe bicycle crossing could be created by narrowing the sidewalks on the bridge from 6.5 feet to 5 feet, reducing the northbound and southbound center lanes of the bridge from 12' to 10', and narrowing the median on the bridge from 3.5 feet to 2'. This would allow the creation of a 5' bicycle lane and 2' buffer on both the east and west side of the bridge over the Surprise Waterway.

Additionally, crossing the Biscayne Waterway Bridge just north of the intersection of Chase Avenue and Alton Road is very challenging for bicyclists. At this bridge, a safe bicycle crossing could be created by narrowing the western sidewalk of the bridge from 12' to 7', reducing the outside travel lanes of the bridge from 14' and 13' to 11', and narrowing the inside travel lanes of the bridge from 13' to 12'. This would allow the creation of a 12' bi-directional buffered bicycle lane on the east side of the bridge that continues north and south along this section of Alton Road. The bicycle lane is comprised of a 5' northbound lane, 5' southbound lane, and 2' buffer, and is located between the east sidewalk and the northbound travel lanes.

The City's Transportation Department staff has met with FDOT on various occasions to discuss the proposed typical sections for the bridges on Alton Road. An additional meeting with the FDOT Alton Road Project team is scheduled for January 31, 2019.

In general, the North Bay Road Neighborhood Greenway proposes to incorporate chicanes, sharrows, traffic circles, and additional trees to calm traffic, provide for bicycles, and increase shade on the road for pedestrians. This treatment is proposed along North Bay Road from 63rd Street on the north to 20th Street on the south.

Two (2) concepts are suggested to continue the North Bay Road Neighborhood Greenway around Mount Sinai Medical Center, and both will require extensive coordination with FDOT. One concept would utilize the proposed shared-use path around Mount Sinai Medical Center, and continue underneath the Julia Tuttle Causeway east bridge, and then head east along the existing Julia Tuttle Causeway shared-use path to the entrance of North Bay Road at Chase Avenue. A second (and more direct) concept would connect through Mount Sinai Medical Center to the North Bay Road Greenway using a buffered bi-directional bicycle lane along the east side of Old Alton Road between the intersections of 43rd Street/Ed Sullivan Drive and Chase Avenue.

No on-street parking is anticipated to be displaced along the upper and lower North Bay Road portions of the North Bay Road Neighborhood Greenway. Some parking may need to be relocated along Old Alton Road and alternative locations have been identified and determined to be feasible based on discussions with the Parking Department.

CONCLUSION:

While North Bay Road provides a safer and more convenient option for bicyclists, it does not provide continuity and, therefore, transitioning to Alton Road is a necessity at the Surprise Waterway Bridge at 48th Street and the Biscayne Waterway Bridge just north of Chase Avenue. FDOT is currently in the design development phase for two (2) roadway projects on Alton Road in Middle Beach. This presents an opportunity to coordinate with FDOT to make these bridge crossings safer for bicyclists and pedestrians.

The Administration recommends that the Neighborhood/Community Affairs Committee (NCAC) endorse the proposed typical sections for the bridges across Surprise Waterway and Biscayne Waterway to provide safe and continuous crossings at these bridges. If approved by the NCAC, these typical sections will be provided to FDOT for inclusion in the designs for the Alton Road reconstruction projects in Middle Beach.

City staff will continue to coordinate the preliminary greenway concepts as part of the future North Bay Road

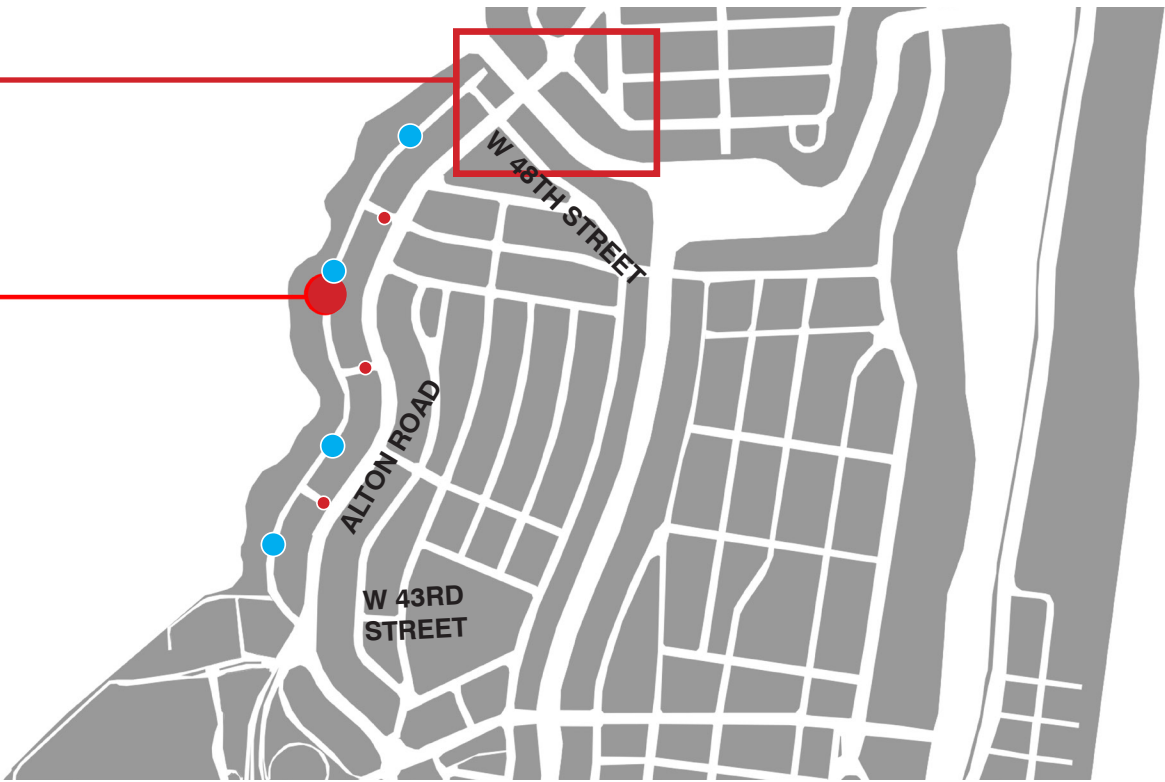
resiliency project. Future public meetings are anticipated to present the project comprehensively to the community.

ATTACHMENTS:

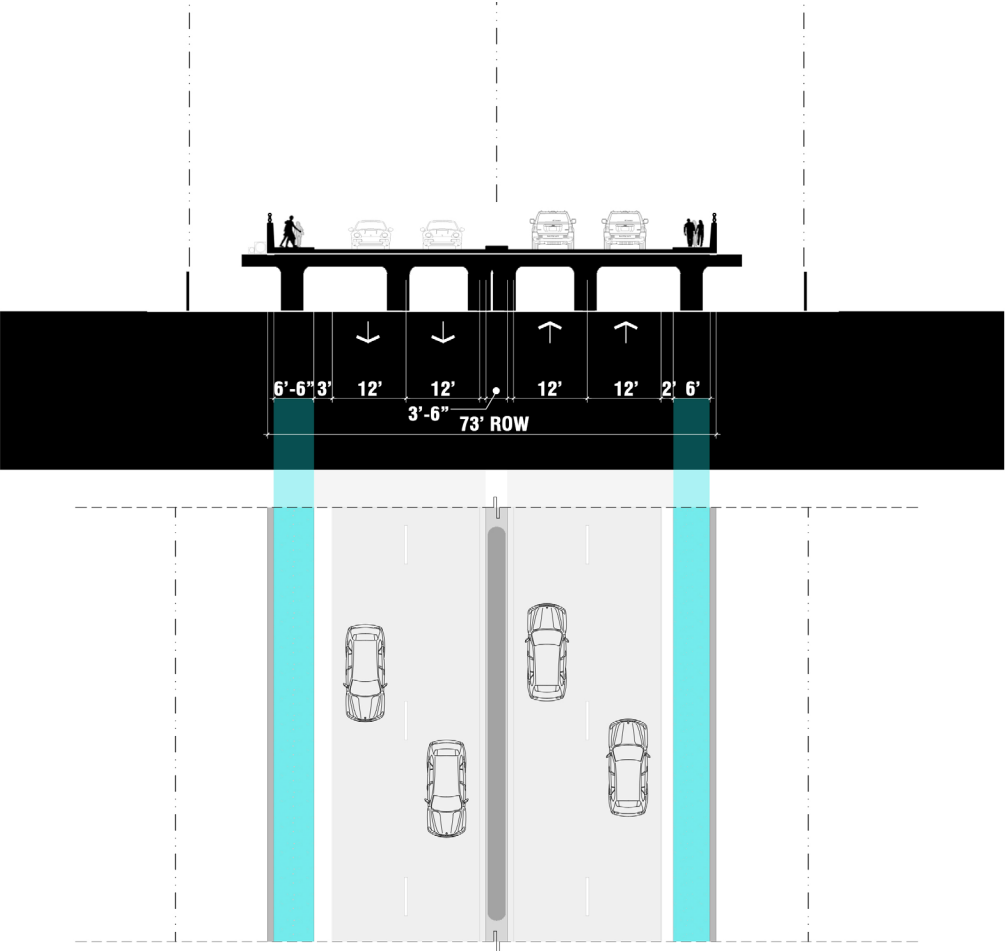
Description	Type
☐ Attachment 1: Surprise Waterway and Biscayne Waterway Bridges	Other
☐ Attachment 2: Proposed North Bay Road Neighborhood Greenway Map	Other

BRIDGE AT W 48TH STREET
See Sections below

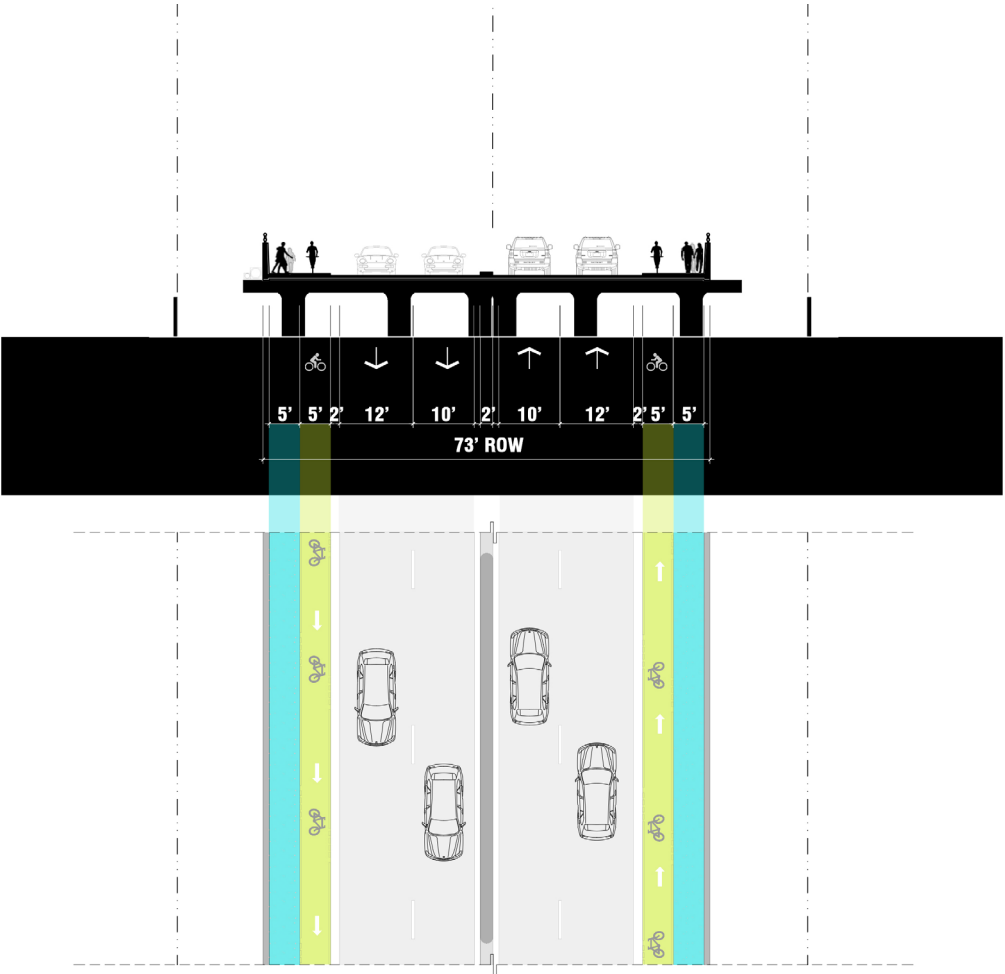
NORTH BAY
ROAD SEGMENT 2
(Refer to pages 16, 17 and 18)



EXISTING:
ALTON ROAD | BRIDGE 1 AT W 48TH STREET



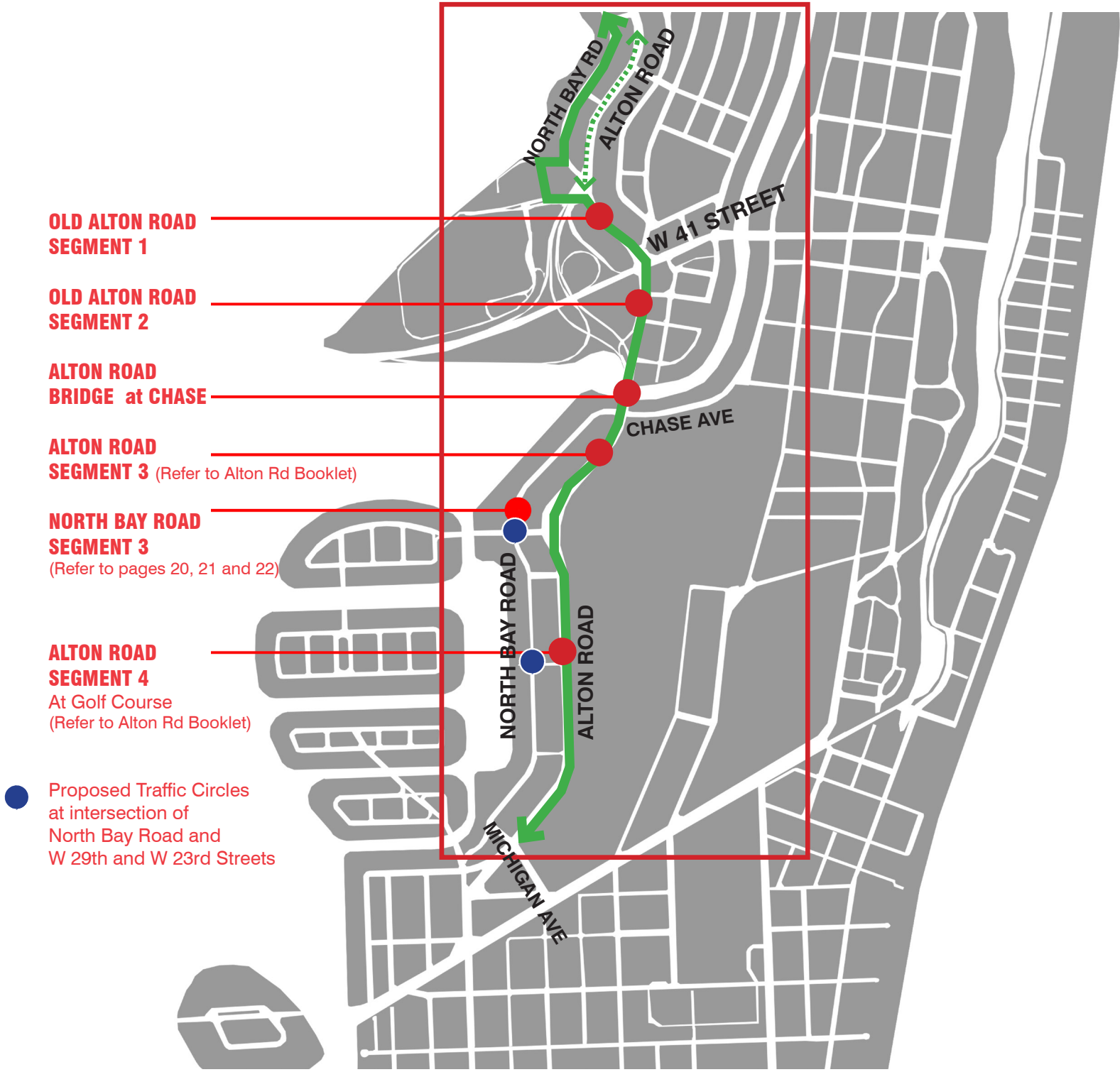
PROPOSED:
ALTON ROAD | Bridge at W 48th Street with
Separated Protected Bike Lanes



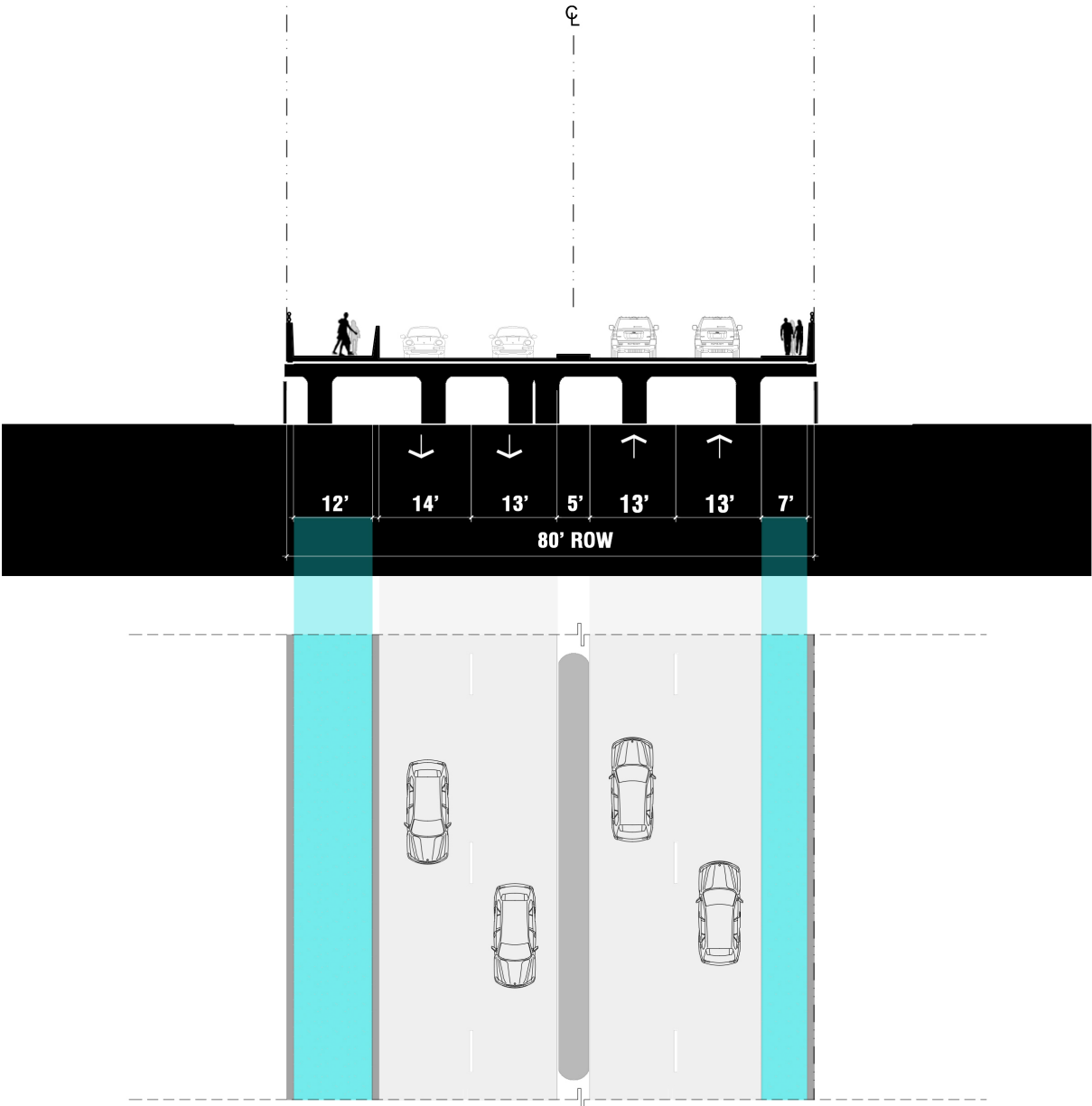
ALTON ROAD

|

Between W 43rd Street / I-195 Julia Tuttle Causeway / Mt. Sinai Hospital and South to Michigan Avenue

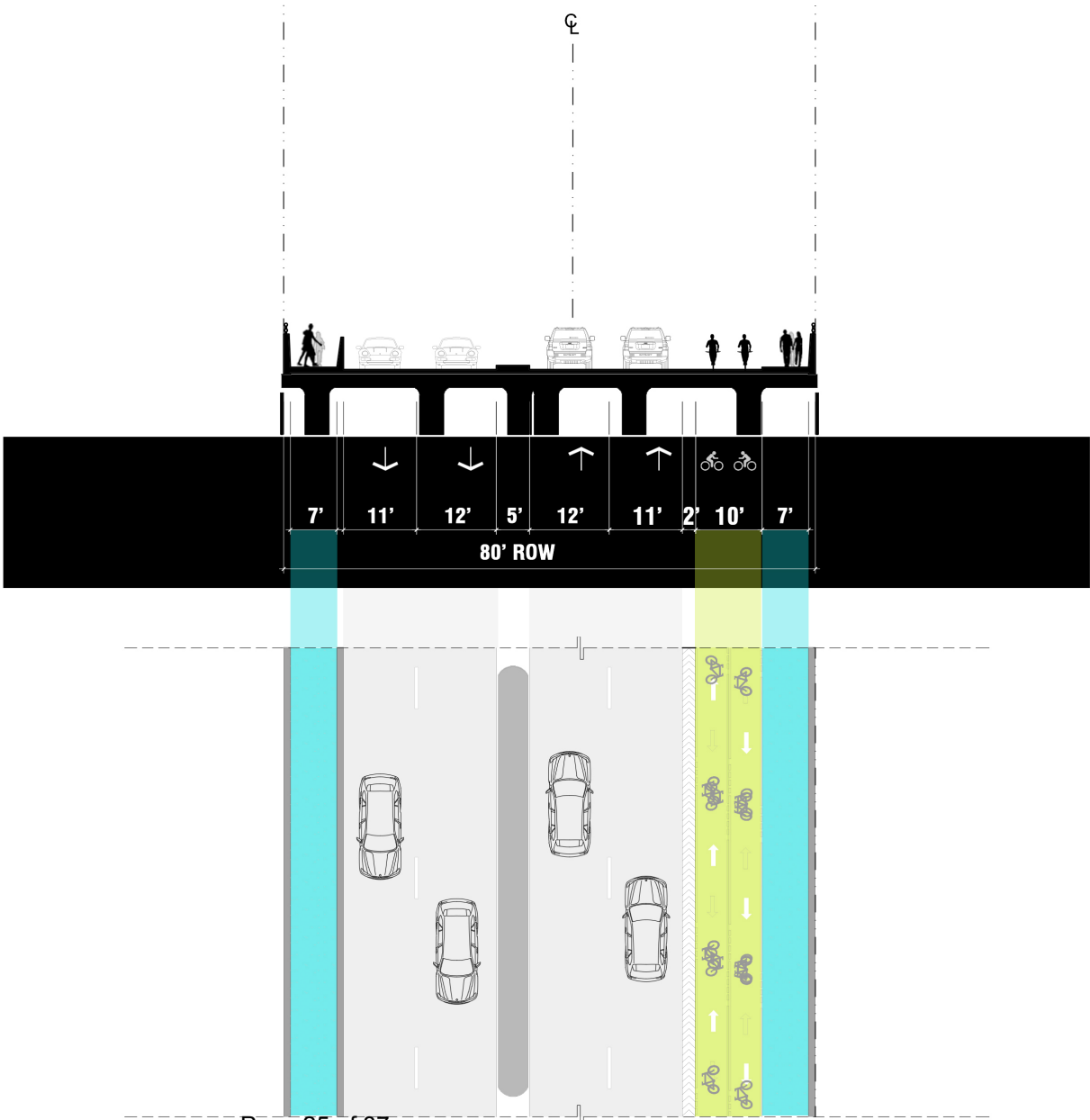


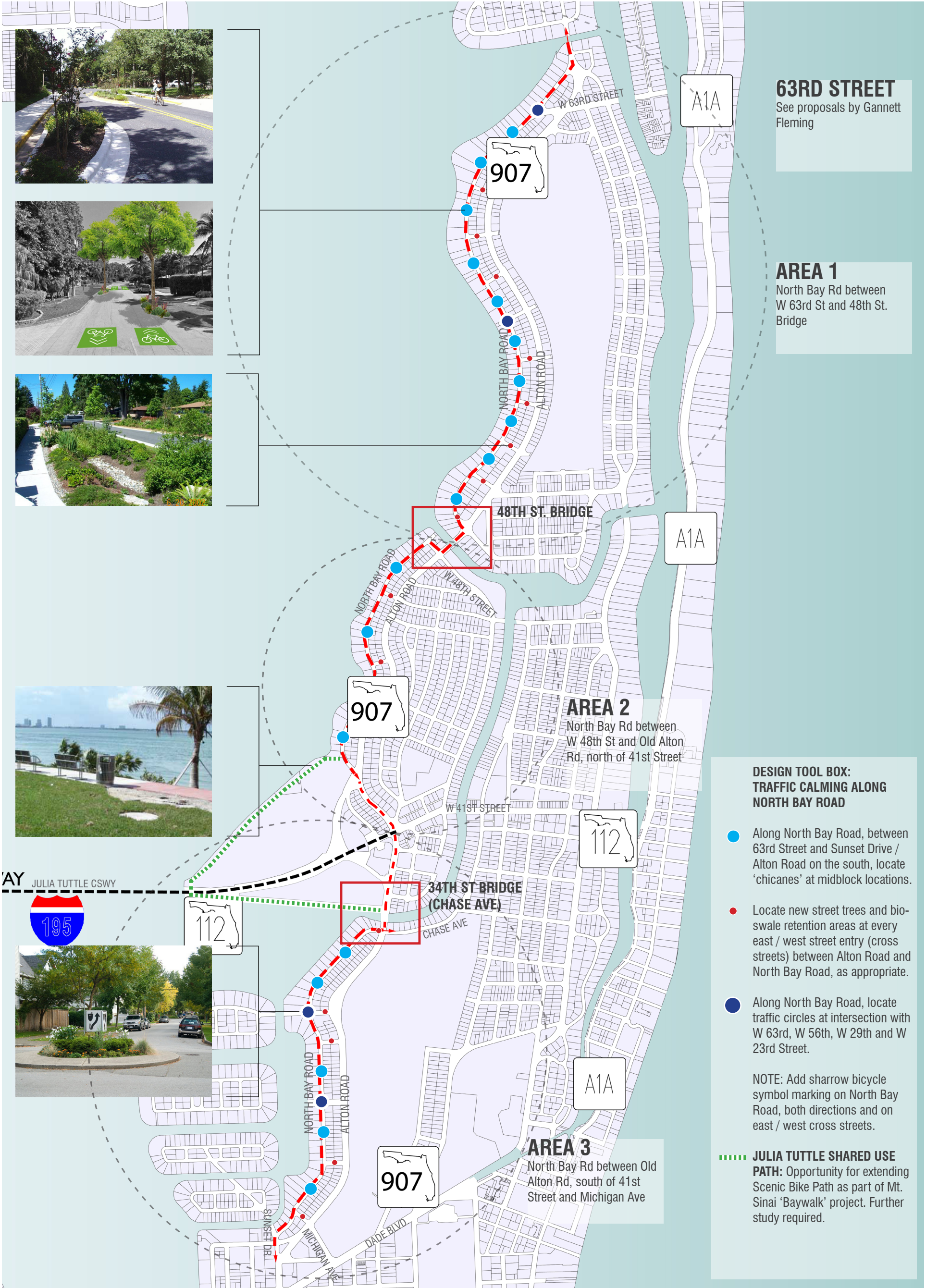
EXISTING: ALTON ROAD | BRIDGE at Chase Avenue





PROPOSED: ALTON ROAD | BRIDGE at Chase Avenue





MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 6, 2019

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

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 77th Street and 81st 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 85th 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 79th Street or to the future North Beach parking garage potentially to be located at West Lot 1, between 79th Street and 80th 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 77th 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 77th Street to accommodate bicycles crossing to the bridges.

The Byron Avenue Neighborhood Greenway is able to be achieved between 81st Street and 75th 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.

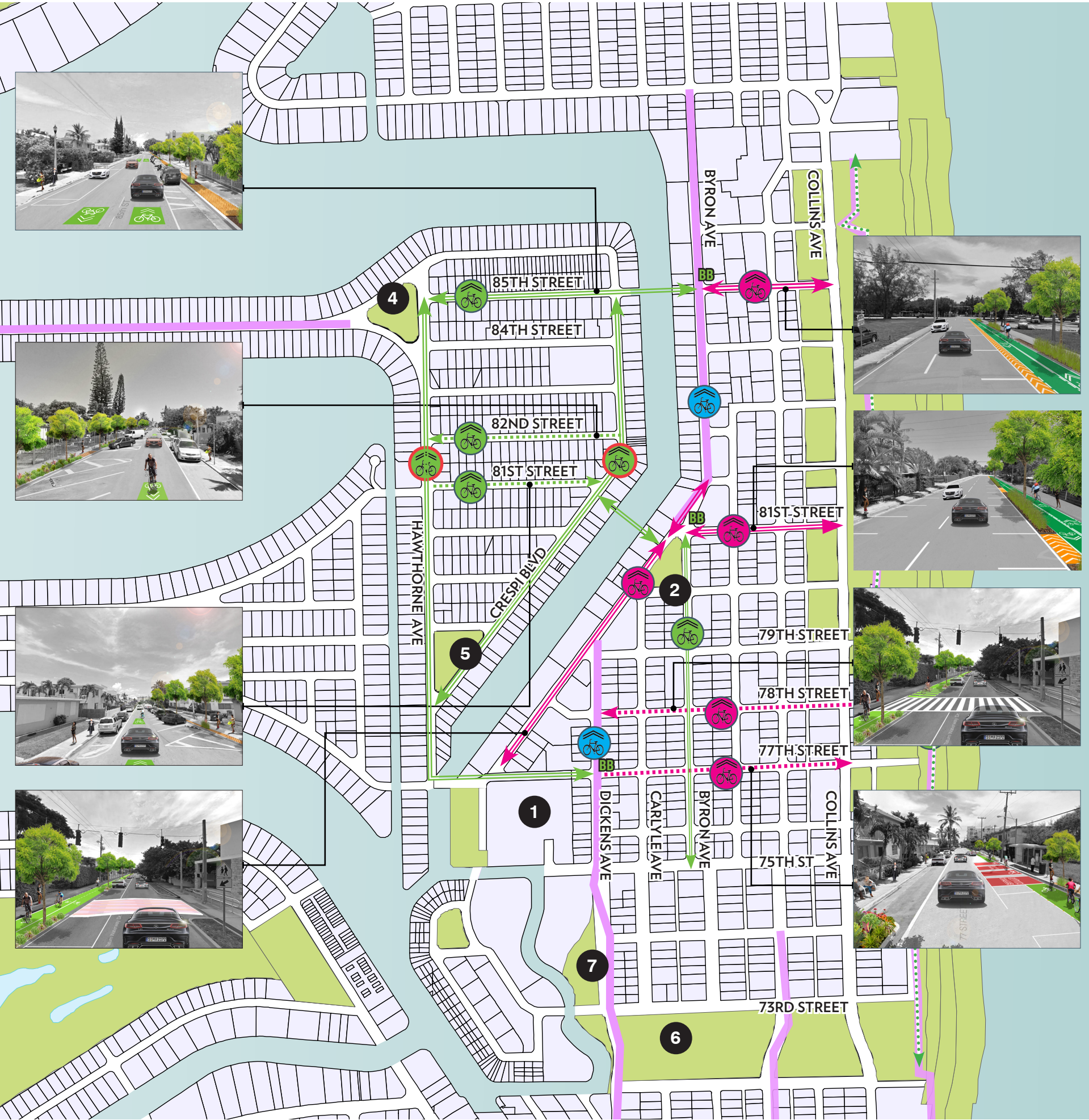
ATTACHMENTS:

Description	Type
□ Attachment 1: Proposed North Beach Neighborhood Greenway Map	Other
□ Attachment 2: Proposed Concept for 81 Street	Other
□ Attachment 3: Proposed Concept for 77 Street	Other
□ Attachment 4: Parking Analysis	Other



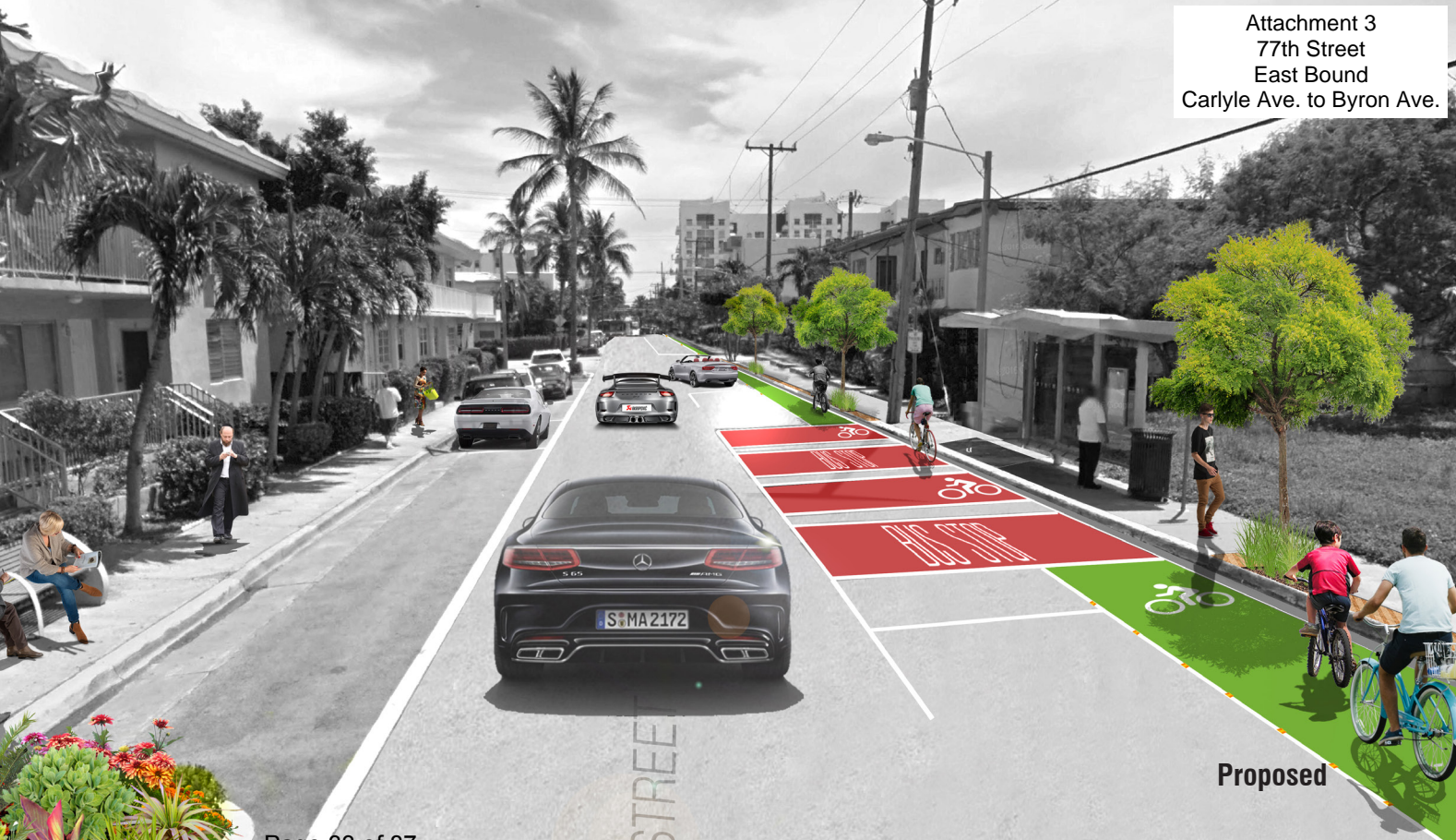
EXISTING & PROPOSED BICYCLE FACILITIES

- 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.

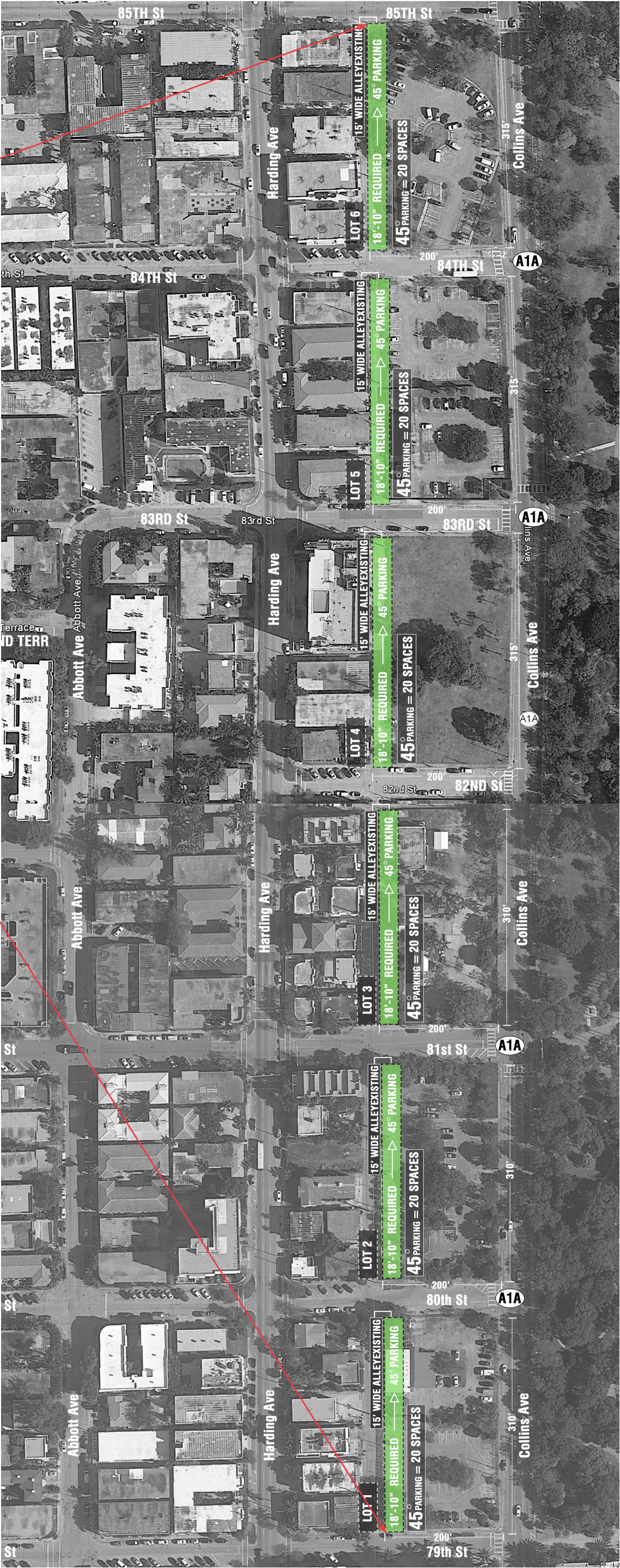
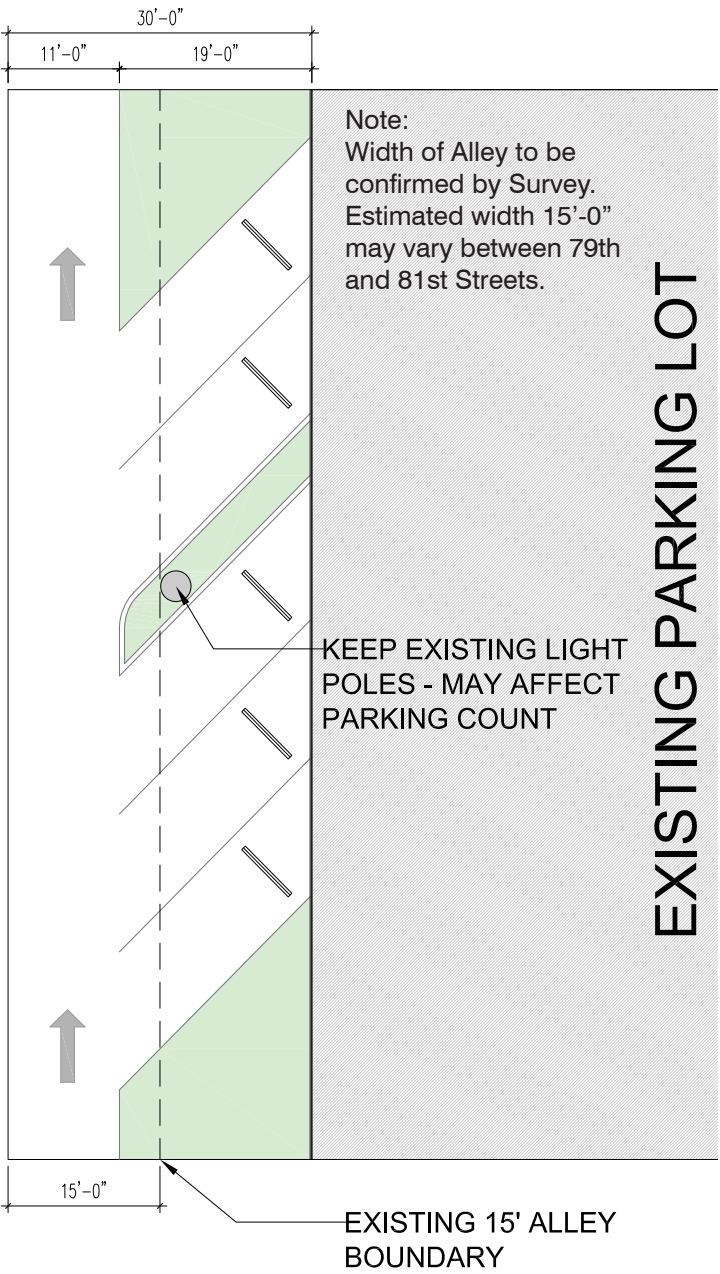
A total of twenty (20) new parking spaces can be created in Lots 1 thru 6, representing a total of 120 new parking spaces.

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: February 6, 2019

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

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 71st 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 71st 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.

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

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:

Description	Type
□ 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: February 6, 2019

**SUBJECT: DISCUSSION ON THE CITY'S TRIANGULAR PARCEL AT 67TH AND
HARDING**

HISTORY:

Commissioner Steinberg placed a referral to the Neighborhoods and Community Affairs Committee at the January 16, 2019 City Commission to discuss the City's triangular parcel at 67th and Harding, item C4T.

ANALYSIS:

On the Referral, Commissioner Steinberg mentions the need to explore turning this parcel into something that will enhance the area and add to the quality of life of the community like a designated dog area.

The parcel's northern property line runs approximately along the northern edge of the northerly sidewalk, with traffic bordering both the eastern and western edges of the property. The triangular parcel of land lies within the Florida Department of Transportation's (FDOT) right of way (ROW) limits, and is currently maintained by the City under its routine landscape maintenance contracts.

There are opportunities to enhance the landscaping in this area. However, at the request of the Miami Beach Police Department the existing bench was removed due to homeless activity. Additionally, Greenspace Management staff were asked to reduce the height of the shrubbery to a maximum of 24 inches to facilitate views into the space and eliminate hiding places.

There is an opportunity to provide a small dog area similar to what was recently installed in the Normandy Neighborhood. However, in order to fence in a portion of FDOT's existing ROW, the City would have to obtain permission from the governing agency.

CONCLUSION:

This is being presented to the members of the NCAC for discussion and further direction.

ATTACHMENTS:

Description	Type
❑ January 16, 2019 Commission referral, Item C4T	Other

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Commissioner Micky Steinberg
DATE: January 16, 2019

SUBJECT: REFERRAL TO THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE - DISCUSSION ON THE CITY'S TRIANGULAR PARCEL AT 67TH AND HARDING.

ANALYSIS

Please add to the January 16, 2019 Commission Meeting Agenda a referral to the Neighborhood/Community Affairs Committee a discussion on the City's triangular parcel at 67th and Harding.

This has been a problematic parcel and as such we should explore turning this parcel into something that will enhance the area and add to the quality of life of the community like a designated dog area for example.

Legislative Tracking

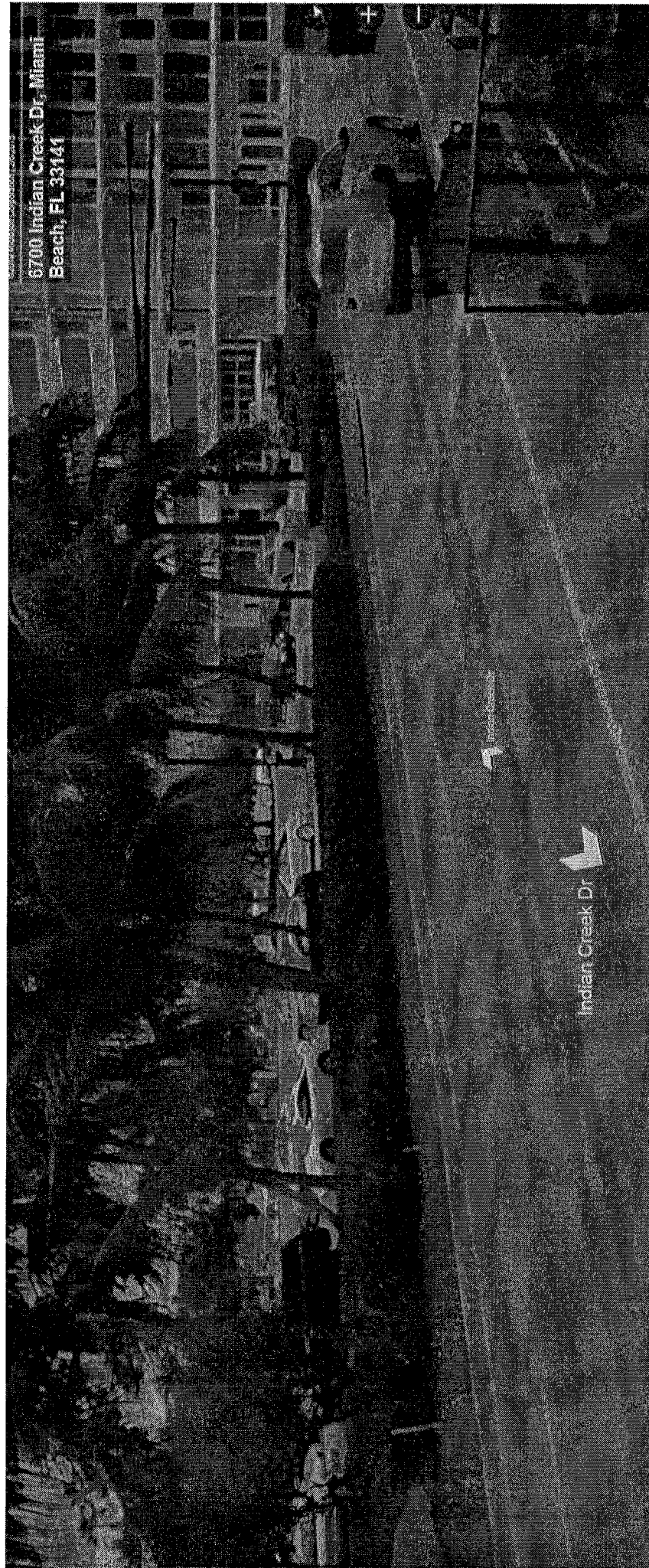
Commissioner Micky Steinberg

ATTACHMENTS:

Description

- ▣ 67 Harding
- ▣ 67 and Harding





MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 6, 2019

SUBJECT: **DISCUSSION REGARDING PROHIBITING FISHING AT SEAWALLS**

HISTORY:

Referral item introduced by Commissioner Samuelian at the January 16, 2019 Commission Meeting. See memorandum attached.

ANALYSIS:

Item will be discussed during the NCAC meeting.

ATTACHMENTS:

Description	Type
 Memorandum	Memo

Committee Assignments - C4 AL

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Commissioner Mark Samuelian
DATE: January 16, 2019

SUBJECT: REFERRAL TO THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE TO DISCUSS PROHIBITING FISHING AT SEAWALLS.

ANALYSIS

There has been an uptick in fishing on the seawalls between 10th and 14th streets. Residents who use these Green Space areas are very concerned that the bait that is cut on the seawall and left behind, many times with fishing hooks attached, will be eaten by dogs who are being walked in the area. Currently, there is no code prohibiting fishing at seawalls. The only code applies to certain bridges within the City. However, the City is able to pass an ordinance to prohibit saltwater fishing from city-owned property.

Legislative Tracking

Commissioner Mark Samuelian

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 6, 2019

SUBJECT: DISCUSSION REGARDING A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS OCTOBER 31, 2018 MEETING RELATING TO CABLERUNNER TECHNOLOGY, AND DIRECTING THE CITY ADMINISTRATION TO: (1) AUTHORIZE THE CITY'S INDEPENDENT SEWER SYSTEM EXPERT, HAZEN AND SAWYER, TO PREPARE A RESPONSE TO THE REBUTTAL REPORT BY CABLERUNNER INTERNATIONAL (TO HAZEN AND SAWYER'S APRIL 20, 2018 RECOMMENDATION AGAINST THE USE OF THE CITY'S SEWER SYSTEM TO INSTALL A CABLE NETWORK THROUGHOUT THE CITY); (2) RETAIN A STORMWATER SYSTEM EXPERT TO CONDUCT A STUDY ON THE FEASIBILITY OF USING THE CITY'S STORMWATER SYSTEM TO INSTALL FIBER OPTIC CABLE (AS PROPOSED BY CABLERUNNER), AND AUTHORIZE CABLERUNNER TO PAY THE COSTS ASSOCIATED WITH SUCH STUDY; (3) RETAIN A CONSULTANT WITH APPROPRIATE EXPERTISE TO EVALUATE THE VARIOUS "5G" TECHNOLOGIES AND TO PROVIDE RECOMMENDATIONS TO THE CITY COMMISSION ON HOW TO QUICKLY AND EFFICIENTLY OBTAIN "5G" INFRASTRUCTURE, AND TO COMPARE THE VARIOUS TECHNOLOGIES, INCLUDING BUT NOT LIMITED TO REVIEWING THE "SMART CITY" PROPOSAL SUBMITTED BY JOHNSON CONTROLS; AND (4) CONSULT WITH THE CITY'S EXPERT, OUTSIDE COUNSEL ON TELECOMMUNICATIONS REGARDING THE INDUSTRY, THE TECHNOLOGY, AND THE PROPOSAL, INCLUDING A REVIEW OF POSSIBLE STATE PREEMPTION

HISTORY:

CableRunner International (CableRunner) is a company based in Vienna, Austria that offers a mechanism to install fiber optic conduits within gravity sanitary sewer systems, benefiting from the connectivity and proximity to homes.

CableRunner believes that stormwater systems can also be utilized for CableRunner's technology. CableRunner has issued an unsolicited proposal to the City to utilize either the City's sanitary sewer system or the City's stormwater system to utilize as conduits for fiber optic cables in order to provide "Five G"

technology rapidly and efficiently through the City.

On February 14, 2018, the Mayor and City Commission referred the unsolicited proposal from CableRunner to the City's Finance and Citywide Projects Committee (FCWPC) for review. The FCWPC issued a recommendation to the City Commission that the City hire an expert to review the unsolicited proposal.

In March 2018, the Mayor and City Commission directed that the City hire an expert to review the unsolicited proposal, and to opine whether it would be appropriate to utilize the City's sewer system for said purpose.

On or about April 20, 2018, the City's sewer system experts, Hazen and Sawyer, performed an evaluation of CableRunner's technology and considered local conditions in Miami Beach to determine the suitability of installing an in-sewer fiber optic network, and recommended against utilizing the sewer system.

Discussion was had during the October 31, 2018 Neighborhoods Community Affairs Committee (NCAC) meeting relating to the CableRunner proposal. CableRunner would like to correspond with Hazen and Sawyer and requests that the City authorize Hazen and Sawyer to respond to CableRunner's rebuttal to Hazen's April 20, 2018 report. Pursuant to the discussion, the NCAC Committee made four recommendations relating to the unsolicited proposal and "Five G" technology, requesting that the Mayor and City Commission:

- (1) Authorize the City's independent sewer system expert, Hazen and Sawyer, to respond to the rebuttal report by CableRunner to Hazen and Sawyer's April 20, 2018 negative recommendation against the use of the City's sewer system for running cable through the City;
- (2) Authorize the administration to hire a stormwater system expert to conduct a study to determine whether the City's stormwater system would be a good fit for the running of cable through the City's stormwater system, and for CableRunner to pay the cost for said expert;
- (3) Have the administration hire an expert with appropriate expertise to evaluate the various "Five G" technologies. The Expert would provide direction to the Mayor and City Commission as to what is the best option in quickly and efficiently obtaining "Five G" infrastructure, and for the expert to compare the various technologies, including but not limited to reviewing the "smart city" proposal pending with Johnson Controls; and
- (4) Have the administration reach out to the City's expert, outside counsel on telecommunications for assistance on technical aspects relating to the industry, the technology and to review for preemption concerns.

A Resolution accepting the recommendation of the NCAC Committee at its October 31, 2018 meeting was placed for approval at the January 16, 2019 City Commission. An initial motion was made to withdraw this item. Later in the meeting, a motion was made by Commissioners Gongora and Aleman to refer this item back to the NCAC to refine its title and clarify its purpose.

ATTACHMENTS:

Description	Type
□ January 16, 2019 afteraction	Other

4:28:16 p.m.

6:06:03 p.m.

R7 D A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS OCTOBER 31, 2018 MEETING RELATING TO "5G" TECHNOLOGY, AND DIRECTING THE CITY ADMINISTRATION TO: (1) AUTHORIZE THE CITY'S INDEPENDENT SEWER SYSTEM EXPERT, HAZEN AND SAWYER, TO PREPARE A RESPONSE TO THE REBUTTAL REPORT BY CABLERUNNER INTERNATIONAL (TO HAZEN AND SAWYER'S APRIL 20, 2018 RECOMMENDATION AGAINST THE USE OF THE CITY'S SEWER SYSTEM TO INSTALL A CABLE NETWORK THROUGHOUT THE CITY); (2) RETAIN A STORMWATER SYSTEM EXPERT TO CONDUCT A STUDY ON THE FEASIBILITY OF USING THE CITY'S STORMWATER SYSTEM TO INSTALL FIBER OPTIC CABLE (AS PROPOSED BY CABLERUNNER), AND AUTHORIZE CABLERUNNER TO PAY THE COSTS ASSOCIATED WITH SUCH STUDY; (3) RETAIN A CONSULTANT WITH APPROPRIATE EXPERTISE TO EVALUATE THE VARIOUS "5G" TECHNOLOGIES AND TO PROVIDE RECOMMENDATIONS TO THE CITY COMMISSION ON HOW TO QUICKLY AND EFFICIENTLY OBTAIN "5G" INFRASTRUCTURE, AND TO COMPARE THE VARIOUS TECHNOLOGIES, INCLUDING BUT NOT LIMITED TO REVIEWING THE "SMART CITY" PROPOSAL SUBMITTED BY JOHNSON CONTROLS; AND (4) CONSULT WITH THE CITY'S EXPERT, OUTSIDE COUNSEL ON TELECOMMUNICATIONS REGARDING THE INDUSTRY, THE TECHNOLOGY, AND THE PROPOSAL, INCLUDING A REVIEW OF POSSIBLE STATE PREEMPTION.

Public Works

Commissioner John Elizabeth Alemán

ACTION: Resolution not adopted. Item withdrawn by Commissioner Alemán. Later in the meeting a motion was made by Vice-Mayor Góngora, seconded by Commissioner Alemán to refer the item to Neighborhood/Community Affairs Committee; Voice vote: 5-1; Opposed: Commissioner Arriola. **Roy Coley to handle.**

REFERRAL:

The Neighborhood/Community Affairs Committee to refine title and clarify purpose

Kathie G. Brooks to place on the Committee Agenda.

Roy Coley, Public Works Director, explained that this item, known as "Cablerunner" is a group of recommendations that came out of committee. At committee, members accepted a report that the City's consultant determined that the sewer system was not recommended for the Cablerunner technology, and that the committee agreed to allow the authorization of Hazen and Sawyer, who issued the report, to respond to Cablerunner's experts. That is what this Resolution would do, it would also authorize staff to hire experts in doing the same technology in the stormwater system provided Cablerunner agreed to pay for it. The other important element is that this would also authorize staff to contract with a 5G expert to come back and advise them and the City Commission on the state of 5G in the County, as they continually are hearing people what is needed to do in preparation for 5G.

Commissioner Alemán stated that they have multiple options for 5G, but she suggested engaging someone to tell them what they should care. What is 5G, is it important for the City to provide this infrastructure going forward, why, and if it is important and they agree to do that, they have their lighting infrastructure and different places where they can put in, but they want someone to tell them what they recommend and what is the best. One thing is why do they care, do they want to move forward at all, and if they do, what is the best strategy for Miami Beach. The Resolution is to authorize that work.

Commissioner Steinberg thinks it is fantastic to bring these innovative ideas and 5G is probably the next generation of what they need to be looking at. However, this is about one vendor and that gives her pause; she needs to understand better what the City is being locked into, are they going down the road and then enter into an agreement, what will it ultimately cost the City, and are there others who do the 5G technology.

Commissioner Alemán reiterated that the first question is what is it and why do they care; do they want to explore it? It started as one vendor coming forward with an idea done creatively, but it is not one vendor any longer. For example, the lighting infrastructure option would be through Johnson Controls, not Cablerunner. They want to find the underlying cause of the answer about Cablerunner. They said things and the consultant disagree, so they want a definitive response so that they know if it is on the table for them. Currently Hazen & Sawyer said "no," but Cablerunner disagrees with their conclusion. If they go with the lighting system that is a completely different infrastructure. The Resolution says let them go and have a strategy about 5G, educate the City Commission on what it is and if it is important for the City to come up with a plan. There are things in the works already such as the Smart City proposal from Johnson Controls, and she asked that they come back with a recommendation.

In answering Commissioner Steinberg's question, Mr. Coley stated that since they had the committee meeting, the Office of the City Attorney placed him in contact with their Outside Counsel on communications, and when they reached to them, they recommended who was a 5G expert in their opinion. He contacted them and they recommended someone else for this purpose, so they got passed around to several folks before they ended with someone who stated that they could answer the City's questions. He learned in the process that few people really understand what 5G is and how it is going to get here or what does it really mean to them as a community. Some of these vendors may not be expressing it in a way that they would understand it from them appropriately. He suggested that the City Commission strongly considering the 5G experts be contracted to advise the Commission on what matters to them as a community and a government versus having vendors telling them what they should be doing.

Commissioner Steinberg is comfortable with that. Additionally, since it is such new technology, she requested to know how many other municipalities have gone down that road, because Miami Beach should not be the "guinea pig."

Mr. Coley stated that 5G is very innovative and some are claiming that it does not even exist in this country at this time, and it is in the experimental stages with the largest provider of people like Verizon. Some marketers are claiming that they have 5G but it is hard to verify.

Discussion held.

Commissioner Arriola agrees with Mr. Coley. He thinks that it is going to happen and most experts think it will happen and it is the next wave with major advantages for the country. The problem is that it is early and it is very expensive (hundreds of billions of dollars), so they are asking the Federal Government to play on this. As a strategic imperative for the nation to get on 5G for things like cybersecurity, threats, and other things like that, they are so early in the game that he is not sure what the consultant is going to cost. They are not going to create 5G; no one has it. This company "Cablerunner" wants to run it through sewer systems, and the City's consultant disagreed, and he just does not want to spend a great deal of money for things that are not going to happen in the next couple of years and that is his concern. 5G is a real thing but it is going to come from the Federal Government or not at all, and when it comes, then they will get it. He is mindful when the City tried to do Wi-Fi and it did not work.

Discussion continued.

Vice-Mayor Góngora stated that at the Neighborhood/Community Affairs Committee he understood that the vendor was paying the bulk of the cost. Is there a cost to the City in moving forward with this?

Mr. Coley stated that Cablerunner has agreed to pay the cost if the City would hire a stormwater expert to evaluate their technology for the appropriateness within the stormwater system, then the City would pay the cost if they choose to hire a 5G expert to guide them into decision-making processes. In answering Vice-Mayor Góngora, he stated that they normally work in the range of a few hundred dollars per hour.

Commissioner Samuelian thinks the priority is vendor diagnostic to see if they want to explore the topic. He thinks it is good to be innovative, but not 'bleeding' edge or guinea pig, but he thinks also that it does not hurt to know what is coming down the pipe and to know what the precursors are to be ready or not. He believes that hiring an expert and perhaps putting out a small RFQ process, they might hear back the cost and scope would be to have an expert.

Commissioner Alemán heard at the Neighborhood/Community Affairs Committee that Cablerunner would pay for the study. They were going to pay for Hazen & Sawyer to have that conversation where they disagree with Hazen and Sawyer, conclusion and reasoning and assumptions, they would pay for that; they would pay for the stormwater system expert, as well as accepting the responsibility for educating the City Commission as to why they should care about 5G. She cares because from a Smart City standpoint, it is going to become important that they are real time monitoring and receiving data about the water flowing through their sewer system, about leaks in the infrastructure, about the Intelligence Transportation System, which will require heavy data; Smart Cities end up putting readers throughout the City and all that takes data back, and that is what this is, but it is not for her to say this to them, but it is for them to have an industry expert that understands Smart Cities and where this is going. This is a strategic discussion, and not about the City spending millions of dollars right now on questionable infrastructure. This is about the City putting together a strategy on technology that is probably going to come true and be highly valuable and necessary to them. Her understanding from committee is that Cablerunner is paying for all that, not the City. She asked Mr. Coley if she misunderstood.

Mr. Coley stated that what he took away from their lobbyist is that they would pay for the report; he did not ever hear him say that he would pay for the City hiring an outside expert with 5G. He will ask him or review the record from committee. As he presented it, it was not his believe that they were willing to pay for that.

Commissioner Alemán suggested for the piece that Cablerunner is willing to pay for, to let them go, which she believes is 1 and 2 on Page 1062. For the other piece, she suggested have Alex Denis go out and get some proposals for what it would take to have a technology conversation; to have a 5G expert put together a proposal to educate the City on what it is and why they should care, and bring back to the Finance and Citywide Projects Committee.

Discussion continued.

Commissioner Arriola does not want to spend money in consultants; if Cablerunner wants to pay for the report, he is agreeable with that, but he can tell what the report will say. There are no experts in 5G and the Federal Government is trying to figure out how to do it. He is not excited about spending money on a technology that is still being developed.

Mr. Coley added that the expert he spoke with was in Seattle, the only one out of different areas in the country, and his words to him were "it is coming whether you want it or not, and whether you are prepared for it or not." People like Verizon are already in testing but not ready to deploy, and may not be until late 2020.

Commissioner Arriola reiterated that no one company can do it due to the high price, none of the telecommunications companies can do it, and the Federal Government is not playing in the space. This cannot happen unless they have a consortium led by the Federal Government to make this happen. He agrees that it should happen; they need it as a country as a strategic imperative commercially, but the players cannot even get together. This is years into the future. No one knows what they are talking about.

Commissioner Alemán asked why is it that Vienna is fully 5G enabled according to them.

Mr. Coley clarified that he is not sure they represented that they were 5G enabled, he thinks that they represented with the Cablerunner product that they were fiber optics enabled and they could have fiber optic cables throughout their sewer systems for multiple reasons, and they are just proposing that 5G would be a good reason for the City; that is how he interpreted their representation.

Discussion continued.

Commissioner Samuelian agreed with 1 and 2; he does not see any harm in exploring the RFQ; let them see what is out there and not decide on the funding. 5G may be an investment. He supports the RFQ, which would then come back to them.

Commissioner Arriola believes they are saying let them run fiber and if they get permission to run fiber through the City's sewer lines that is very lucrative to them and a lot cheaper to run it through the sewer lines if the City permits them than to dig up the street. Sewer experts say it is not a good idea and it would jeopardize the integrity of the City's sewer lines; they did not like the answer so they want to get another expert by paying for it. They are selling them the 5G so they can get excited, but they can run other things through fiber and they can commercialize that.

Commissioner Alemán stated that there are reasons that may benefit the City, and obviously tearing up the streets conversation is one. They cannot say anything about the street furniture that the telecommunications put out on the streets. There is the potential that this could provide the kind of backbone that even the telecommunication carriers would want to move to and therefore stop telling them where to put the street furniture. They do not want to reveal where the sewer system was, as this is some type of homeland security issue. She is not sure this got a fair chance and she does not think they have the votes. She does not think they should pursue 1 or 2 because it will waste staff's time to work with the consultant and get answers that they do not even care about. She withdrew the item.

Commissioner Steinberg would love to understand this more, explore it, and be educated on this. It seems that there are many questions and she would like to know, since they look to do what is beneficial to the community. She asked if there are other options, they can do to learn about this and baby step themselves into this.

Mr. Coley explained that if they go out for an RFQ they will have the largest engineering firms in the country submit, and they will be looking for large consultant to come to the City. They could, within the City Manager's authority, pay one expert that other city consultant stated that he is an

expert, to give advice and decide as to whether they should move forward without spending money, and that is a policy decision.

Discussion continued.

Commissioner Arriola wants to make sure that there are other procurements like this; they are asking them for permission to do something that otherwise, they would not be able to do, which is to run fiber through the City's sewers or water lines. That is valuable if they can do that as it saves them a great deal of money and time. Fiber can provide cable and other goods. They are selling the 5G, which does not exist in the City; they are just trying to get access to the lines and compete with the cable companies. They may want to do that but experts do not agree with that, and they must rely on experts or not.

Motion made by Commissioner Alemán to withdraw the item. There was consensus to withdraw.

6:06:03 p.m.

Vice-Mayor Góngora asked if the item wanted to be brought back.

Rafael Andrade, on behalf of Cablerunner, Inc., apologized to the sponsor for not being present when the item was called. To give some background, Cablerunner installs fiber in sewer systems. The entire city of Vienna is wired this way. Cablerunner came to the City of Miami Beach to show their technology and the City was interested in looking at it. They sent it to the City's consultants Hazen and Sawyer, and they reported that they did not think it would work in the sewer system for various reasons. They disagreed and asked that they look at it again and they would pay for them to review; the committee agreed to that. Additionally, even if the sewer systems do not work to install the fiber, the storm drain system is also an option to install the fiber, and they said they would pay for the City's consultant to look at the storm drain system to see if it would work. Therefore, this is not about 5G. The City needs fiber for everything across the board. The City's IT Director can testify to that. Can the fiber that they can deliver handle 5G; absolutely, when the time comes the City would be able to avail itself of the existing fiber network. What is important for the City Commission to consider is that this is dead space they are talking about, this is underground for fiber to be installed in the City that needs to be, other folks are going to come in, open up the streets and disrupt businesses, there will be a cost to that, and all they are asking for is that they are willing to pay for the study, for the City's consultant to come back and say that the sewer either works or not to install this fiber; the storm drainage system works or not to install this fiber, and based on the City's consultant study, this City Commission will decide whether to proceed. It is a simple request and they would ask that they support the study being done. Again, it is at his client's cost 100% whatever the cost is. Finally, the one thing Commissioner Arriola got right is that this is highly valuable, and they would revenue share with the City, so they are not asking for the privilege to go into the City's systems and infrastructure for free. If in fact, they can do a deal with the City there will be some type of rent agreement or revenue share agreement. He asked that the City approve the study.

Vice-Mayor Góngora explained that the item was withdrawn by the sponsor.

City Attorney Aguila asked Rafael Andrade if he had registered as a lobbyist.

Clerk's Note: Mr. Andrade had registered to lobby on behalf of Cablerunner.

Discussion continued.

Vice-Mayor Góngora recommended sending the item back to the Neighborhood/Community Affairs Committee to refine what it is that the vendor is looking to do.

There was consensus to refer the item.

Moved by Vice-Mayor Góngora to refer to the Neighborhood/Community Affairs Committee; seconded by Commissioner Alemán. Voice vote taken.

Commissioner Arriola explained that this item has been floating around forever and trying to find a home, but is not getting traction, so he asked them to let it die. He added that on the Agenda it is called 5G technology and he does not like to be misled. The City's consultant stated that it was not a good idea, so something must die after a valiant effort, and he thinks they are at the point where this has been going around for over a year and suggested to let it go. It should have been presented as fiber instead of 5G with the public benefits, but it is not 5G, and to do it in a way that experts say it is a bad idea, it is enough.

Commissioner Steinberg agreed to take the item back to the Neighborhood/Community Affairs Committee.

City Attorney Raul J. Aguila suggested removing the word "5G" from the title when referring to committee.

Commissioner Alemán stated that they will revise the title and clarify the purpose at the Neighborhood/Community Affairs Committee.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 6, 2019

SUBJECT: **DISCUSSION ON THE MULTI-YEAR HOLIDAY LIGHTING
IMPLEMENTATION**

HISTORY:

ANALYSIS:

Discussion at Committee.

ATTACHMENTS:

Description	Type
□ Holiday Lighting Proposal	Other

2019 Proposed Holiday Lighting

CITY OF MIAMI BEACH • FLORIDA • USA



Lincoln Road - additional tree lighting, move Sylma
Miami Beach / Florida

Artistic
Holiday Designs



Lincoln Road - 10ft Teddy Bear and trunk wraps

Miami Beach / Florida

Artistic
Holiday Designs



Lincoln Road - 20ft Manon tree with 3D Ornaments and tree wrap

Miami Beach / Florida

Artistic
Holiday Designs



Lincoln Road - move Walk Thru Ornament

Miami Beach / Florida

Artistic
Holiday Designs



Sunset Garage - add 10ft Giftbox decor

Miami Beach / Florida

Artistic
Holiday Designs



City Hall Campus - Nativity White resin decor

Miami Beach / Florida

Artistic
Holiday Designs



City Hall Campus - Nativity illuminated decor
Miami Beach / Florida

Artistic
Holiday Designs



City Hall Campus - Meridian trees with fronds

Miami Beach / Florida

Artistic
Holiday Designs



Ocean Drive - view 1 - Animated Ribbon Arch - <https://youtu.be/F3XwZtxIEoQ>

Miami Beach / Florida

Artistic
Holiday Designs



Ocean Drive - view 2 - Majestic Angel decor
Miami Beach / Florida

Artistic
Holiday Designs



Ocean Drive - view 3a - Walk Thru Giftbox with Majestic Decor

Miami Beach / Florida

Artistic
Holiday Designs



Ocean Drive - view 3b - 3D Starburst with Majestic Decor

Miami Beach / Florida

Artistic
Holiday Designs

LIGHT 365

Permanent Lighting Option

PRODUCT HIGHLIGHTS:

- UV protected with a built in UV blocking cap
- Each diode has it's own driver, so if a bulb burns out only that bulb will be out (not an entire section)
- 5 year warranty
- The install of tree lighting in California has been up for over 8 years without a single light failure (Port of Los Angeles)
- Installed all over the world for many years
- A true full time installation that is built to last in the hot sun
- Foam backing on the diodes that allows for tree growth
- Larger bulbs that provide a better, more permanent look to them
- Wide range of color temperatures
- Customized spacing of lights can be determined by city upon sample install
- Rated for 17 years

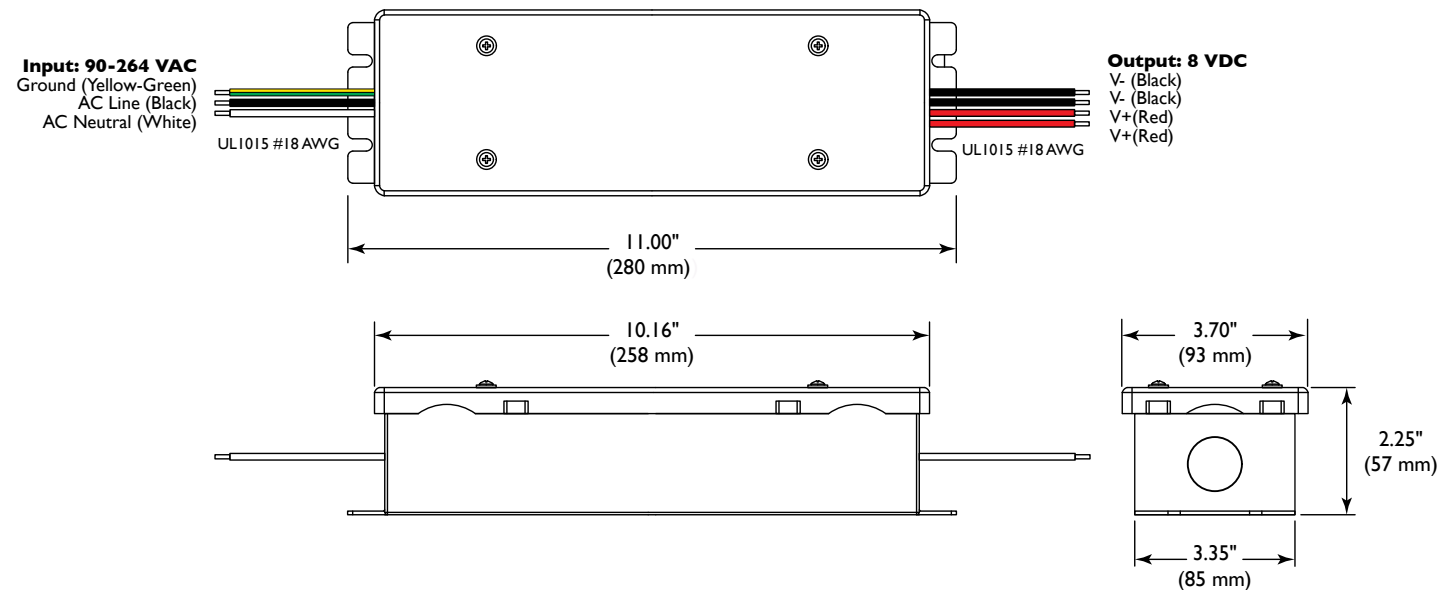


LIGHT 355

LDR8-80 LED Driver

The design allows for all DC and AC wiring to be done inside the unit, without the need for external junction boxes. The enclosure is rated Nema 3/IP 65 and suitable for wet locations.

Input range is 90-264 VAC/47-63 Hz, and the output may be adjusted +5% / -30%. Tokistar offers a wide range of dimming options which are installed on the secondary outputs. The primary input is not to be dimmed.



Specifications

Input Range: 90-264 VAC
Frequency Range: 47-63 Hz
Output: 8VDC (Adjustable +5% / -30%)
Max. Output Current: 10.0A (2 @ 5.0A)
Max. Output Power: 80W (2 @ 40W)

Mechanical Specifications

Dimensions: 11" x 3.7" x 2.25"
Weight: 3.4 lbs./ 1.55 kg.
Enclosure Rating: NEMA 3/IP 65
Mounting: Flange Mount
Connection: Knockouts for 1/2" Conduit

LIGHT 355

LDR8-80 LED Driver

Input Specification

Voltage Range	Frequency Range	Max In rush Current	Power Factor	THD
90-264 VAC (100-240 VAC Nominal)	47-63 Hz	30A@230 VAC input, 25°C, cold start-up	0.9 min	<25% @ Full Load

Output Specification

Max Power	80 W	Transient Response	4 mS, full load to half load, 100 VAC Input
Load Regulation	+/- 1% Max	Short Circuit Protection	Hiccup-Mode, Auto-Recovery upon removal of short circuit condition.
Efficiency	80% typ.	Constant Voltage (CV) Mode Load Regulation	+/- 3% Max (Voltage Setting Adjustable via on-board pot: +5%/-30%)
Noise/Ripple	1.5% of Rated Output Voltage*	Constant-Current (CC) Mode Regulation	+/- 2% Max (Current Setting Adjustable via on-board pot: +5%/-90%)
Start-up Time	2 sec. Typical	Over Voltage Protection	132% Max
Hold-up Time	16mS @ full load, 100VAC input	Over Current Protection	Constant-current limiting

*All noise measurements made at output terminals, connected to a 20MHz low pass filter.

Environmental Specification

MTBF	Cooling	Operating Temp	Storage Temp	Relative Humidity
55,000 hours (Full load @ 25°C Ambient, Based on MIL-217F)	Convection	-30°C to 60°C (Full load)	-40°C to 85°C	5% - 95 %

Compliance/Safety

EMI/RFI:	CISPR-22 Class B FCC part 15 Class B EN 55015
Safety Standards:	UL/cUL 1012/1585 UL 1310 Class 2 UL 48 CE
Weatherability:	EN60529 NEMA 3/IP 65

Mechanical

NEMA 3 Design with patented AC and DC Wiring compartments, fully potted PCB.

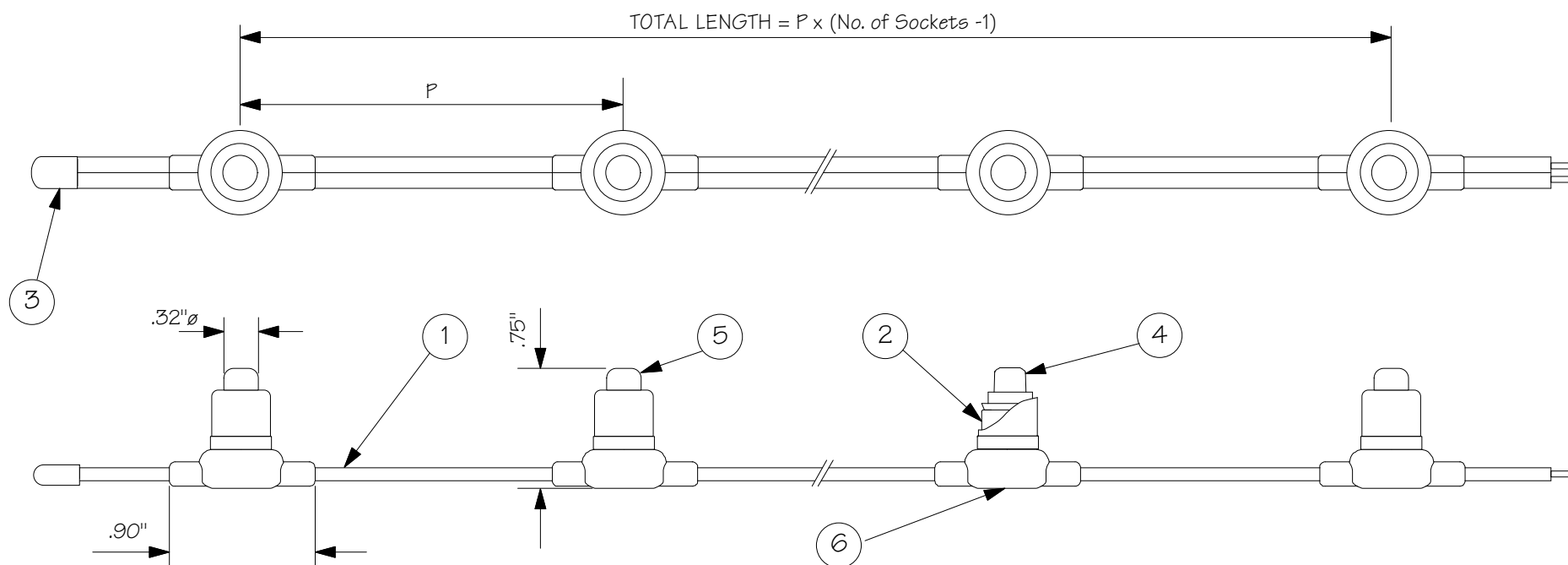
Dimming Options

Tokistar Dimming Controls	Dimming Control
1. LC-1CH-MULTI	• 0/1-10V DC • DMX 512 • PWM • Manual Dip Switches
2. LC-1CH-DP	• Tokistar LC-DMR

RGB Lighting Control Options

Tokistar Lighting Controls	Dimming Control
1. LC-3CH-DMX	• DMX 512
2. LC-3CH-DP	• Tokistar LC-3CH-CM

FL SERIES-0.2 WATT TOKILED5®



CATALOG#	P (INCH)	MAX. LENGTH
FLBK-60-(LED CODE)-(WP)	2.4 ± .20	40 FT.
FLBK-110-(LED CODE)-(WP)	4.25 ± .20	63 FT.
FL(BK,WG)-160-(LED CODE)-(WP)	6.25 ± .20	75 FT.
FL(BK,WG)-210-(LED CODE)-(WP)	8.25 ± .20	87 FT.
FL(BK,WG)-310-(LED CODE)-(WP)	12.25 ± .20	106 FT.
FLBK-410-(LED CODE)-(WP)	16.25 ± .20	122 FT.

CABLE COLOR CODE: BK=BLACK, WG=WARM GREY
 WARM GREY AVAILABLE IN 6.25", 8.25" AND 12.25" ONLY
 WP=OPTIONAL SILICONE CAP FOR OUTDOOR USE

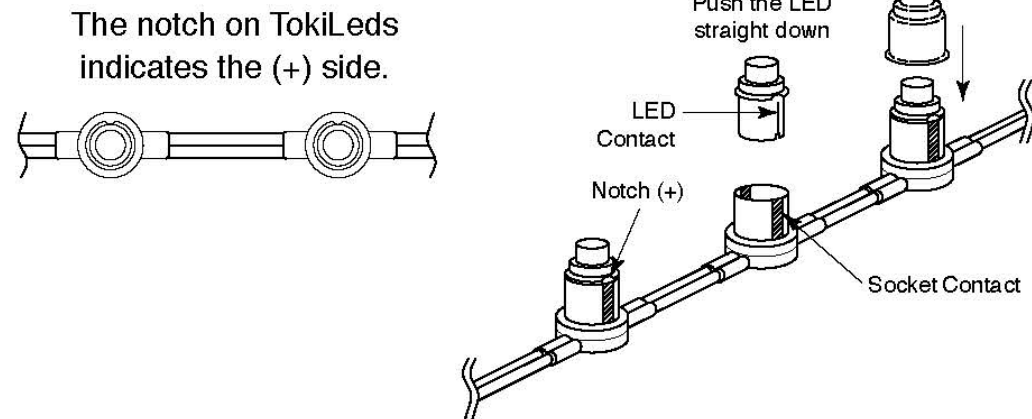
0.2 WATT TOKILED5® 8VDC/25.0mA			
PART #	LED CODE	COLOR	LUMEN
TLED-LW-HB	LW-HB	2000K WHITE	???
TLED-WW-HB	WW-HB	2400K WHITE	2.4Lm
TLED-IW-HB	IW-HB	3000K WHITE	2.6Lm
TLED-WH-HB	WH-HB	6500K WHITE	3.2Lm

LIGHT

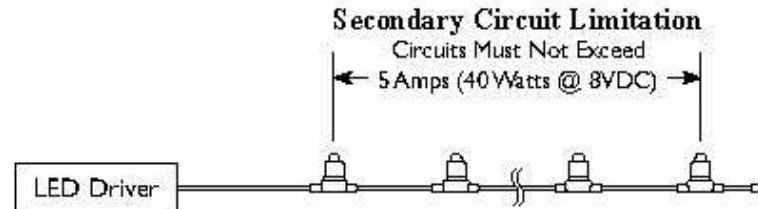
355

FL SERIES SUBMITTAL	NO.	PART	MATERIAL
CATALOG#: FL(BK,WG)-_-(LED CODE)-(WP)	1	WIRE	PVC INSULATION WITH #18 AWG X2
DATE: JANUARY 1, 2015	2	LAMP SOCKET	POLYCARBONATE WITH PLATED COPPER CONTACTS
DRAWN BY: R. CORDOVA	3	END CAP	PVC
SCALE: 1:1	4	LED	SOLID STATE LED
WEIGHT: 15g/ft.	5	SILICONE CAP	SILICONE (CLEAR)
	6	INSULATION	HOT MELT

LIGHT 355



Secondary Circuit Wiring



Maximum Run Lengths

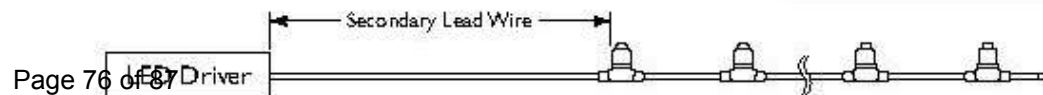
To minimize voltage drop and keep conductors safely within their rating, do not exceed the maximum lengths shown in the chart to the right for each independent length of Lightstring.

Spacing	0.1 Watt LED	0.2 Watt LED	0.27 Watt LED	0.4 Watt LED
2.40" (60 mm)	63' (19 M)	40' (12 M)	30' (9 M)	20' (6 M)
4.25" (110 mm)	84' (26 M)	63' (19 M)	48' (14 M)	36' (11 M)
6.25" (160 mm)	100' (30 M)	75' (23 M)	50' (15 M)	50' (15 M)
8.25" (210 mm)	116' (36 M)	87' (26 M)	65' (20 M)	56' (17 M)
12.25" (310 mm)	142' (43 M)	106' (32 M)	80' (24 M)	70' (21 M)
16.25" (410 mm)	164' (50 M)	122' (37 M)	90' (28 M)	82' (25 M)

Recommended Lead Wire Size

The distance from the LED Driver to the fixture, and the load of the fixture, will determine the proper size of secondary wire. The chart to the right indicates recommended wire size based upon the driver being loaded to its full capacity of 5 Amps/40 Watts.

Secondary Lead Wires	
Wire Size	Wire Length
#16AWG	12' (3.6 M)
#14AWG	20' (6.1 M)
#12AWG	30' (9.1 M)
#10AWG	45' (13.7 M)



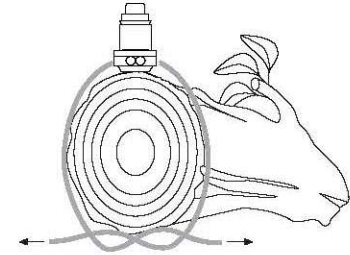
LIGHT 355

Mounting Fixtures

The proper mounting device is determined by the surface the Lightstring is being attached to.

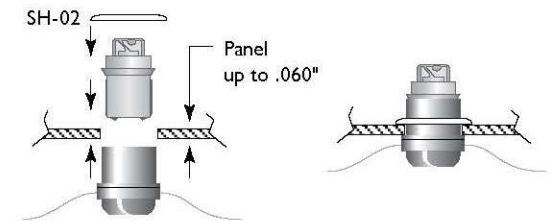
Option 1 - Part#: NSY-TP

Clear elastic nursery tape may be used to secure Lightstrings to branches without inhibiting growth.



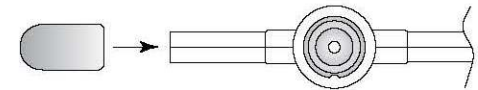
Option 2 - Part#: SH-02 Stainless Steel Fastener

The SH-02 fastener is used to securely attach Lightstring sockets to panels through a 3/8" Ø hole.



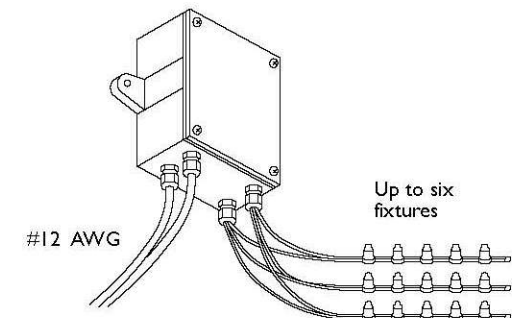
Part#: EC-FL Vinyl End Caps

Lightstrings may be cut to size on site. Vinyl end caps insulate the end of the wire.



Part#: HC-10 Junction Box

This gasketed junction box accepts #12 AWG Landscape Cable, which may be spliced to 6 independent Lightstring fixtures.





73rd & Ocean Terrace - add pole decor

Miami Beach / Florida

Artistic
Holiday Designs



Collins East - add tree wraps

Miami Beach / Florida

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Holiday Designs



Collins West - add tree wraps

Miami Beach / Florida

Artistic
Holiday Designs



Open Space Park - move decor from Ocean Drive

Miami Beach / Florida

Artistic
Holiday Designs



Normandy Fountain - Majestic Angels with Radiant Stars

Miami Beach / Florida

Artistic
Holiday Designs



16th Street - Add 3M Pole Decor

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Fire Department - Icicle lights, Tree wraps and 10ft Snowflakes

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Alton South of 5th - add 1M Pole Decor

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Holiday Designs



South Pointe Beach - option to add decor from Ocean Drive

Miami Beach / Florida

Artistic
Holiday Designs

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood/Community Affairs Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 6, 2019

SUBJECT: **DISCUSSION REGARDING THE NAMING OF THE NEW NORTHERN
CONVENTION CENTER PARK**

ANALYSIS:

Discussion at Committee.