



Village of Palmetto Bay
MEMORANDUM

To: Honorable Mayor and Village Council

Date: July 11, 2016

From: Edward Silva, Village Manager

Re: Monthly Status Report for
Reporting Period May 2016

Attached is the monthly status report for **May 2016**. The reporting items include:

1. **Office of the Village Manager Operations:** this section provides an overview of Village-wide tasks that are completed and in-progress, which fall under the supervision and direction of the Village Manager. Additionally, a snapshot of emails and requests received from the community and the Village Council is included.
2. **Expenditure Overview:** shows the percentages of expenditures incurred during the reporting period.
3. **Monthly Calendar of Park Events** for the month of June 2016.
4. **Legislative Updates:** includes any updates and relevant information related to the Village's state and/or federal legislative priorities. During this reporting period, no legislative updates are available.
5. **Departmental Reports:** individual reports from each department and each division showing measurable data. These reports include comparisons between the current and prior months, and the aggregate information for the fiscal year, up to the reporting period.
6. **Informational Data:** this section is compiled for informational purposes for the effort of keeping the Village Council and Village residents with up-to-date Village business. All the information has been compiled for your review and consideration.

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 1**

**Office of the Village Manager Operations
Reporting Period: May 2016**

Organizational/Budgetary Items

Tasks Completed

- Facilitated the Strategic Plan Development process.
- 60% of drain cleaning completed throughout the Village.
- Marlin Engineering commenced SW 168th / 82nd Avenue traffic study.
- Staff was trained on how to use bucket trucks.

Tasks In Progress

- Initiate quarterly meetings with School Board
- Seek Green City designation and review associated costs
- Facilitate the site acquisition for county fire station in the Village's south area
- Update Coral Reef Park Master Plan
- Update Perrine Wayside Dog Park Master Plan
- Update Palmetto Bay Park Master Plan
- Secure a public university tenant for Downtown
- Coordinate and foster relationships on local/State and federal level
- Continue individual meetings with Council
- Continue individual meetings with Department Directors
- Execute agreement with School board on use of facilities at Southwood Middle School
- Execute agreement with School board on use of facilities at Coral Reef Elementary School
- Continue meetings with sister cities – Village of Pinecrest and Town of Cutler Bay
- Prepare for overall traffic plan at a future Town Hall Meeting
- Continue involvement on transit issues

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 1**

**Office of the Village Manager Operations
Reporting Period: May 2016**

Community Focus/ Special Events

Tasks Completed

- Launched a series of events: Mother's Day Date Night at Thalatta, Tennis Date Night at Coral Reef Park, Community Yard Sale, Coral Reef Park Outdoor Arts and Crafts Festival, and Community Workshops for the Healthy Living.
- Launched a series of community programs: Yoga by the Bay, Yoga by Baptist, and Paddle Adventures.
- Finalized the launch of Summer Camp Program and Tennis Camp Program.

Tasks In Progress

- Continue launching Community Workshops for Healthy Living and Senior Adults.
- Continue seeking sponsorship opportunities for Village-wide Special Events.
- Launch quarterly Palmetto Bay wrap publication on upcoming news on the Village.
- Redesign and launch new Village website.
- Launch web based citizens engagement module.
- Launch a Palmetto Bay app for smartphones.

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 1**

**Office of the Village Manager Operations
Reporting Period: May 2016**

Traffic/ Transit/ Mobility
Tasks Completed
<ul style="list-style-type: none">● Sidewalk ADA inventory completed.● Continued to host meetings for traffic calming initiatives.
Tasks In Progress
<ul style="list-style-type: none">● Update master plan for bicycle lanes● Coordinate a tri-city grant request for bicycle lanes● Establish an "uber" service model for I-bus● Begin software application for Ibus

Capital Projects
Tasks Completed
<ul style="list-style-type: none">● Village-wide sidewalk improvements.●
Tasks In-Progress
<ul style="list-style-type: none">● Coral Reef Park new bathroom/storage facility.● Roadway resurfacing.● Design of two drainage projects.

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 1**

**Office of the Village Manager Operations
Reporting Period: May 2016**

Summary of Email Request	
Nature of request	Requesting Party
<ul style="list-style-type: none"> • Inquiry on canal bank signs to curb wakes • Information on "SMART Rail Lines" Plan • Information on Purple Hear Run • Inquiry on removal of light pole at SW 152 St. and Old Cutler Road • Inquiry on removal of tree cuttings blocking Stop Sign • Inquiry on Process of application for informational signage with SFWMD • Inquiry for list of resident wanting no wake signage • Public Information request • Meeting Request • Inquiry on CrossFit Demand in the community • Inquiry on Swale Area on SW 74ht Avenue • Public Records request • Information Request • Inquiry to traffic studies • Inquiry on the removal of tree cuttings on SW 79th Place • Inquire on Telephone communications tower • Information on the Preservation of Endangered Land • Information on the Palmetto Bay Village Center • Information Request • Inquiry on Old Cutler rezoning • Information of installation of 12-inch, 8-inch DIP FM, PWK-2016-0660 • Information Request • Information on Dogs of Summer HI RES • Meeting request • Information on Palmetto Bay Council Meeting • Information on Paradise Point Drive • Information on Lock it or Lose it campaign • Information on C100A Canal restoration • Information on 2016 Hurricane Evacuation Centers • Information on Community Alert – Palmetto Bay TZ • Meeting Request <ul style="list-style-type: none"> • Information on Women Veterans Event 2016 • Information on Village Red Light Program on SW 136th Street 	<ul style="list-style-type: none"> K. Cunningham B. Andrews E. Flinn D. Reitnauer A. Herrera A. Chen A. Chen D. Singer B. Rodriquez A. Robbins J. Jordan M. Alexander D. Singer D. Williams A. Herrera J. Ordaly E. Flinn E. Flinn A. Branches G. Nelson J. Carlo W. Maltby M. Arocha M. Levrant D. Greenwell T. Schaffer E. Flinn W. Maltby G. Serralta E. Hernandez A. Yahiritza T. Morrow G. Serralta E. Chanti

Summary of Email Request

Nature of request	Requesting Party
<ul style="list-style-type: none"> Information on COE Monthly Summary 	M. Alberro
<ul style="list-style-type: none"> Information on Palmetto Bay Village Center Facility 	O. Cadaval
<ul style="list-style-type: none"> Meeting Request 	G. Pastorella
<ul style="list-style-type: none"> Information on Development on Old Cutler Bay 	E. Regueira
<ul style="list-style-type: none"> Inquiry on Palmetto Bay Development 	T. Schaffer
<ul style="list-style-type: none"> Meeting Request 	S. Dundee-Bunner
<ul style="list-style-type: none"> Request for removal tree cuttings blocking sign at 17002 SW 79 Pl 	J. Calzadilla
<ul style="list-style-type: none"> Complaint about community alert email received 	A. Herrera
<ul style="list-style-type: none"> Complaint about community alert email received 	M. Ross
<ul style="list-style-type: none"> Meeting Request 	Dadeland Prop. Management
<ul style="list-style-type: none"> Information Request 	W. Alvarez
<ul style="list-style-type: none"> Inquiry about informational courtesy signs 	J. Calzadilla
<ul style="list-style-type: none"> Information on billing for work performed 	A. Chen
<ul style="list-style-type: none"> Inquiry about meeting with Frank Cantero 	J Corradino
<ul style="list-style-type: none"> Meeting Request 	C. Knight
<ul style="list-style-type: none"> Meeting Request 	Litsy Pittser
<ul style="list-style-type: none"> Meeting Request 	M. Arocha
<ul style="list-style-type: none"> Information on vegetation removal along SW 74th AV 	M. Alexander
<ul style="list-style-type: none"> Inquiry regarding possible recognition 	C Patterson
<ul style="list-style-type: none"> Question regarding invoicing 	O. Cadaval
<ul style="list-style-type: none"> Inquiry on talking points for PBBA meeting 	O. Cadaval
<ul style="list-style-type: none"> Meeting Request 	J. Calzadilla
<ul style="list-style-type: none"> Meeting Request 	O. Cadaval
<ul style="list-style-type: none"> Meeting Request 	J. Calzadilla
<ul style="list-style-type: none"> Inquiry about 3th of July event 	F. Carmona
<ul style="list-style-type: none"> Inquiry on the Parking RFP process 	G. Darden
<ul style="list-style-type: none"> Inquiry about mosquito infested areas 	L Siegel-Lara
<ul style="list-style-type: none"> Information on recent traffic studies 	D. Williams
<ul style="list-style-type: none"> Inquiry on tower gardens installation 	J. Allen
<ul style="list-style-type: none"> Inquiry about website 	Resident
<ul style="list-style-type: none"> Question regarding posting information 	O. Cadaval
<ul style="list-style-type: none"> Inquiry about mosquito infested areas 	K. Cunningham
<ul style="list-style-type: none"> Inquiry about tree cuttings blocking sign at 17002 SW 79 Pl 	A Herrera
<ul style="list-style-type: none"> Tennis management at Coral Reef Park inquiry 	I Puelle
<ul style="list-style-type: none"> Tennis management at Coral Reef Park inquiry 	C. Hoechner
<ul style="list-style-type: none"> Tennis management at Coral Reef Park inquiry 	Z. Zhao
<ul style="list-style-type: none"> Tennis management at Coral Reef Park inquiry 	E. Sioli
<ul style="list-style-type: none"> Meeting Request 	C Perkins

Summary of Email Request

Nature of request	Requesting Party
<ul style="list-style-type: none">• Meeting Request• Inquiry on informational signage application• Information about Tri city Hurricane Preparedness workshop• Meeting Request• Meeting Request• Inquiry about Traffic calming issues on SW 74th Place	M Arocha A Chen C. Patterson M. Levrant J. Calzadilla D. McDonald



PARKS & RECREATION

Special Events & Programs		
Friday, May 6	Date Night at Thalatta: Mother's Day Wine Glass Painting Party Thalatta Estate 7:00pm-8:30pm \$15.00- 1 glass/ \$25.00-2 glasses To register visit ArtSouthMiami.org or call 305-662-1423.	
	Vinyasa Yoga by Baptist Ludovici Park 9:00am-10:15am FREE – For registration and more information call 786-467-5680 or email CommunityExercise@BaptistHealth.net . Space is limited and registration is encouraged.	
Friday, May 13	*Village of Palmetto Bay Ghost Tour Thalatta Estate 7:00pm-9:00pm THIS EVENT HAS BEEN CANCELLED	
	Vinyasa Yoga by Baptist Ludovici Park 9:00am-10:15am FREE – For registration and more information call 786-467-5680 or email CommunityExercise@BaptistHealth.net . Space is limited and registration is encouraged.	
	Tennis Date Night Coral Reef Park 5:00pm-8:00pm For more information call 305-253-8655 or visit www.palmettobay-fl.gov	
Saturday, May 14	*Community Yard Sale Coral Reef Park 9:00am-1:00pm \$10.00 per slot - Visit www.palmettobay-fl.gov for Registration Information. Space is limited. Maximum of 2 slots per registration.	
Sunday, May 15	*Nature Photography & Natural Areas Tour Thalatta Estate 8:00am – 10:00am \$40.00 – Visit www.palmettobay-fl.gov for Registration Information	
	*Yoga by the Bay Thalatta Estate 9:30am-11:00am Visit www.palmettobay-fl.gov for Registration Information	
Friday, May 20	Vinyasa Yoga by Baptist Ludovici Park 9:00am-10:15am FREE – For registration and more information call 786-467-5680 or email CommunityExercise@BaptistHealth.net . Space is limited and registration is encouraged.	
Saturday, May 21 & Sunday, May 22	Coral Reef Park Outdoor Arts & Crafts Festival Coral Reef Park 10:00am-5:00pm FREE – Visit www.palmettobay-fl.gov for more information. For sponsorship opportunities or to learn more about exhibiting your craft call 561-746-6615.	
Sunday, May 22	*Yoga by the Bay Thalatta Estate 9:30am-11:00am Visit www.palmettobay-fl.gov for Registration Information	
Thursday, May 26	*Community Workshops for Healthy Living: Avoiding the Fall Edward and Arlene Feller Community Room at Ludovici Park 11:00am – 1:00pm FREE - Visit www.palmettobay-fl.gov for Registration Information	
Friday, May 27	Vinyasa Yoga by Baptist Ludovici Park 9:00am-10:15am FREE – For registration and more information call 786-467-5680 or email CommunityExercise@BaptistHealth.net . Space is limited and registration is encouraged.	
Sunday, May 29	*Paddle Adventure Thalatta Estate 9:00am FREE – Visit www.palmettobay-fl.gov for Registration Information	

Save the Date
Hurricane Event
Village Hall
June 4, 2016

Save the Date
Responsible Gardening
Workshop
Thalatta Estate
June 8, 2016

Save the Date
End of School Summer
Splash
Coral Reef Park
June 9, 2016

Save the Date
Village of Palmetto Bay
Summer Camp
Coral Reef Elementary
June 13 – August 5, 2016

Save the Date
Tennis Summer Camp
Coral Reef Park
June 13 – August 19, 2016

Save the Date
Father's Day Car Show &
Barbeque
Thalatta Estate
June 19, 2016

NEEDS NOW
*Denotes Online
Registration/Purchase
Now available at
www.palmettobay-fl.gov

Park Facility Rental:
305-253-8655
www.palmettobay-fl.gov

**Tennis Lessons at
Coral Reef Park**
Monday-Friday
8am-12pm & 3-9pm
305-253-8655

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 2**

**Expenditure Review
Reporting Period: May 2016**

Department	Percentage of Funds Spent Oct-2015	Percentage of Funds Spent Nov-2015	Percentage of Funds Spent Dec-2015	Percentage of Funds Spent Jan-2016	Percentage of Funds Spent Feb-2016	Percentage of Funds Spent Mar-2016	Percentage of Funds Spent Apr-2016	Percentage of Funds Spent May-2016	Total of Funds Spent
Mayor & Council	7.23	6.85	8.28	10.78	8.47	6.54	7.97	7.37	63.78
Village Manager	4.44	5.40	5.26	8.18	6.29	5.52	6.18	6.53	47.80
Village Clerk	5.22	7.88	8.33	10.27	8.88	7.29	9.54	8.60	66.01
Finance	5.05	6.57	7.87	10.71	6.66	11.79	6.84	6.80	62.29
/Communications	3.58	4.94	5.49	8.27	5.78	5.84	5.31	4.47	43.93
Village Attorney	0.00	0.00	0.00	16.84	8.81	0.00	8.86	11.69	46.20
Planning & Zoning	5.39	5.70	6.72	8.42	5.65	5.68	5.69	5.44	51.67
General Government	5.78	2.94	10.92	3.07	3.03	5.06	3.59	2.96	2.48
Facilities Maint.	3.84	5.09	6.67	7.18	5.56	5.91	8.10	6.59	51.17
Police	8.27	8.27	8.23	8.26	6.32	8.25	8.24	8.48	72.56
Parks Administration	6.13	5.91	6.43	9.01	2.62	1.87	1.56	2.41	35.94
Coral Reef Park	2.74	3.14	22.21	6.77	10.55	11.60	11.38	9.86	78.25
Palmetto Bay Park	2.21	4.68	17.91	5.33	7.11	11.61	9.26	10.49	110.53
Pine Wayside Park	0.00	1.21	1.45	0.61	0.59	8.56	6.09	9.65	67.76
Thalatta Estate	3.01	9.25	9.19	7.63	7.89	8.03	7.56	0.60	19.11
Ludovici Park	0.00	4.53	5.92	6.12	9.20	7.57	9.16	5.32	57.88
Tennis	13.07	11.75	14.65	19.38	12.97	16.06	12.16	9.66	52.16
Total Parks	5.17	6.77	8.84	8.81	6.98	7.79	6.92	6.84	60.70
Total Operating	6.60	6.57	8.29	7.64	5.88	7.26	7.11	6.98	63.43
Monthly Total	8.33	66.66							

Note:

As of May 2016, the Village of Palmetto Bay is operating under 3.23% of expenditures which has resulted in a budgetary savings of \$464,437.00. The 3.23% is calculated based on the total difference between Total Operating and Monthly Total.

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 3**

**Monthly Calendar of Park Events
July 2016**



PARKS & RECREATION

Special Events & Programs	
Summer Camps	<p>*Village of Palmetto Bay Summer Camp Coral Reef Park/ Coral Reef Elementary June 13, 2016 – August 5, 2016 Mondays – Fridays 8:00am-6:00pm \$135.00 (Snacks & Field Trips Included) – For registration and more information visit www.palmettobay-fl.gov or call 305-259-1234</p> 
	<p>*Village of Palmetto Bay Tennis Summer Camp Coral Reef Park June 13, 2016 – August 19, 2016 Mondays – Fridays Half Day (9am-12pm) \$115.00, Full Day (9am-3pm) \$175.00, Ext. Day (9am-6pm) \$225.00 For registration and more information visit www.palmettobay-fl.gov or call 305-259-1234</p> 
Monday, July 4	<p>Independence Day Celebration Village Hall 5:00pm-10:00pm FREE - For more information visit www.palmettobay-fl.gov or call 305-259-1234</p> 
Sunday, July 10	<p>*Yoga by the Bay Thalatta Estate 9:30am-11:00am FREE – Visit www.palmettobay-fl.gov for Registration Information</p> 
Monday, July 11 – Friday, July 15	<p>Nature Postings: Nature Embrace Summer Camp (Ages 5 & Up) Edward & Arlene Feller Community Room at Ludovici Park Week 1: July 11-15 7:30am – 6:00pm \$225.00/Participant per Week – For registration and more information visit www.naturepostings.com or call 786-732-6719</p> 
Saturday, July 16	<p>*Saturday Morning Living Classroom Thalatta Estate 10:00am \$10.00 – For registration and more information visit www.palmettobay-fl.gov or call 305-259-1234</p> 
	<p>Dogs of Summer Training and Adoption Expo Coral Reef Park 10:00am – 2:00pm FREE – For more information visit www.palmettobay-fl.gov or call 305-259-1234. Interested vendors contact district8@miamidade.gov</p> 
Sunday, July 17	<p>Fee-Free "P.L.A.Y." Days Deering Estate – 16701 SW 72 Avenue 10:00am – 4:00pm FREE – For more information visit www.deeringestate.org or call 305-235-1668</p> 
Monday, July 18 – Friday, July 22	<p>Nature Postings: Nature Embrace Summer Camp (Ages 5 & Up) Edward & Arlene Feller Community Room at Ludovici Park Week 2: July 18-22 7:30am – 6:00pm \$225.00/Participant per Week – For registration and more information visit www.naturepostings.com or call 786-732-6719</p> 
Sunday, July 24	<p>*Yoga by the Bay Thalatta Estate 9:30am-11:00am FREE – Visit www.palmettobay-fl.gov for Registration Information</p> 
Monday, July 25 – Friday, July 29	<p>Nature Postings: Nature Embrace Summer Camp (Ages 5 & Up) Edward & Arlene Feller Community Room at Ludovici Park Week 3: July 25-29 7:30am – 6:00pm \$225.00/Participant per Week – For registration and more information visit www.naturepostings.com or call 786-732-6719</p> 
Saturday, July 30	<p>*Paddle Adventure Deering Estate – 16701 SW 72 Avenue 9:00am \$30.00 – For registration and more information visit www.palmettobay-fl.gov or call 305-259-1234</p> 

<p>Save the Date Yoga by the Bay Thalatta Estate August 7, 2016</p> 
<p>Save the Date Date Night Thalatta Estate August 12, 2016</p> 
<p>Save the Date Back to School Palmetto Bay Park August 13, 2016</p> 
<p>Save the Date Responsible Gardening Workshop: Compost Happens Thalatta Estate August 18, 2016</p> 
<p>Save the Date Yoga by the Bay Thalatta Estate August 23, 2016</p> 
<p>Save the Date School's In Session Carnival Coral Reef Park August 26, 2016</p> 
<p>Save the Date Nature Posting – Surf & Turf Zumba Kayak Workout Coral Reef Park August 27, 2016</p> 
<p>Save the Date Paddle Adventure Thalatta Estate August 28, 2016</p> 
<p>NOW</p> <p>* Denotes Online Registration/Purchase Now available at www.palmettobay-fl.gov</p>
<p>Park Facility Rental: 305-253-8655 www.palmettobay-fl.gov</p>
<p>Tennis Lessons at Coral Reef Park Monday-Friday 8am-12pm & 3-5pm 305-253-8655</p>

Palmetto Bay Park Recreational Programs	
I9 Sports – Flag Football/Soccer/T-Ball	Saturdays 9:00am-1:00pm
MDI Basketball	Mondays – Fridays 6:00pm-9:00pm
Miami Lady Canes Softball	Mondays – Thursdays 6:00pm-10:00pm
Miami Stingrays Softball	Mondays – Thursdays 6:00pm-10:00pm
Miami Waves Softball	Mondays – Thursdays 4:00pm-8:00pm

Coral Reef Park Recreational Programs	
Mondays – Fridays	Tennis Lessons – 8:00am-12:00pm & 3:00pm-9:00pm
Saturday, July 30	*Nature Postings – Surf & Turf Zumba Kayak Workout 9:00am-11:00am (For registration and more information visit www.palmettobay-fl.gov or call 305-259-1234)

Community Exercise Programs	
Baptist Health	
Mondays	Stretch & Relaxation at Coral Reef Park 9:30am-10:30am
Tuesdays	Cardio Pump at Coral Reef Park 11:00am-12:00pm Trim & Fit at Coral Reef Park 12:00pm-1:00pm
Wednesdays	Yoga Pilates Fusion at Coral Reef Park 9:00am-10:00am Stretch & Relaxation at Palmetto Bay Park 9:30am-11:00am Zumba Gold at Coral Reef Park 10:00am-11:00am
Thursdays	Dance Aerobics at Coral Reef Park 11:00am-12:00pm Trim & Fit at Coral Reef Park 12:00pm-1:00pm
Fridays	Stretch & Relaxation at Palmetto Bay Park 9:30am-11:00am

Park Information				
Coral Reef Park: 7895 SW 152 Street Palmetto Bay Open Daily: Sunrise to Sunset Tennis 8am to 10pm 305-235-1593	Palmetto Bay Park: 17535 SW 95 Ave Palmetto Bay Open: M-Sat 8am to 9pm Sun 8am to 8pm 305-251-2751	Thalatta Estate: 17301 Old Cutler Road Palmetto Bay Sun-Thurs. 8am -5pm Fri & Sat 9am to 2pm www.thalattaestate.com	Perrine Wayside Park: 16425 So. Dixie Highway Palmetto Bay, Open Daily: 8am to Sunset 305-259-1234	Ludovici Park: 17641 Old Cutler Road Palmetto Bay Open Daily: Sunrise to Sunset

Even miracles take
a little time...



OnceUponAMeritine.com

BLOOD DRIVE

Local friends.... As many of you know, the nephew of our friend is in critical condition after a terrible accident on July 4th involving a golf cart in Palmetto Bay. He is in need of A+ blood (O can also donate). If you can help, please come to the blood drive on Tuesday, July 12 from 11 am-5 pm at Perrine Elementary School 8851 SW 168 St. A positive (A+) blood requested for Devin Bennar.



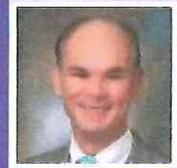
Miami-Dade County
Commissioner
Daniella Levine Cava



Mayor of Pinecrest
Cindy Lerner



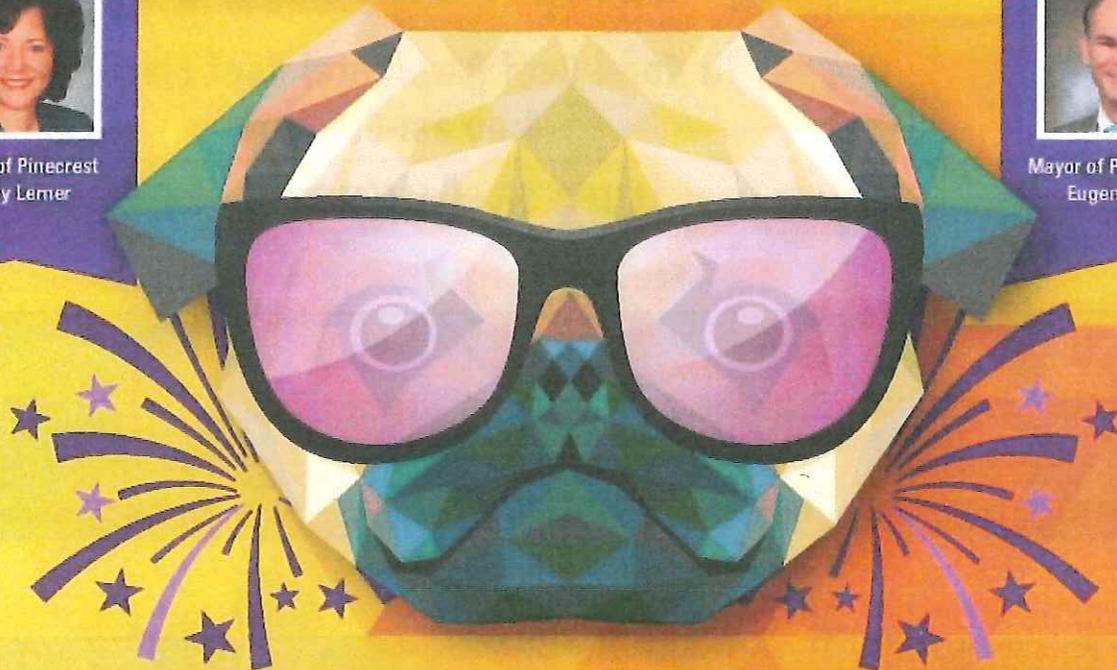
Mayor of Cutler Bay
Peggy Bell



Mayor of Palmetto Bay
Eugene Flinn

Commissioner Daniella Levine Cava,
Pinecrest Mayor Cindy Lerner,
Palmetto Bay Mayor Eugene Flinn and
Cutler Bay Mayor Peggy Bell

Invite you to join us at the



DOGS OF SUMMER ADOPTION & TRAINING EXPO

Saturday, July 16th from 10AM - 2PM
Coral Reef Park- 7895 SW 152nd St, Palmetto Bay

- ▶ 11:30 MDPD K-9 Unit Demonstration
- ▶ HOPE Express with On-site Adoptions
from Miami-Dade Animal Services
- ▶ Complimentary Microchipping Services
- ▶ Food Trucks & Music
- ▶ Dog Wash & Dog Grooming
- Complimentary Nail Clipping
- ▶ Important Information on Spaying
& Neutering Pets
- ▶ Training Workshops by Local Experts



K9 WLES



petco



FOR MORE INFORMATION, PLEASE CONTACT 305-378-6677 OR EMAIL DISTRICT8@MIAMIDADE.GOV.

Village of Palmetto Bay Parks and Recreation Department



Camp Palmetto Bay

At Coral Reef Park/Coral Reef Elementary

8:00 am-6:00 pm

June 13-August 5, 2016

Ages 5-12
Online registration begins
May 2, 2016

Fees/week: **\$135** (Snacks and Fieldtrips included)



tennis
Summer camp
Beginner to Intermediate levels



Coral Reef Park

June 13- August 19, 2016

Ages 5-17
Online registration begins
May 2, 2016

Fees /week: **Half day** (9am-12pm) **\$115**, **Full day** (9am-3pm) **\$175**, **Ext. day** (9am-6pm) **\$225**



Spend your Summer in the "Village of Parks"



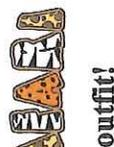
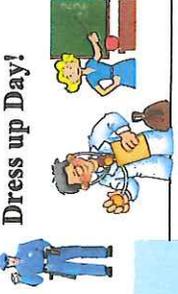
Register online at www.palmettobay-fl.gov

For more information call (305) 259-1234



Spend your summer in the "Village of Parks"

July 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
3 	4  CAMP CLOSED "Party in the USA"	5  Wear your favorite TEAM JERSEY! Safer 3 Water Safety Curriculum 	6 Swim Day Cutler Ridge Pool!  1-3pm Wear Camp T-shirt!	7 Field Trip All Campers  Wear Camp T-shirt!	8 MORNING DANCE KIDS by: BAPTIST HEALTH  Baptist Health South Florida PM-FUN GAMES & MORE! 	9 
10	11 Safer 3 Water Safety Curriculum  "Welcome to the Jungle"	12 Wear your wacky SAFER 3 outfit! 	13 Swim Day Cutler Ridge Pool!  1-3pm Wear Camp T-shirt!	14 Field Trip All Campers Jungle Island  Wear Camp T-shirt!	15 MORNING DANCE KIDS by: BAPTIST HEALTH  Baptist Health South Florida 	16
17	18 Safer 3 Water Safety Curriculum  "Me and My Favorite Things"	19 Dress-up Day! Wear your favorite outfit! 	20 Swim Day Cutler Ridge Pool!  1-3pm Wear Camp T-shirt!	21 FUN GAMES & MORE! 	22 Field Trip All Campers Movies - Falls  Wear Camp T-shirt!	23 
24	25 Safer 3 Water Safety Curriculum  "Under the Sea"	26 When I grow up I want to be.....! Dress up Day! 	27 Swim Day Cutler Ridge Pool!  1-3pm Wear Camp T-shirt!	28 Field Trip All Campers Miami Se aquarium  Wear Camp T-shirt!	29 MORNING DANCE KIDS by: BAPTIST HEALTH  Baptist Health South Florida PM—FIELD DAY!	30 



August 2016

Spend your summer
in the
"Village of Parks"

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Safer 3 Water Safety Curriculum 	2 Dress up as your favorite Super Hero! 	3 Swim Day Cutler Ridge Pool! 1-3pm Wear Camp T-shirt! 	4 Field Trip All Campers SKY ZONE TRAMPOLINE PARK Wear Camp T-shirt!	5 Safer 3 Water Safety Culminating Program 10am Last Day of Camp Summer Splash Party! 	
7	8	9	10	11		
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

"Good friends, Good times, Goodbye....."

Village of Palmetto Bay Parks and Recreation Department

tennis

Summer camp

Beginner to Intermediate levels

Coral Reef Park

June 13-August 19, 2016

Fees /week: **Half day** (9am-12pm) \$115

Full day (9am-3pm) \$175

Ext. day (9am-6pm) \$225

Ages 5-17
Registration begins
May 2, 2016

Schedule of daily program activities:

9:00-9:15am Drop off

9:15-12:00pm Stretching, warm-ups, drills,
skill instruction, indoor games and activities
(groups will rotate for 1:15 hr. sessions with pros)

12:00pm-1:00pm Lunch (campers must bring own lunch)

1:00pm-3:00pm Tennis activities, match play and games

3:00pm-5:00pm Indoor games and activities

5:00pm-6:00pm Dismissal and pick-up

Camp will be open rain or shine



Spend your **Summer** in the "Village of Parks"



For more information call (305) 259-1234 or visit www.palmettobay-fl.gov

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 4**

**Legislative Updates
Federal Legislative Information**

No information to report at this time for this reporting period.

**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 5**

**Departmental Monthly Status Reports
May 2016**



**Departmental Report for:
Reporting Period
May 2016**

FINANCE

Village of Palmetto Bay
Departmental Monthly Report

Department/ Division: Finance
Reporting Period: May 2016

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date FY 2015-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
EXPENDITURES % BY DEPARTMENT/ FACILITY					
Village Council	22.64%	25.80%	7.97%	7.37%	63.78%
Village Manager	15.10%	19.99%	6.18%	6.53%	47.80%
Village Clerk	21.43%	26.44%	9.54%	8.60%	66.01%
Finance Dept.	19.49%	29.16%	6.84%	6.80%	62.29%
Human Resources/ Comm.	14.08%	20.07%	5.31%	4.47%	43.93%
Village Attorney	0.00%	25.65%	8.86%	11.69%	46.20%
Planning & Zoning	17.80%	22.74%	5.69%	5.44%	51.67%
General Government	23.05%	22.88%	3.59%	2.96%	52.48%
Facilities Maint.	17.33%	19.15%	8.10%	6.59%	51.17%
Policing Unit	33.00%	22.84%	8.24%	8.48%	72.56%
Park Administration	18.47%	13.50%	1.56%	2.41%	35.94%
Coral Reef Park	28.09%	28.92%	11.38%	9.86%	78.25%
Tennis Center (PARTIAL YEAR)	39.47%	48.41%	12.16%	10.49%	110.53%
Palmetto Bay Park	24.80%	24.05%	9.26%	9.65%	67.76%
Perrine Wayside Park	2.66%	9.76%	6.09%	0.60%	19.11%
Thalatta Estate	21.45%	23.55%	7.56%	5.32%	57.88%
Ludovici Park	10.45%	22.89%	9.16%	9.66%	52.16%
Total Parks	22.66%	24.28%	6.92%	6.84%	60.70%
Total Operating	26.47%	22.87%	7.11%	6.98%	63.43%
Total for the Month	25.00%	25.00%	8.33%	8.33%	66.66%
ALARM REGISTRATIONS					
Alarm Calls/ Inquiries	390	383	150	152	1,075
Cashier Transactions	7,466	7,209	2,550	2,359	19,584
TOTAL ITEMS	7,856	7,592	2,700		18,148
INVOICES					
Invoices Processed	1,375	1,092	506	411	3,384
Checks Processed/ Issued	736	576	269	230	1,811
TOTAL ITEMS	2,111	1,668	775		4,554

Notes:

- ◆ Clerk: Ordinance codification update.
- ◆ Attorney: general legal activity.
- ◆ Police: paid quarterly School Crossing Guard.
- ◆ Parks in total is under budget, but each park will not reflect the correct expenditure percentage due to personnel cost being allocated from Park Administration to each park along with an estimated mid year budget adjustment.
- ◆ Tennis: budget is only for 6 months of operations.
- ◆ As of May 2016, the Village of Palmetto Bay is operating under 3.23 % of expenditures which has resulted in budgetary savings of \$464,437.
- ◆ The 3.23 % is calculated based on the total difference between Total Operating & Monthly total.



Departmental Report for:
Reporting Period
May 2016

POLICING UNIT

Village of Palmetto Bay
Departmental Monthly Report

Department/ Division: Policing Unit

Reporting Period: May 2016

Service Description	Prior Month Feb-16	Prior Month Mar-16	Prior Month Apr-16	Current Month May-16	Fiscal Year to Date FY 2015-16
CRIMES/ CALLS FOR SERVICE					
Auto Theft	2	3	4	4	13
Burglary (Commercial)	0	1	2	5	8
Burglary (Residential)	7	6	4	9	26
Burglary (Vehicle)	15	22	20	28	85
Larceny (Over)	10	10	6	7	33
Larceny (Under)	12	15	13	18	58
Vandalism	2	5	6	3	16
Robbery	7	1	1	1	10
Homicide	0	1	0	0	1
Assault	7	7	5	7	26
Aggravated Assault	0	0	0	0	0
Aggravated Battery	1	0	0	0	1
Domestic Assault/Battery	11	1	3	1	16
Sex Offense (Exposure)	0	0	0	0	0
Disturbance	19	7	23	49	98
Domestic Dispute/Disturbance	11	15	16	13	55
Missing Person	3	2	2	3	10
Suspicious Vehicle	7	9	10	11	37
Suspicious person	8	7	12	13	40
Baker Act	6	15	9	11	41
DOA	1	5	5	7	18
Fire	0	3	2	1	6
Narcotics Investigation	1	0	1	1	3
Fraud	12	19	9	7	47
Fraud / Credit Card	0	0	3	1	4
Weapons violations	0	0	0	0	0
TOTAL CRIMES/ CALLS FOR SERV.	142	154	156	200	652
TRAFFIC ENFORCEMENT					
Crashes	67	52	98	107	324
TOTAL TRAFFIC ENFORCEMENT	67	52	98	107	324

Date: July 1, 2016

To: Ariel Artime, Chief
South Operations Division

From: Gadyaces S. Serralta, Major
Village of Palmetto Bay Commander

Subject: June 2016
Neighborhood Resources Unit
Monthly Report

The Miami-Dade Police Department, Village of Palmetto Bay Policing Unit, and Neighborhood Resources Unit (NRU) provide the community with a variety of police services. Attached for your review is the NRU's Monthly Report for June 2016.

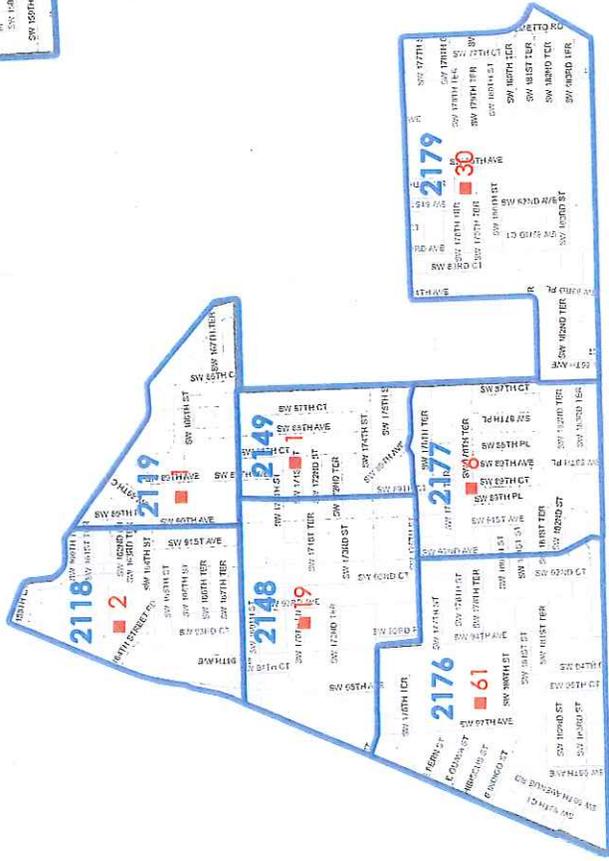
In the month of June 2016, NRU coordinated and attended several community events to include:

- The Community Outreach Unit attended 5th grade graduation ceremonies at Howard Drive Elementary and Coral Reef Elementary School. At the ceremony the Principal was presented with a DARE drug free school metal sign to be placed at the entrance
- Two radKIDS classes were held at Perrine Elementary School. A total of twenty-five students attended and graduated from the program
- The final Youth Crime Watch meeting for the 2015-16 school year was attended at Coral Reef Elementary School
- Detectives assigned the General Investigations unit and Community Outreach Unit attended SAFE (self-defense training for woman) in Sanford, Florida
- At the annual Do The Right Thing awards ceremony, Coral Reef Elementary was awarded the Do The Right Thing school of the year

GSS/cg
Attachment

- 2060 SW 144 ST-SW 152 ST
US1-SW 87 AVE
- 2095 SW 152 ST-SW 160 ST
SW 77 AVE-OLD CUTLER
- 2118 SW 160 ST-SW 168 ST
US1-SW 90 AVE
- 2119 SW 88 AVE RD-SW 168 TER
SW 90 AVE-SW 84 CT
- 2148 SW 168 ST-SW 176 ST
US1-SW 89 AVE
- 2149 SW 168 ST-SW 176 ST
SW 89 AVE-SW 87 AVE
- 2176 SW 174 ST-SW 184 ST
US1-SW 92 AVE
- 2177 SW 176 ST-SW 184 ST
SW 92 AVE-SW 87 AVE
- 2179 SW 176 ST-SW 184 ST
SW 84 AVE-SW 77 AVE

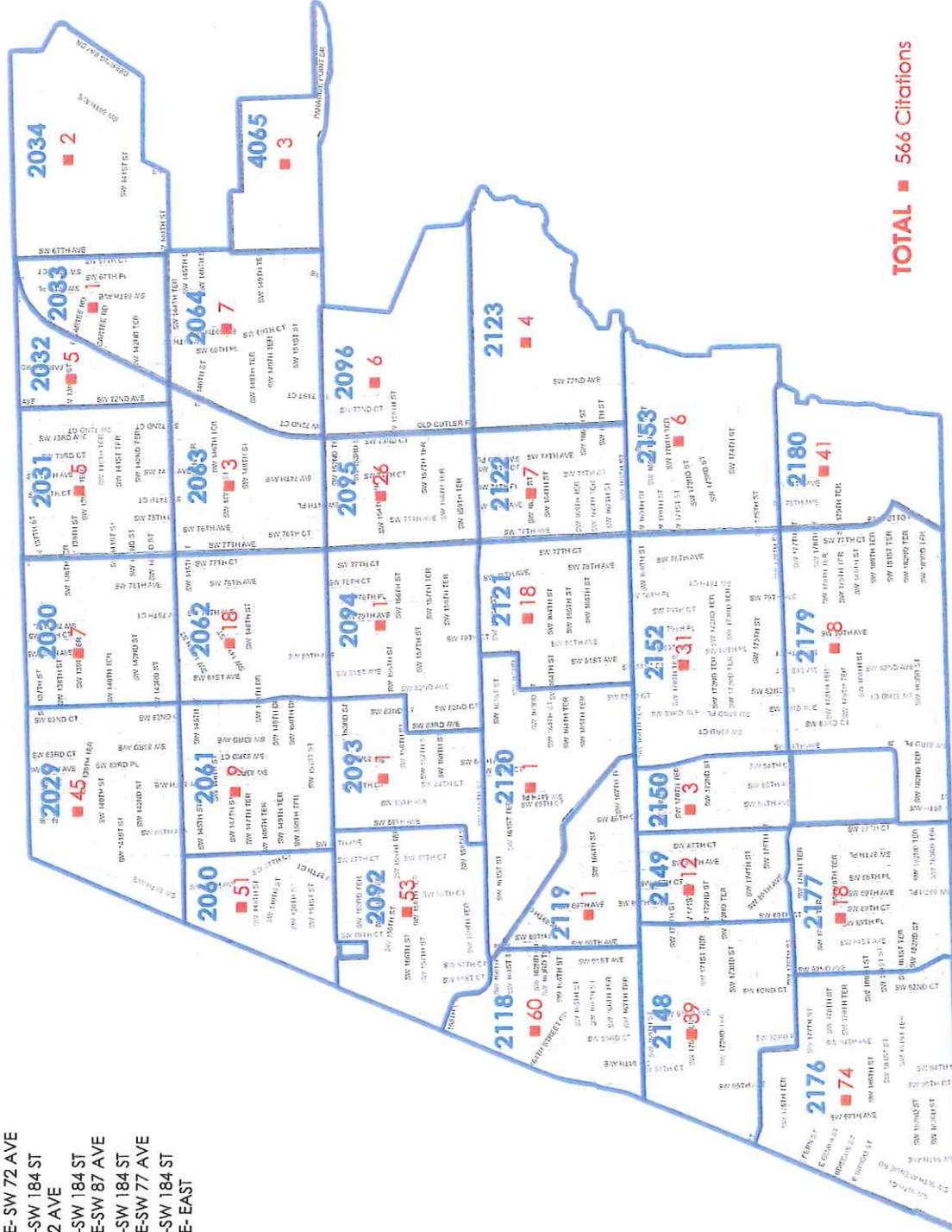
C.I.T.E. (Comprehensive Improved Traffic Enforcement) (June 2016)



TOTAL ■ 147 Citations

Routine Traffic Enforcement (June 2016)

2029	US1-SW 82 AVE	2149	SW 168 ST-SW 176 ST
2030	SW 136 ST-SW 144 ST	2150	SW 89 AVE-SW 87 AVE
2031	SW 82 AVE-SW 77 AVE	2152	SW 168 ST-SW 176 ST
2032	SW 136 ST-SW 144 ST	2153	SW 87 AVE-SW 84 AVE
2033	SW 77 AVE-SW 72 AVE	2176	SW 168 ST-SW 176 ST
2034	SW136 ST-SW 144 ST	2177	SW 84 AVE-SW 77 AVE
2060	SW 72 AVE-OLD CUTLER	2179	SW 77 AVE- SW 72 AVE
2061	SW136 ST-SW144 ST	2180	SW 174 ST-SW 184 ST
2062	OLD CUTLER-SW 144ST		US1- SW 92 AVE
2063	OLD CUTLER-SW 67 AVE		SW 176 ST-SW 184 ST
2064	SW 136 ST-SW 144ST		SW 92 AVE-SW 87 AVE
4065	SW67 AVE-DEERING BAY DR		SW 176 ST-SW 184 ST
2092	SW 144 ST-SW 152 ST		SW 84 AVE-SW 77 AVE
2093	SW 144 ST-SW 152 ST		SW 176 ST-SW 184 ST
2094	SW 144 ST-SW 152 ST		SW 77 AVE- EAST
2095	SW 144 ST-SW 152 ST		
2096	SW 787 AVE- SW 62 AVE		
2118	SW 152 ST-SW 160 ST		
2119	SW 86 AVE-SW 82 AVE		
2120	SW 152 ST-SW 160 ST		
2121	SW 152 ST-SW 160 ST		
2122	SW 82 AVE-SW 77 AVE		
2123	SW 152 ST-SW 160 ST		
2148	SW 77 AVE-OLD CUTLER		
	SW 152 ST-SW 160 ST		
	OLD CUTLER-SW 68 AVE		
	SW 160 ST-SW 168 ST		
	US1-SW 90 AVE		
	SW 88 AVE RD-SW 168 TER		
	SW 90 AVE-SW 84 CT		
	SW 160 ST-SW 168 ST		
	SW 89 AVE RD-SW 82 AVE		
	SW 160 ST-SW 168 ST		
	SW 82 AVE-SW 77 AVE		
	SW 160 ST-SW 168 ST		
	SW 77 AVE- OLD CUTLER		
	SW 160 ST-SW 168 ST		
	OLD CUTLER- SW 72 AVE		
	SW 168 ST-SW 176 ST		
	US1-SW 89 AVE		



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	SW 160 ST-SW 168 ST		
	OLD CUTLER- SW 72 AVE		
	SW 168 ST-SW 176 ST		
	US1-SW 89 AVE		



Departmental Report for:
Reporting Period
May 2016

**PUBLIC SERVICES /
FACILITIES MAINTENANCE
DIVISION**

Village of Palmetto Bay
Departmental Monthly Report

Department/ Division: Public Services/Facilities Maint. Division

Reporting Period: May 2016

Service Description	Prior Months 1st QTR. Oct - Dec	Prior Months 2nd QTR. Jan - Mar	Prior Month Apr-16	Current Month May-16	Fiscal Year to Date FY 2015-16
BUILDING AND FACILITIES MAINTENANCE					
Open Work Orders	57	52	4	7	120
Closed Work Orders	33	60	13	22	128
Equipment failures	4	10	3	3	20
Equipment Repair and Maintenance	6	20	3	3	32
Meetings/Training Attended	1	4	2	2	9
TOTAL BUILDING MAINT.	101	146	25	37	309
LANDSCAPE MAINTENANCE					
Mowing Cycles- In-House	37	49	12	12	110
Mowing Cycles- Outsourced	13	29	4	4	50
Tree Trimming, Removal and Planting	6	9	3	2	20
Pesticide and Herbicide Spraying	12	18	5	3	38
Debris Removal	4	6	3	2	15
Equipment Repair and Maintenance	4	5	3	3	15
TOTAL LANDSCAPE MAINT.	76	116	30	26	248

Completed Projects (May 2016):

Re-sodded over cistern at VH

Set up for FPL event at Palmetto Bay Village Center

Staff participated in bucket truck training

Painted doors and various interior areas impact during build out of Village Hall



Departmental Report for:
Reporting Period
May 2016

TRANSPORTATION / TRANSIT DIVISION

Village of Palmetto Bay
 Departmental Monthly Report

Department/ Division: Public Services/Transportation and Transit Division
 Reporting Period: May 2016

Service Description	Prior Months 1st QTR. Oct - Dec	Prior Months 2nd QTR. Jan - Mar	Prior Month Apr-16	Current Month May-16	Fiscal Year to Date FY 2015-16
I-BUS RIDERSHIP					
Route A- morning	26	65	20	8	119
Route B- morning	407	967	368	317	2,059
Route A- afternoon/evening	65	73	32	22	192
Route B- afternoon/evening	376	604	216	200	1,396
TOTAL RIDERSHIP	874	1,709	636	547	3,766
Customer Service Calls	8	17	9	0	34
Vehicle Maintenance	\$561.10	\$13,527.08	\$660.38	\$386.10	\$ 15,134.66
Vehicle Fueling	\$1,452.53	\$1,866.38	\$530.95	\$674.84	\$ 4,524.70

Completed Projects (May 2016)

- ◆ Shuttled Veteran Committee to Special Event on May 5, 2016
- ◆ No Bus Downtime during this Reporting Period
- ◆ Prepared resolution for the purchase of two (2) new buses
- ◆ Sidewalk ADA inventory completed



Departmental Report for:
Reporting Period
May2016

**PUBLIC SERVICES /
PUBLIC WORKS DIVISION**

Village of Palmetto Bay
Departmental Monthly Report

Department/ Division: Public Services/ Public Works Division
Reporting Period: May 2016

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	FY 2015-16
STREET AND ROW MAINTENANCE					
Signs Repaired/ Installed	8	5	0	5	18
Graffiti Removal	2	3	0	1	6
Street Clearing/ Repairs	9	6	0	0	15
Pothole/ Shoulder Repairs	8	10	2	4	24
Tree/Shrub Trimming, Removal, Install.	9	128	2	21	160
Swale Repairs	0	0	0	0	0
Debris/ Trash Removal (Tons)	20.52	24.02	11.27	13.21	69.02
Complaints Reported to MDC	12	9	4	2	27
TOTAL STREET & ROW MAINT.	68.52	185.02	19.27	46.21	319.02
STREET AND ROW INSTALLATION					
Sidewalks (linear ft.)	0	2,174	1,368	2,070	5612
Paving (linear ft.)	0	5,980	5,116	0	11096
TOTAL STREET & ROW INST.	0	8,154	6,484	2,070	16708
STORMWATER					
Drain Cleaning/ Repairs (inlet tops)	46	14	2	37	99
Canal Cleaning/ Clearing	0	2	0	0	2
Flooding Investigations & Resolutions	4	3	0	4	11
Complaints Reported to MDC	0	0	0	0	0
TOTAL STORMWATER ACTIVITIES	50	19	2	41	112
INSPECTIONS					
Sidewalks/ Driveways	53	28	16	22	119
Paving/ Drainage	25	7	12	0	44
Parking/ Swales	0	0	0	0	0
Trees & Landscaping	5	29	3	20	57
TOTAL INSPECTIONS	83	64	31	42	220

Village of Palmetto Bay
Departmental Monthly Report

Service Description	Prior Month	Prior Month	Prior Month	Current Month	Fiscal Year to Date
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	FY 2015-16
PERMITS					
Commercial Property	1	2	1	1	5
Sidewalk/ Driveway	20	41	8	8	77
WASA/ Water Main	4	2	0	4	10
Cable TV	16	3	0	2	21
FPL	13	5	0	3	21
Curb/ Gutter	0	0	0	0	0
Paving/ Drainage/ Sewer	3	2	0	0	5
Trees & Landscaping	0	1	0	1	2
Fences/ Columns	0	0	0	0	0
Parking/ Swales	4	0	0	3	7
Special Events	28	32	8	2	70
Temporary Road Closure	7	4	0	0	11
Zoning (Site Plan Review)	4	2	1	2	9
New Construction	5	5	4	2	16
TOTAL PERMITS	105	99	22	28	254

Completed Projects (May 2016):

- ◆ Sidewalk Project completed
- ◆ Drain Cleaning at 60% completed
- ◆ Marlin engineering commenced SW 168th / 82nd AV Traffic Study
- ◆ Staff training on operation of New Bucket Truck
- ◆ Proclamation in recognition of Public Works Weeks
- ◆ Tree Board Meeting
- ◆ Tree Management Plan Accepted by Village Council
- ◆ Roadway resurfacing final punchlist in process
- ◆ Finished Punchlist items for Coral Reef Park Trail Closed out
- ◆ Resolution approving SRTS Design Engineer Contract
- ◆ Ongoing design of two drainage projects in process
- ◆ Staff trained on new navigation system installed at CRP
- ◆ Approved asphalt Crosswalk pattern installation for the intersection of SW 152nd St /77th AV
- ◆ Request proposal for traffic calming study near Palmer Trinity
- ◆ Worked w/ Police Dept. to enforce no right turns on SW 168th ST
- ◆ New Public Works Vehicle arrived



Departmental Report for:
Reporting Period
May 2016

PARKS AND RECREATION

Village of Palmetto Bay
 Departmental Monthly Report

Department/ Division: Parks & Recreation Department
 Reporting Period: May 2016

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date FY 2015-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
CORAL REEF PARK					
Exercise/ Recreational Classes					
Yoga	39	191	81	90	401
Yoga Fusion	51	112	31	29	223
Cardio Pump	71	214	70	73	428
Dance Aerobics	78	206	62	87	433
Aerobics	97	281	83	92	553
Zumba	42	179	44	36	301
TOTAL PARTICIPANTS	378	1,183	371	407	2,339
Afterschool Programs					
Soccer	0	130	0	0	130
Lacrosse	130	189	68	89	476
Tennis	50	76	36	48	210
WILD (Wonder, Inquire, Learn and Discover)	130	181	36	48	395
TOTAL PARTICIPANTS	310	576	140	185	1,211

Village of Palmetto Bay
Departmental Monthly Report

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date FY 2015-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
CORAL REEF PARK					
Organized Sports					
Soccer- Palmetto Knights	4,230	6,121	1667	1667	13,685
Soccer - Coral Estates	240	270	78	104	692
Soccer- Palmetto FC	0	115	0	0	115
Howard Palmetto Baseball	0	1,144	550	550	2,244
Football- Broncos	3,536	0	0	0	3,536
Palmetto Baseball- Varsity	420	1,584	264	0	2,268
Palmetto Baseball JV	400	1,584	264	0	2,248
Palmetto Baseball - Freshman	0	1,728	288	0	2,016
Cheerleading - Broncos	752	0	0	0	752
Tennis Camp	34	113	0	0	147
Tennis- Group Lessons/Clinics	574	563	218	166	1,521
Tennis- Private Lessons	358	299	117	98	872
Tennis Court Rentals	2,344	2,059	801	753	5,957
Racquetball Court Rentals	123	139	37	36	335
USTA Tennis (League Play)	331	512	132	50	1,025
TOTAL PARTICIPANTS	13,342	16,231	4,416	3,424	37,413
Revenues Collected					
Facility Rentals	\$ 10,745.00	\$ 15,065.64	\$ 3,755.00	\$ 4,105.00	\$ 33,670.64
Programming/Afterschool	\$ 1,050.00	\$ 2,771.27	\$ 300.00	\$ (150.00)	\$ 3,971.27
Sports Leagues	\$ 9,420.00	\$ 1,527.00	\$ 3,885.00	\$ -	\$ 14,832.00
Tennis Camp	\$ 2,785.00	\$ 4,647.00	\$ 483.00	\$ (93.50)	\$ 7,821.50
Tennis Court Rentals	\$ 9,792.00	\$ 9,649.27	\$ 3,181.50	\$ 2,694.00	\$ 25,316.77
Racquetball Court Rental	\$ 429.00	\$ 385.50	\$ 97.00	\$ 98.00	\$ 1,009.50
Tennis Group Lessons	\$ 10,123.00	\$ 15,288.91	\$ 5,109.91	\$ 3,925.00	\$ 34,446.82
Tennis Private Lessons	\$ 11,900.00	\$ 19,702.96	\$ 6,595.00	\$ 5,455.00	\$ 43,652.96
Photography/ Filming	\$ -	\$ -	\$ -	\$ -	\$ -
Concessions	\$ 2,767.00	\$ 2,291.24	\$ 1,797.44	\$ 947.72	\$ 7,803.40
Vending	\$ 119.00	\$ 134.45	\$ -	\$ -	\$ 253.45
CRP- Summer Camp				\$ 1,161.00	\$ 1,161.00
CRP-Tennis Social				\$ 600.00	\$ 600.00
TOTAL REVENUES	\$ 59,130.00	\$ 71,463.24	\$ 25,203.85	\$ 18,742.22	\$ 174,539.31

Village of Palmetto Bay
Departmental Monthly Report

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date FY 2015-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
PALMETTO BAY PARK					
Exercise/ Recreational Classes					
Yoga Fusion	125	600	200	200	1,125
Ballet at the Park	380	1,672	608	608	3,268
TOTAL PARTICIPANTS	505	2,272	808	808	4,393
Organized Sports- Participants					
i9 Sports	1,630	963	504	504	3,601
Basketball - MDI	870	1,620	540	540	3,570
Softball Travel Ball	3,140	2,028	850	1600	7,618
Howard Palmetto Softball	0	3,666	480	0	4,146
High School Teams	0	4,400	920	20	5,340
S FL Adult Sports Kickball	0	240	96	0	336
Softball HS League **	4,500	0	0	0	4,500
TOTAL PARTICIPANTS	10,140	12,917	3,390	2,664	29,111
Revenues Collected					
Facility Rentals	\$ 13,167.00	\$ 5,482.50	\$ 2,625.00	\$ 1,090.00	\$ 22,364.50
Tournament/Field Rentals	\$ 5,234.00	\$ 690.00	\$ -	\$ 3,275.00	\$ 9,199.00
Sports Leagues	\$ 4,200.00	\$ 1,937.50	\$ 1,155.00	\$ 4,322.50	\$ 11,615.00
Photography/ Filming	\$ 280.00	\$ -	\$ -	\$ -	\$ 280.00
Concessions	\$ -	\$ -	\$ 400.00	\$ -	\$ 400.00
Vending - No Vending Machines at PBP	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL REVENUES	\$ 22,881.00	\$ 8,110.00	\$ 4,180.00	\$ 8,687.50	\$ 43,858.50

Village of Palmetto Bay
Departmental Monthly Report

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date FY 2015-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
LUDOVICI/ EAF COMMUNITY ROOM					
Exercise/ Recreational Classes					
Vinyasa Yoga**	0	0	0	0	0
Meditation Yoga**	2	0	0	0	2
Silver Fit Chair Yoga**	0	0	0	0	0
Mommy & Me Art**	0	0	0	0	0
Mommy and Me Yoga**	0	0	0	0	0
Nature Afloat	52	78	46	96	272
Musical **	6	0	0	0	6
Senior Workshop	0	2	0	0	2
Baptist Health Yoga				80	80
TOTAL PARTICIPANTS	60	80	46	176	362
Revenues Collected					
Facility Rentals	\$ 2,191.00	\$ 1,575.93	\$ 250.00	\$ 750.00	\$ 4,766.93
Programming/League Fee	\$ 45.00	\$ 70.00	\$ -	\$ -	\$ 115.00
Photography/ Filming	\$ 420.00	\$ -	\$ 250.00	\$ -	\$ 670.00
TOTAL REVENUES	\$ 2,656.00	\$ 1,645.93	\$ 500.00	\$ 750.00	\$ 5,551.93
THALATTA ESTATE					
Exercise/ Recreational Classes					
Yoga by the Bay	50	33	14	44	141
Kayak/Paddle	73	0	42	0	115
Gardening Workshop**	0	11	0		11
Bird Watching Workshop -	33	0	17	0	50
TOTAL PARTICIPANTS	156	44	73	44	317
Revenues Collected					
Facility Rentals	\$ 98,764.00	\$ 115,203.56	\$ 33,038.12	\$ 15,471.55	\$ 262,477.23
Programming	\$ -	\$ -	\$ -	\$ -	\$ -
Photography/ Filming	\$ 2,430.00	\$ 880.00	\$ 320.00	\$ 400.00	\$ 4,030.00
TOTAL REVENUES	\$ 101,194.00	\$ 116,083.56	\$ 33,358.12	\$ 15,871.55	\$ 266,507.23
SPONSORSHIPS					
TOTAL SPONSORS	0	4	1	0	5
TOTAL SPONSORSHIP VALUE (\$)	\$ -	\$ 6,000	\$ 250.00	\$ 3,500.00	\$ 9,750.00

NOTES:

Special Events - Community Yard Sale at CRP and Coral Reef Park Outdoor Arts & Crafts Festival

(*) No registrations.

(**) Program not offered.



Departmental Report for:
Reporting Period
May 2016

**COMMUNITY & ECONOMIC
DEVELOPMENT /
PLANNING & ZONING**

Village of Palmetto Bay
Departmental Monthly Report

Department/ Division: Community & Economic Dev.- Planning & Zoning Division
Reporting Period: May 2016

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date FY 2015-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
PLANNING & ZONING ACTIVITY					
Comp Plan Amendments Filed	0	1	0	0	1
Land Dev. Code Amendments/ Plats	2	7	0	0	9
Variances	0	1	0	0	1
Zoning Resolutions Adopted	5	4	2	2	13
Zoning Ordinances Adopted	6	5	0	2	13
Zoning Letters Issued	6	3	6	3	18
Public Workshops	3	0	0	0	3
Items to Zoning Hearing	5	2	1	2	10
Downtown Meeting	0	6	0	0	6
TOTAL ITEMS	27	29	9	9	74
BUSINESS TAX LICENSES					
Business Tax Licenses- New	42	43	10	12	107
Business Tax Licenses- Renewal	953	44	54	7	1058
TOTAL LICENSES ISSUED	995	87	64	19	1165

NOTES:

1. There were a total of nine meetings related to the Downtown Urban Village (DUV) area.
2. During the month of April, a total of 5 Special Permit Applications were received.



Departmental Report for:
Reporting Period
May 2016

HUMAN RESOURCES / COMMUNICATIONS

Village of Palmetto Bay
Departmental Monthly Report

Department/ Division: Human Resources & Communications

Reporting Period: May 2016

Service Description	Prior Months	Prior Months	Prior Month	Current Month	Fiscal Year to Date FY 15-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
HUMAN RESOURCES					
Recruitment					
Recruitment Ads	8	13	0	2	23
Applications Reviewed	221	156	7	0	384
Interviews Scheduled	31	66	14	3	114
Background Checks Completed	9	2	2	8	21
TOTAL ITEMS	269	237	23	13	542
New Hires					
Orientation Sessions	5	7	1	3	16
Training Sessions	2	0	0	0	2
New Hires Processed	5	6	0	2	13
TOTAL ITEMS	12	13	1	5	31
Employee Benefits					
Rollments/Updates/Terminations	17	6	1	0	24
Issues Resolved	9	8	0	0	17
Educational Assistance Program	0	1	0	0	1
Incident/ Accident Cases (worker's comp)	1	0	1	1	3
Employee Training	0	0	0	0	0
TOTAL ITEMS	27	15	2	1	45
Misc.					
Transfers/ Updates/ Evaluations	20	11	1	1	33
Timesheets Reviewed	409	409	136	138	1,092
Job Desc. Review/ Updates	6	27	2	3	38
Surveys	0	0	0	0	0
Termination of Employment	8	3	0	0	11
TOTAL ITEMS	423	439	138	141	1,174

Village of Palmetto Bay
Departmental Monthly Report

Service Description	Prior Months 1st QTR. Oct - Dec	Prior Months 2nd QTR. Jan - Mar	Prior Month Apr-16	Current Month May-16	Fiscal Year to Date FY 15-16
COMMUNICATIONS					
Top 4 Webpages Visited	HR (Jobs) Bldg Dept Forms Policing Unit Parks & Rec.	Holiday Events Burglar Alarm Holiday Hours HR (Jobs)	Yoga Plans 7980 sw Summer Camp Rfp	Somerset Seniors Campaign Charter	
FB Postings (inc. events postings)	289	367	129	88	873
FB Followers (likes)	8,951	9,794	3466	3540	25,751
Constant Contact Subscribers (active)	5,677	5,725	1984	1993	15,379
Your Village @ Work Editions	11	14	4	5	34
E-News (General)	0	0	0	0	0
E-News (Parks)	0	0	0	0	
Press Releases	1	4	0	2	7
Promotional/ Informational Campaigns	6	12	3	3	24
Surveys	1	1	0	0	2
TOTAL ITEMS	14,936	15,917	5586	5631	42,070
GRANTS					
New Applications Completed	2	2	0	2	6
Reports/ Amendments Filed	1	0	1	0	2
Grants Awarded	1	0	0	0	1
TOTAL ITEMS	4	2	1	2	9



Departmental Report for:
Reporting Period
May 2016

**COMMUNITY & ECONOMIC
DEVELOPMENT /
BUILDING & PERMITTING**

Village of Palmetto Bay
Departmental Monthly Report

Department/ Division: Community & Economic Dev.- Building & Permitting Division

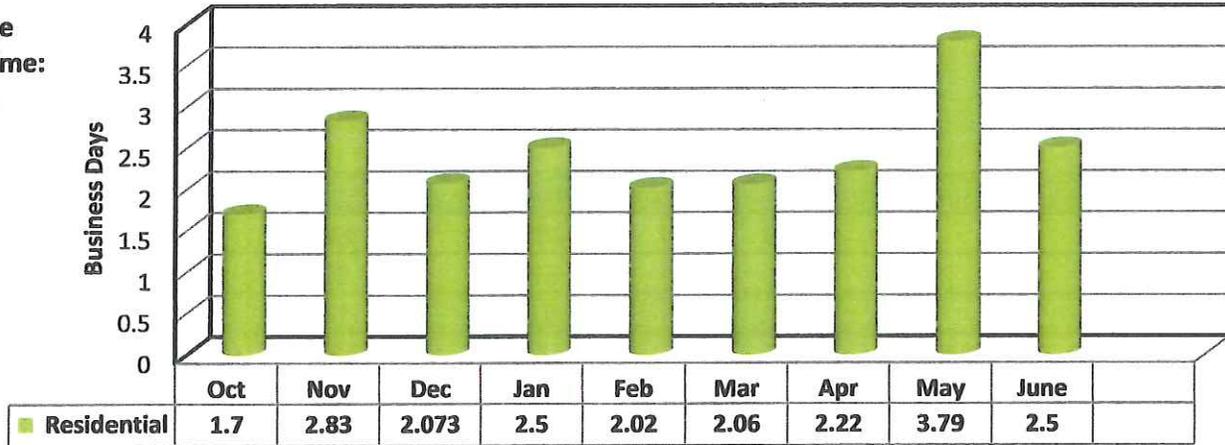
Reporting Period: May 2016

Service Description	Prior Months	Prior Month	Prior Month	Current Month	Fiscal Year to Date FY 2015-16
	1st QTR. Oct - Dec	2nd QTR. Jan - Mar	Apr-16	May-16	
Permits Issued					
Building Permits	309	287	116	108	820
Electrical Permits	82	67	35	22	206
Mechanical Permits	63	51	14	20	148
TOTAL PERMITS	454	415	165	150	1,184
Value of Construction (New Houses)	\$ 726,000	\$ 200,000	\$ 600,000	\$ 362,026	1,888,026
Permits for New Houses	4	1	4	1	10
Value of Construction (Commercial)	\$ -	3,000,000	\$ -	\$ -	3,000,000
Permits for New Commercial	0	1	0	0	1
Inspections Completed					
Building & Roofing	2,674	3,196	1301	1118	8,289
Electrical	232	260	108	78	678
Mechanical	109	144	26	32	311
Plumbing/ LPGX	200	222	121	89	632
Zoning (Building)	234	371	110	90	805
Zoning (Code Compliance)	236	98	145	145	624
TOTAL INSPECTIONS	3,685	4,291	1,811	1,552	11,339
Code Compliance Cases					
New Cases Open	160	168	103	32	463
Notices of Violations	160	133	103	32	428
Civil Violations	34	54	21	14	123
Special Master Cases	37	44	18	15	114
Active Cases	160	183	73	256	672
TOTAL CASES	551	582	318	349	1,800
CERT. OF OCCUPANCY/ USE					
Certificates of Occupancy	17	19	18	15	69
Certificates of Use	27	20	9	2	58
TOTAL CERT. OF OCCUPANCY/ USE	44	39	27	17	127

Snapshot for Month of June (Fiscal Year 2015-2016)

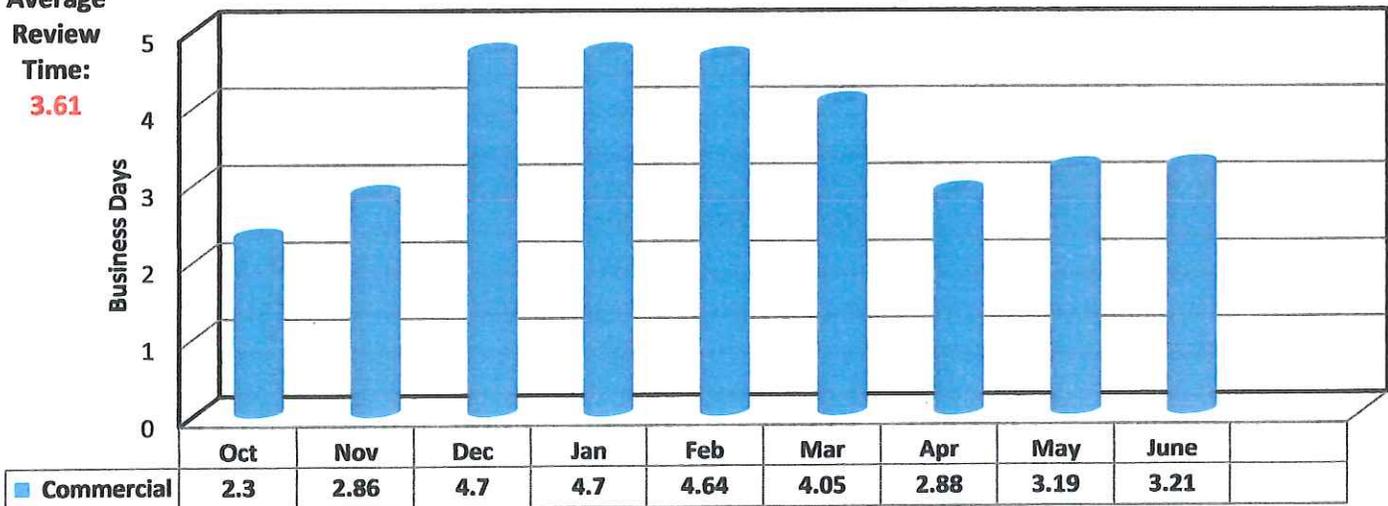
Average Review Times (Residential)

Average Review Time:
2.41



Average Review Times (Commercial)

Average Review Time:
3.61

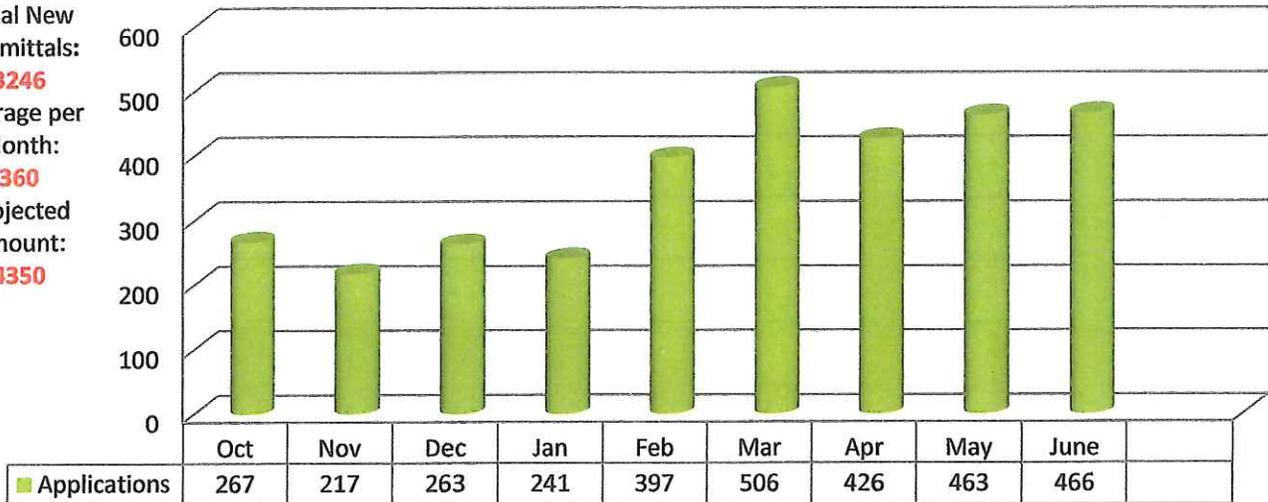


Excessive Review Time

Trades	No. of Permits Exceeding Five (5) days in the same Dept.
Building	24
Zoning	0
Structural	0
Mechanical	0
Electrical	1
Plumbing	0
Public Works	0
Building Official	0

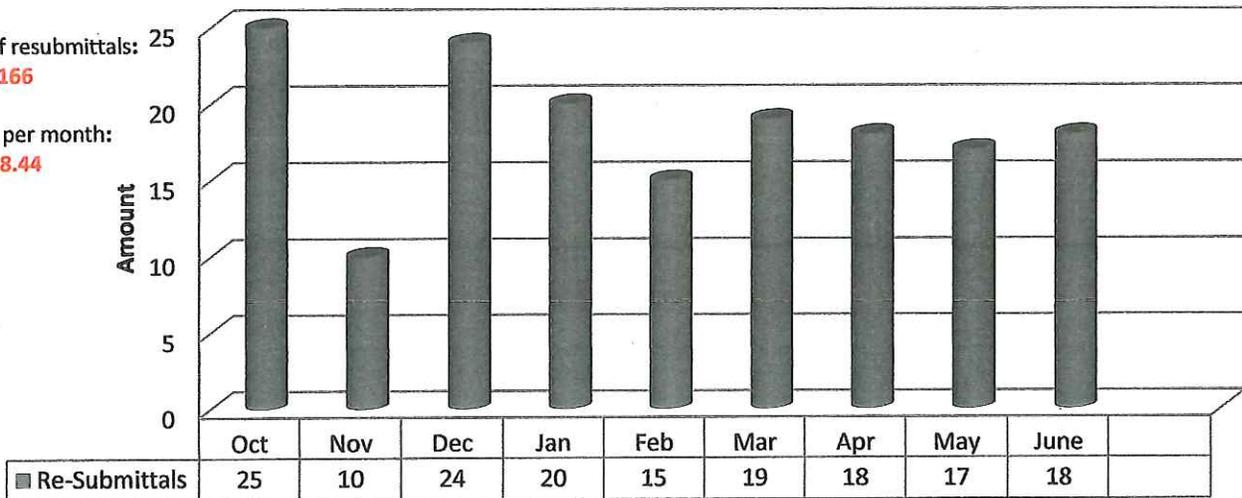
New Permit Applications Submitted

Total New Submittals:
3246
Average per Month:
360
Projected Amount:
4350



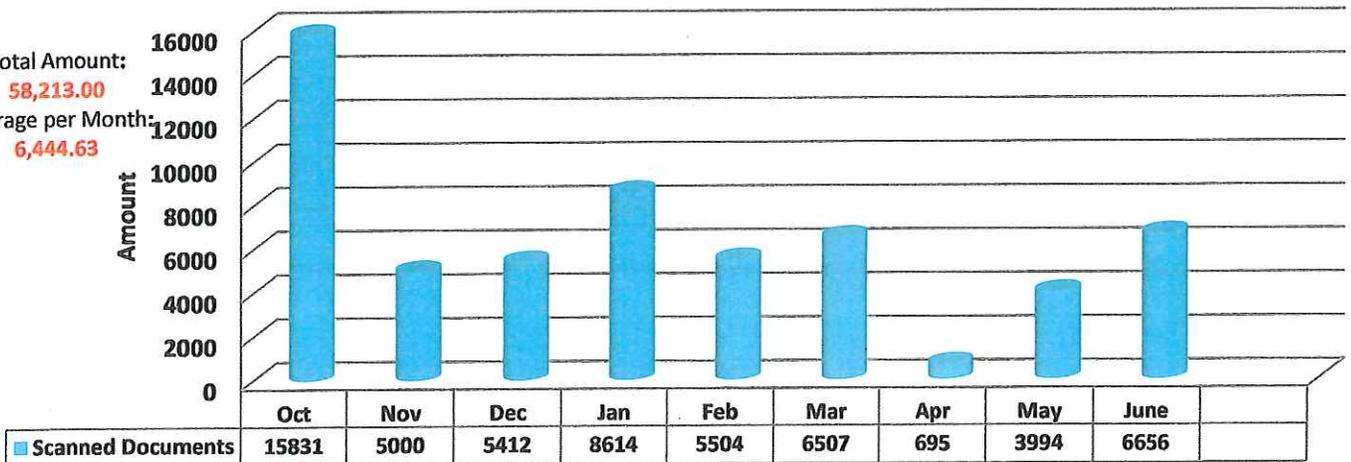
Permit Applications Resubmitted for Review

Total No. of resubmittals:
166
Average per month:
18.44

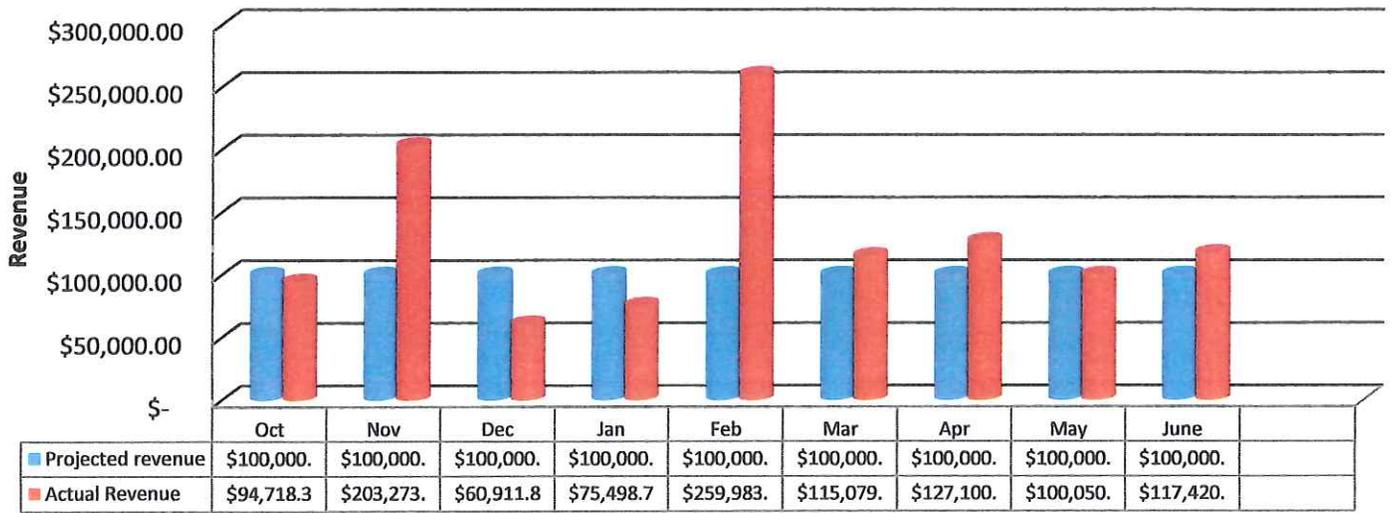


Scanned Documents

Total Amount:
58,213.00
Average per Month:
6,444.63



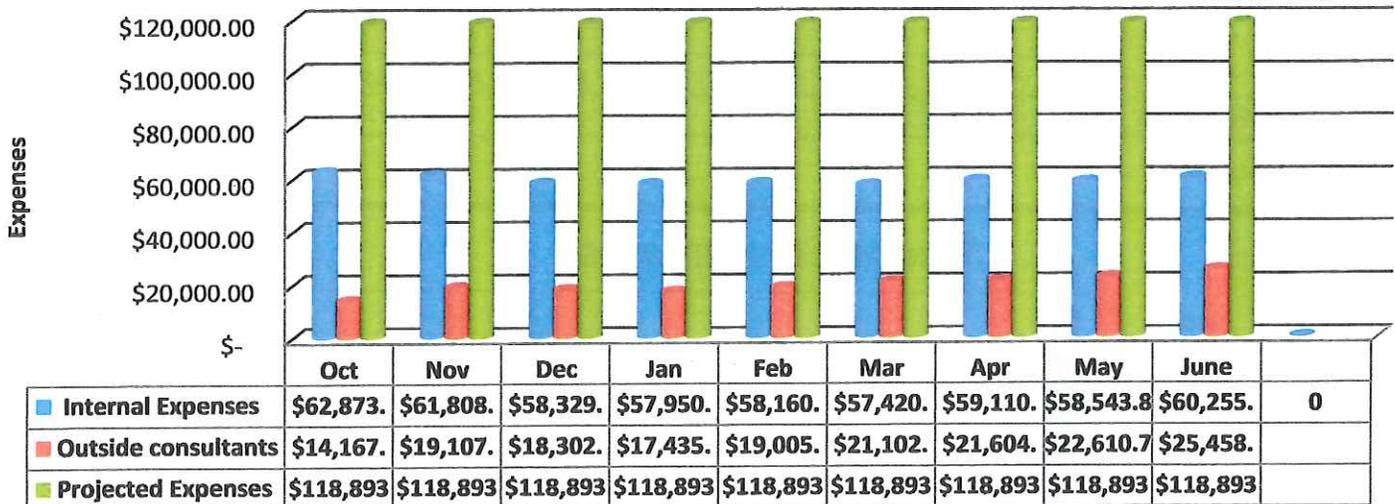
Actual vs. Projected Revenue Stream



Projected Revenue: \$ 500,000.00 (\$ 1,200,000 Annual Projection)

Actual Revenue: \$ 1,154,036.66

Department Expenses



Projected Expenses: \$ 594,465 (\$ 1,426,716 Annual Projection)

Actual Expenses: \$ 746,424.85 (Not inclusive of all charges)

Building Inspections 2015-2016

Total inspections :

10,526

Average per

Month:

1169.55

*Cancelled

inspections not

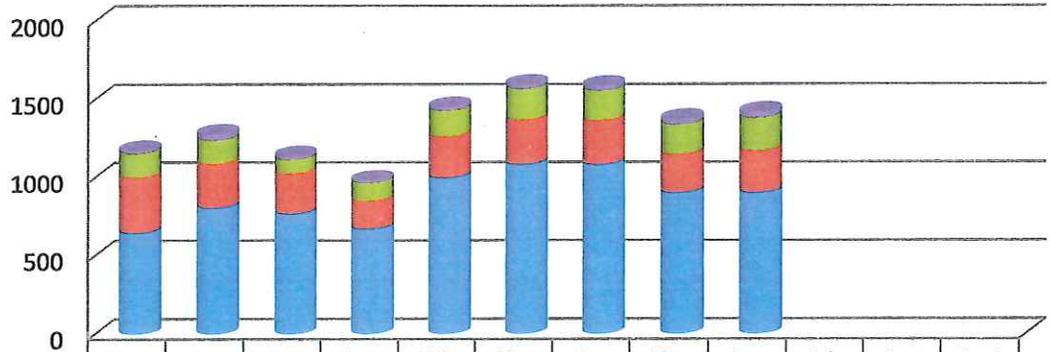
included in total.

Projected

Inspections for FY

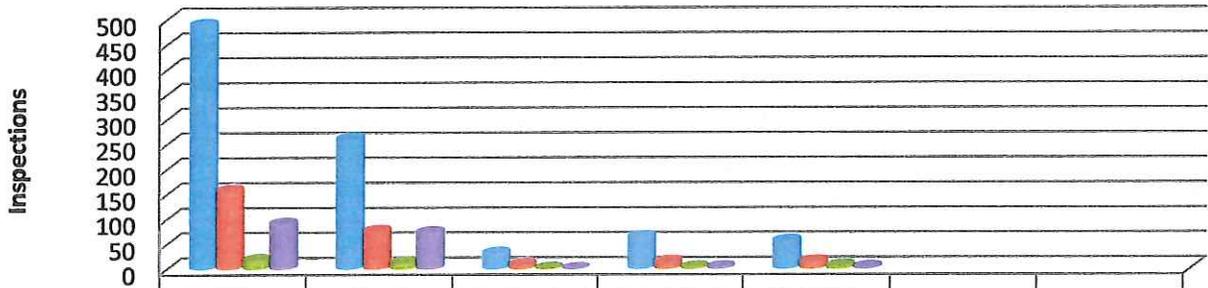
15-16:

11025



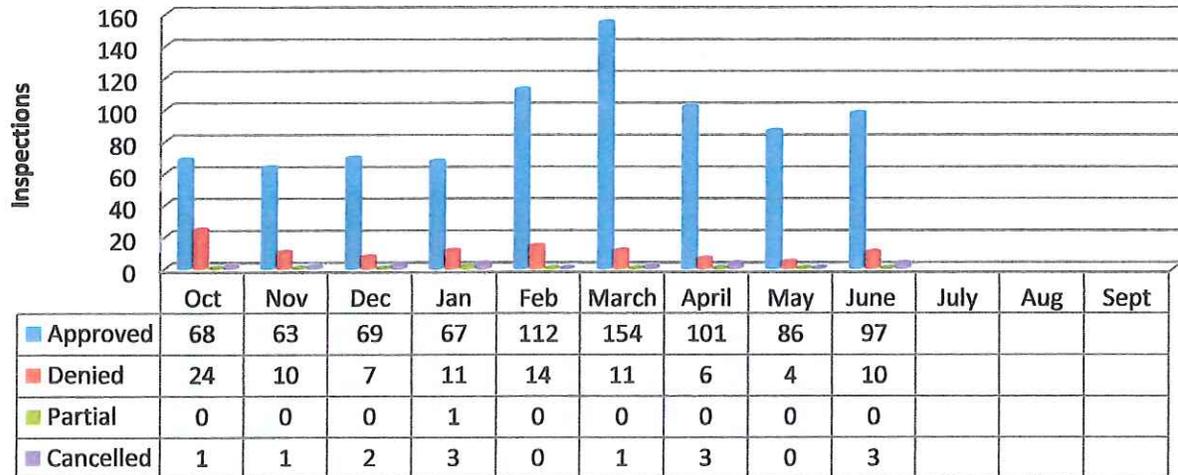
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun.	Jul.	Aug.	Sept
Partial	21	40	25	17	25	29	33	36	40			
Cancelled	152	150	88	115	165	199	191	191	210			
Rejected Inspections	357	283	259	179	263	284	282	246	269			
Approved Inspections	643	804	766	669	997	1082	1080	899	898			

Building Inspections by Trade June 2016

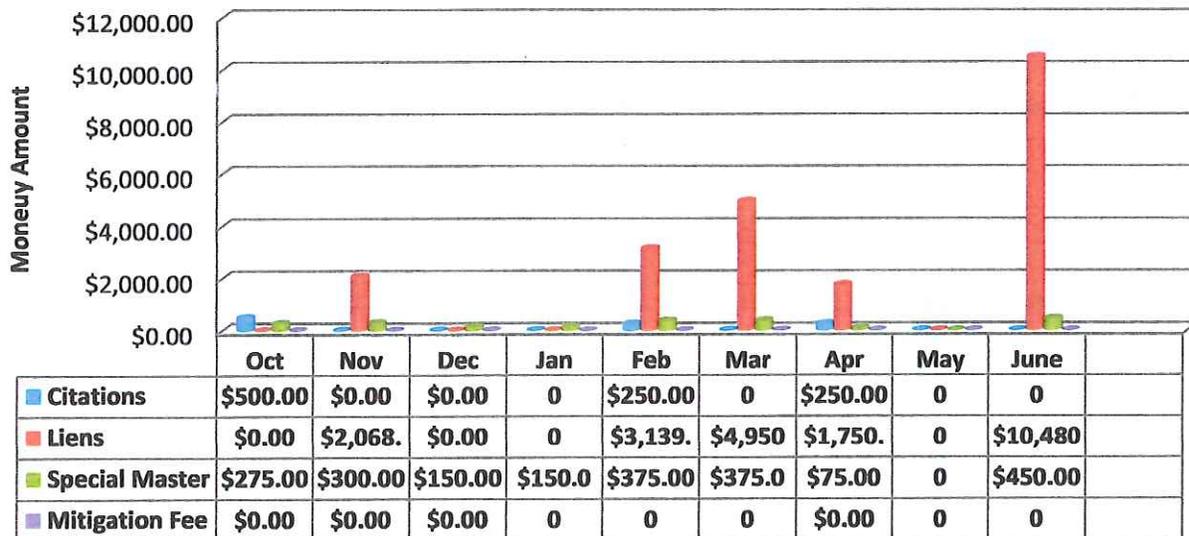


	Building	Roof	Mechanical	Electrical	Plumbing
Approved	489	260	31	63	55
Denied	157	76	8	14	14
Partial	18	12	1	3	6
Cancelled	91	73	0	3	3

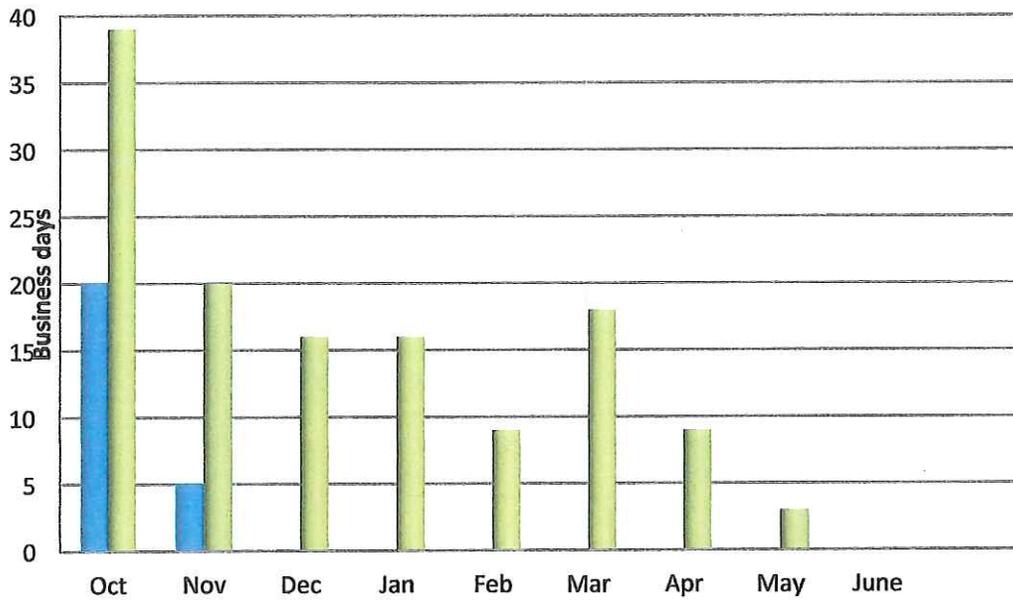
Zoning Inspections 2015-2016



Building Code Revenue 2015-2016

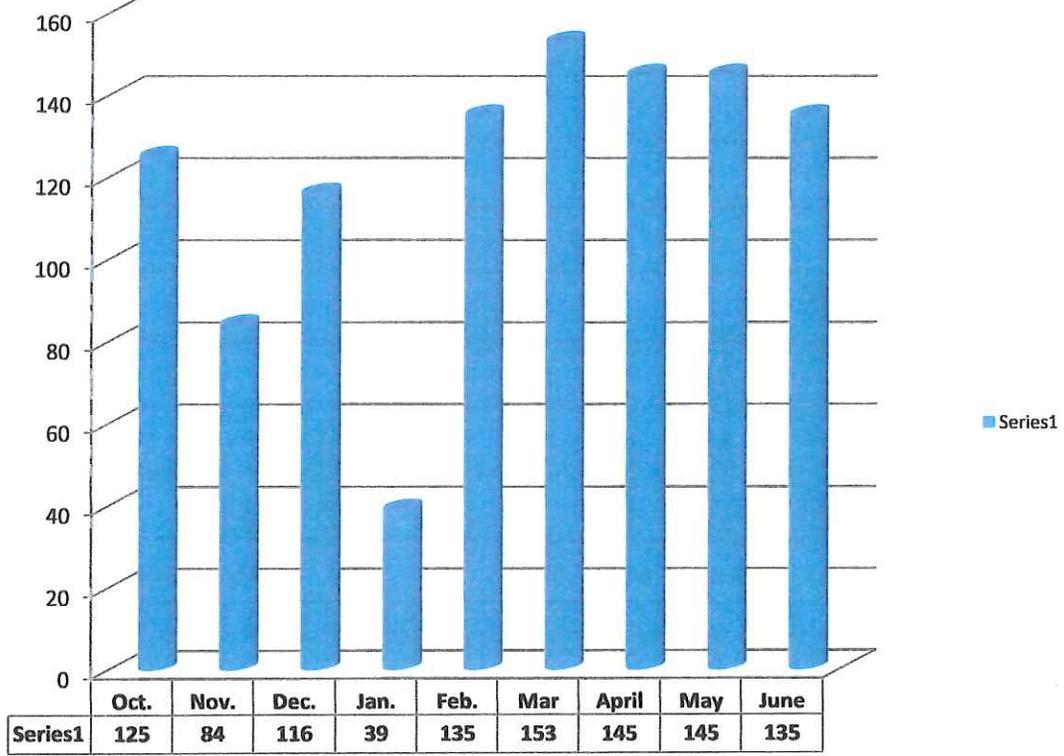


Building Code Compliance Monthly Cases and Closed Cases



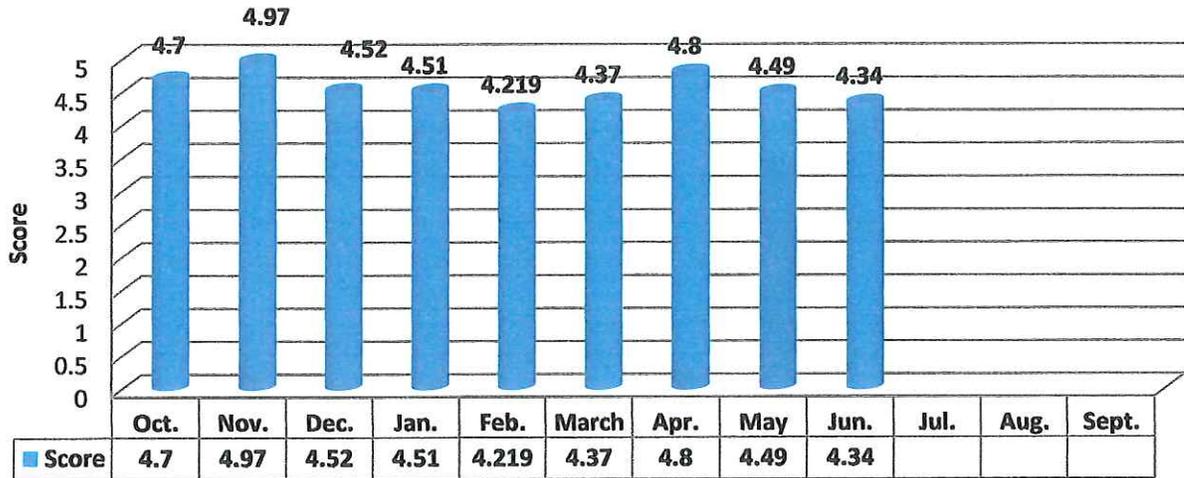
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
■ No. of open cases	20	5	0	0	0	0	0	0	0
■ Closed Cases	39	20	16	16	9	18	9	3	0

**Code Compliance
Monthly Inspections 2015-2016**

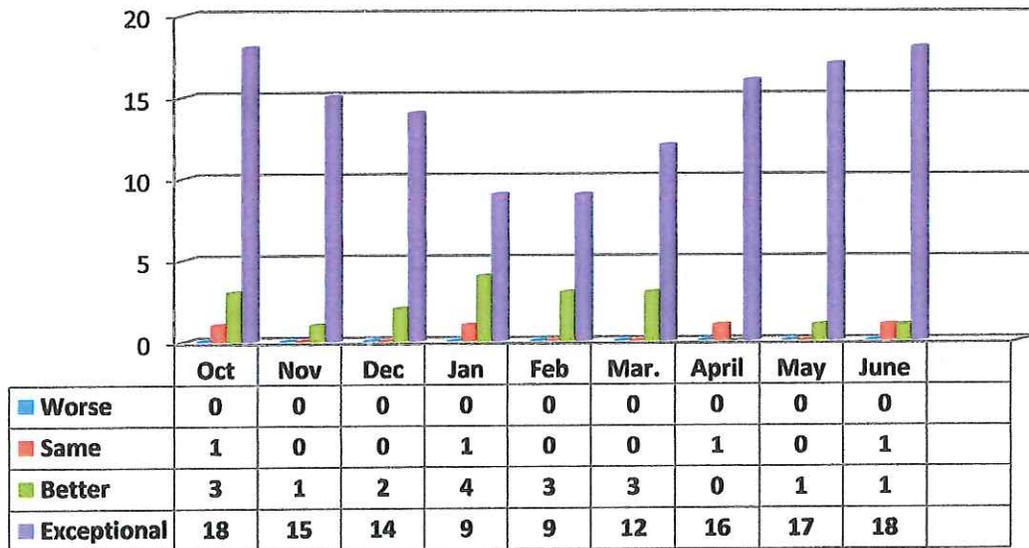


**Total Inspections : 652
Average per Month: 108.7**

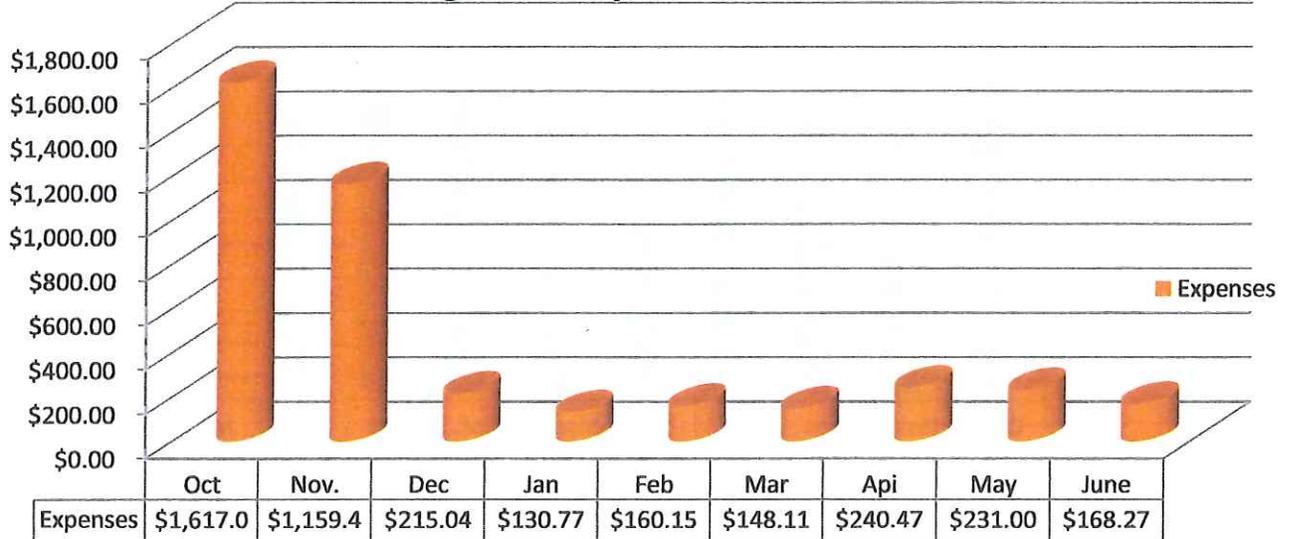
Customer Service Evaluation 2015-2016



Building Department Compared to Other Departments in the County

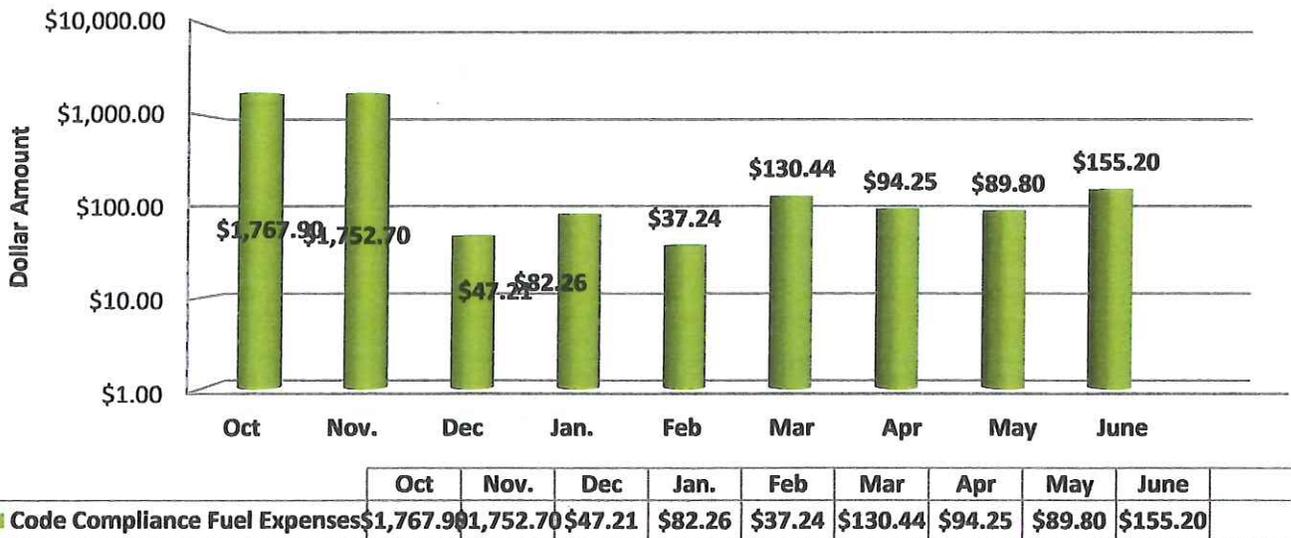


Building Fuel Expenses 2015-2016



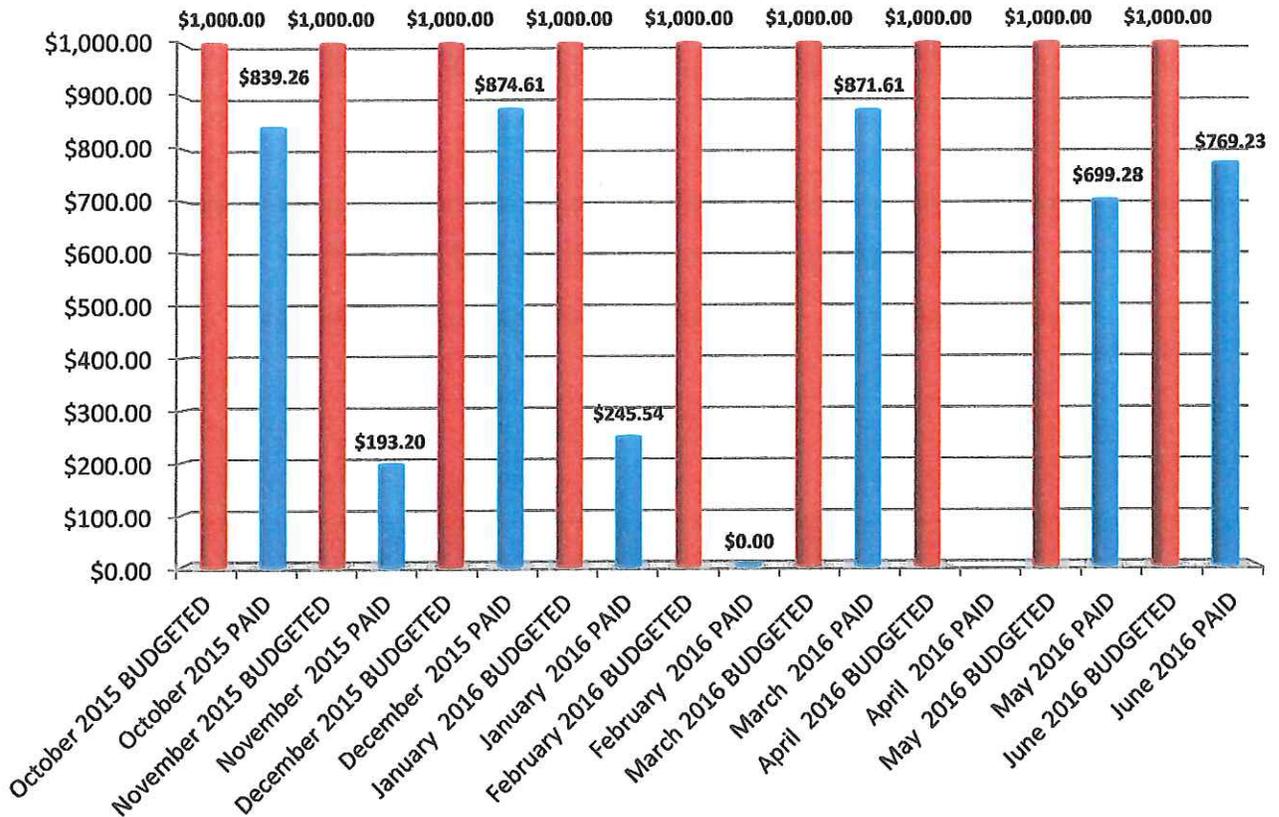
Gas Total: 168.27

Code Compliance Fuel Expenses 2015-2016



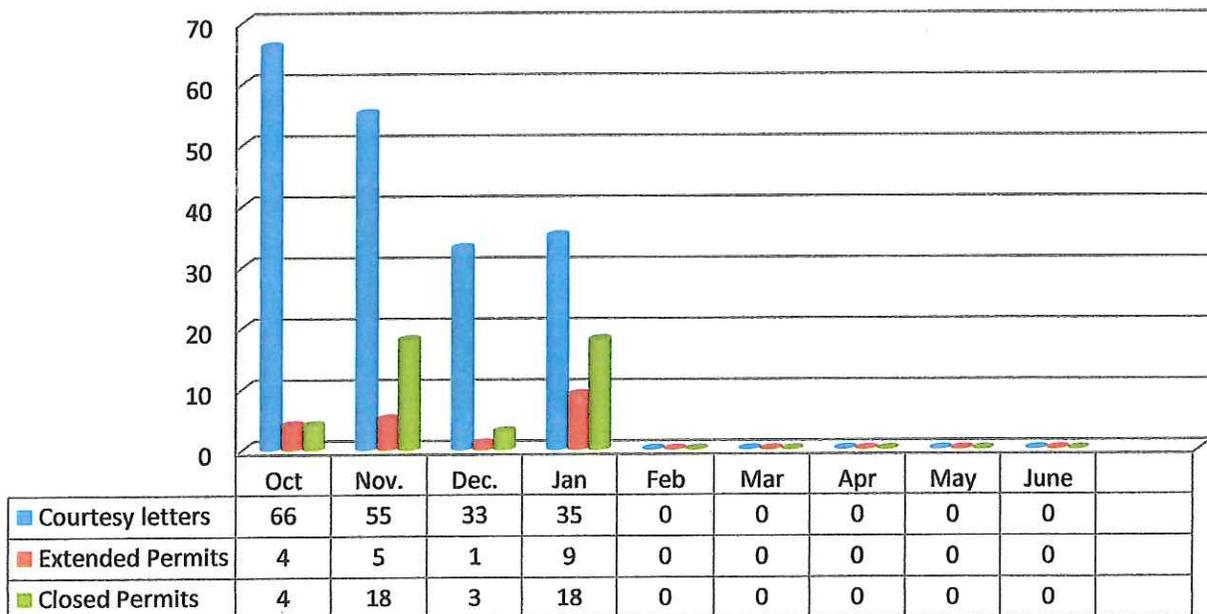
Building Code Gas Expenses: 155.20

OPERATING SUPPLIES ANALYSIS 2015-2016 TOTAL



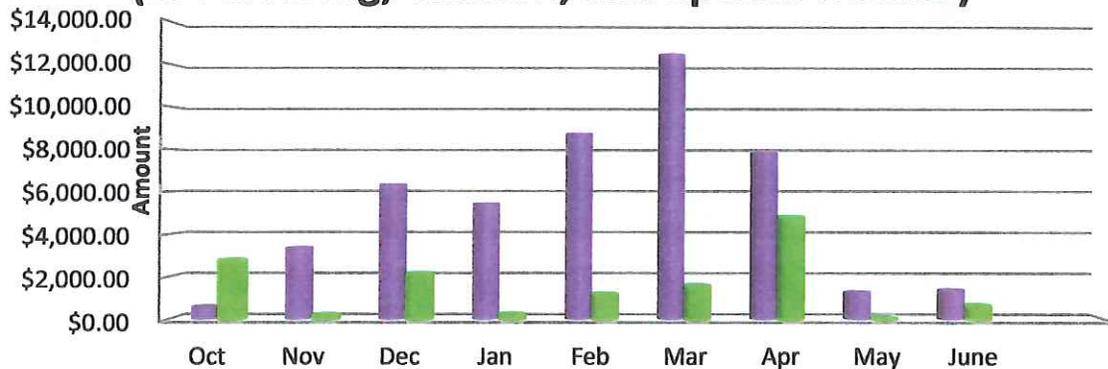
❖ *Operating Supplies Adopted Budget for FY 2015-2016: \$ 12, 000.00

Courtesy Notice for Permit Expirations 2015-2016



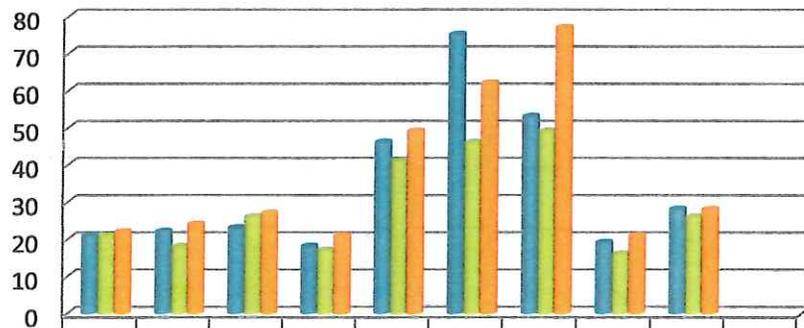
Code Compliance Snapshot for Month of June (Fiscal Year 2015-2016)

Code Compliance Revenue 2015-2016 (Lot Clearing, Citation, and Special Master)



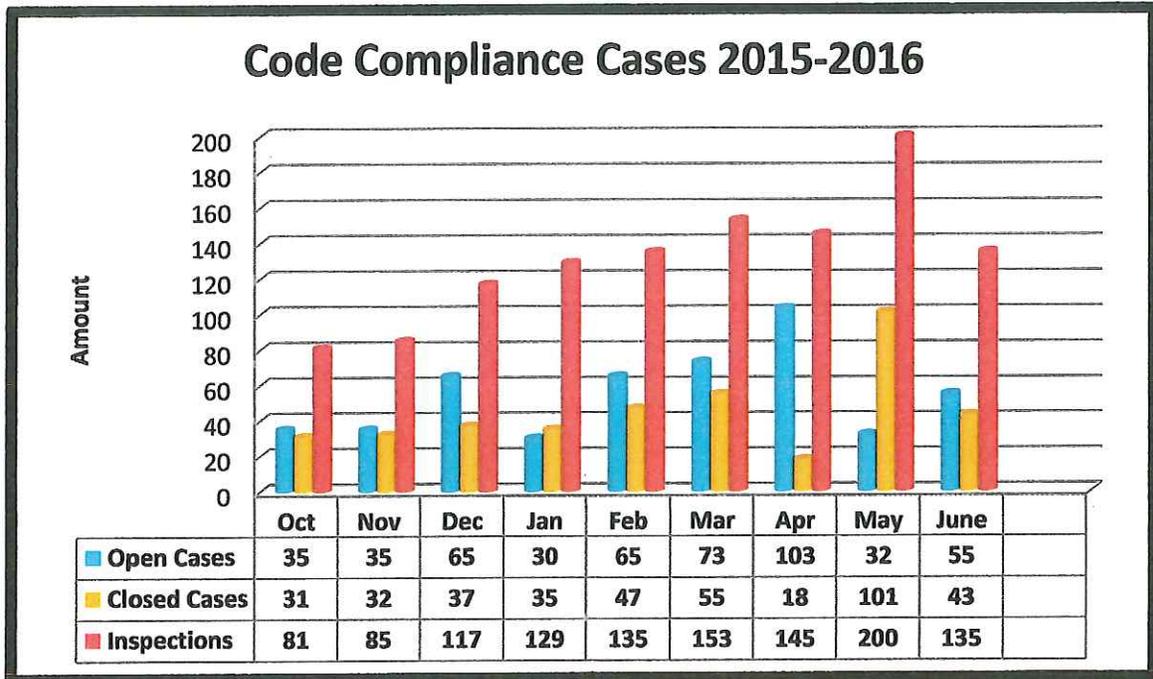
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Code Violations (Including Citations and Special Master)	\$575.00	\$3,369	\$6,362	\$5,457	\$8,774	\$12,519	\$7,903	\$1,272	\$1,375
Lot Clearing	\$2,772	\$150.00	\$2,121	\$190.00	\$1,148	\$1,555	\$4,820	\$0.00	\$615.48

Submitted Complaints (Open, Closed, and Inspections)



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Open Complaints	21	22	23	18	46	75	53	19	28
Closed Complaints	21	18	26	17	41	46	49	16	26
Scheduled Inspections	22	24	27	21	49	62	77	21	28

Code Compliance Snapshot for Month of June (Fiscal Year 2015-2016)



**MONTHLY REPORT TO VILLAGE COUNCIL
SECTION 6**

Informational Data



Manager's Report

COMPREHENSIVE TRAFFIC SOLUTIONS



Village of Palmetto Bay
MEMORANDUM

To: Mayor, Vice Mayor & Council Members

Date: July 11, 2016

From: Edward Silva, Village Manager

Re: Comprehensive Traffic Solutions
for the Village of Palmetto Bay

Background

Following increasing request by Village residents and also Council direction for more transparency, the Village of Palmetto Bay has been increasingly active on the webpage, our public station and especially our social media channels. Through a variety of informative videos, updated content and even telephone-based public meetings, Palmetto Bay has been reaching out to residents through unprecedented means. Our outreach initiatives created opportunities for a larger number of residents to get involved in our village and allowed them to give their thoughts and feedback on what the village is doing. Although concerns and priorities vary from person to person, there is one concern that continues to come up in most of the discussions, and that is the issue of traffic.

Mitigating the traffic impact on our communities has been at the forefront of village business for a while now, but never before have we truly focused-in on solutions that are broader than just looking for typical fixes that are segmented in nature and that neglect their impact on the whole. Over the past few months, I have been working with members of the village Council, Miami-Dade County and our neighboring cities to come up with real solutions for our residents through a more holistic and village-wide approach.

Present Conditions:

a. Significant population growth expected in South Miami-Dade County

1. Social Factors:

- Continued natural population growth in Miami-Dade County.
- Most of the growth is concentrated in the south end of the County.
- Communities of Cutler Bay and Homestead are actively developing their downtowns and will soon be aggressively marketing their areas as a lower cost option.

2. Economic Factors:

- Panama Canal opening (2016)
- Commercial trade with Cuba commercial is rapidly expanding particularly for So. Florida businesses.
- Close to 80% of Palmetto Bay's primary revenue source is resident-based with a growth cap of 3% annually, rather than commercial-based with a 10% cap plus sales tax revenues.

Mitigating Goals at the Local Level (Village-specific)

- a. Development and implementation of macro policies for land use patterns
 1. Alternate job centers in proximity to residential units.
 2. Transit-oriented development that makes transit a feasible option.
 3. Community resources and amenities within walking distance.
- b. Financial strategy that supports other future initiatives.
 1. Commercial development to be a larger contributor to ad-valorem growth
- c. Village of Palmetto Bay wants to be proactive in the deployment of village-wide comprehensive traffic solutions to ensure the well-being of all residents.

Solution Key Objectives

- a. Ensure the safety of residents
- b. Develop and implement initiatives to improve traffic circulation/flow
- c. Support resident use of transit alternatives

Success Factors

- a. Public involvement
 1. Effective outreach that engages more residents
 2. Overcoming resident gridlock; reaching effective community based solutions
- b. Appropriate use of traffic/transit improvement tools
 1. Engineering: Road works and Transit alternatives
 2. Enforcement: Police detail
 3. Education
 4. Partnerships: residents, County transit office and local schools
 5. Services: use of village resources and assets

Village-action Completed to Date

- d. Traffic detail – trend of results in regards to tickets and accidents

- e. Temporary speed hump program – results
- f. Traffic study for SW 168 (OCR to US1, including surrounding areas, approved April/2016 meeting)
- g. Malbrook neighborhood experiment- Results, future use of pilot programs and lessons learned

Council Direction on Methodology and Implementation

- a. General solution guidelines
 - 1. Public involvement that is focused on solutions considering local knowledge of traffic patterns
 - 2. Use of traffic circles to improve traffic circulation on county arteries
 - 3. Encourage traffic calming (landscape, narrowing) and complete streets (sidewalk and bike paths) as primary measures to improve safety
 - 4. Discourage restricted access to any streets, i.e. physical and/or signage closures
 - 5. Consistent village-wide traffic enforcement

- b. Plan Development & Implementation
 - 1. Staff-developed and implemented
 - 2. Consultant-developed and implemented independently
 - 3. Hybrid- Consultant developed with staff input and staff executed

- c. Proposed Methodology for Staff-led Program
 - 1. Partner with county for resources and expertise
 - 2. Test programs to review impact to affected AND surrounding areas
 - 3. Offer resident choice/feedback through (1) general survey for community feedback and (2) proactive feedback from directly affected areas
 - 4. Determine specific implementation plan based on expert recommendations, test results and resident input
 - 5. Follow Council direction on consensus method and non-consensus actions

- d. Proposed Approach for Public Involvement & Outreach
 - 1. Validation of council-approved general solution guidelines and proposed implementation methodology through statistically representative survey (geography and demographics)
 - 2. Public education series through workshops, development and distribution of educational content and social media campaign

3. Public participation in solution development for hot-spot areas encouraged through surveys and social media
 4. Public awareness and updates provided through all available communications channels including website and social media outlets
- e. Alternatives for Identifying Resident Hot Spot Areas (areas with 1 or more traffic impacted intersections) solution consensus method.
1. Criteria-Based, Village-wide
 - Resident Criteria selection (i.e. selection between available choices): community-wide vote to select village-wide traffic mitigation criteria
 - Criteria-based design, with review/input from directly affected resident
 - Implementation
 2. Locally-Determined
 1. Resident Solution selection (i.e selecting solutions): resident vote within direct areas of impact
 2. Resident approval-based implementation

Staff future recommendations

Since 2015, staff has actively sought and explored various options to relieve traffic congestion in the Village. Our traffic studies and test programs have shown that a significant portion of Palmetto Bay's inbound and outbound traffic during rush hour are not locally-generated trips, but are rather home-school-work commutes from village residents traveling to job centers outside Palmetto Bay, as well as commutes from residents who live south of Palmetto Bay traveling to Downtown Miami. Most of the cut-through traffic in Palmetto Bay occurs during peak hours and most of those commutes consist of north/southbound traffic searching for alternate routes to highly congested US1 and/or Old Cutler Road.

To date, the Village has installed several traffic circles in an effort to move traffic along through congested intersections, installed traffic chicanes to slow down traffic on certain highly-trafficked streets, implemented a temporary speed hump system, worked with the county to update traffic signs and signals, commissioned a study to determine the highest and best usage for our local bus circulator service, organized and led a coalition of cities to convince the county to work towards a light rail system expanding into Florida City, and finally, approved a new award-winning zoning code for the downtown area that promotes transit-oriented development and limits development within a compact area, encouraging a mix of living and commercial spaces where people can live and work without commuting and thereby contributing to the already-dire traffic problem in South Dade.

As earlier mentioned, we have explored all possible paths, looked at the village as a whole, considered the impact of traffic generated by Palmetto Bay residents and also generated by residents of other areas, reviewed data gathered through traffic studies, test programs and resident feedback to come up with a plan that incorporates all potential areas of traffic to include:

- Street grid design
- Traffic patterns
- Alternative routes
- Driver behavior
- Typical problem areas (accidents/ speeding/ cut-through)
- Bus service

After much consideration, we have developed a number of comprehensive solutions as detailed below. It should be noted that due to limited resources, these recommendations will be implemented in phases 1 and 2. However, this plan is proposed as a comprehensive plan to the traffic problem that should be considered in its entirety. In the past, we have implemented many wonderful projects that while they have successfully mitigated the problem before us, they have caused a problem in other areas. Traffic is fluid and will always find a new way out of congestion. It is therefore also important to underscore the fact that these initiatives need to be prioritized with a firm outcome in mind. Otherwise, we will inadvertently create a problem in other areas.

The tables included below provide a detail listing of the various initiatives proposed under each objective to effectively mitigate the traffic problems in Palmetto Bay well into the future.

Objective: Ensure safety of residents

	Tool	Initiative	Status
1	Education	Maintenance of existing speed signage	
2	Education	Ensure appropriate speed signage on main arteries	
3	Enforcement	Reduce internal road speed limit to 25 MPH	
4	Enforcement	Double funding allocation to traffic detail	
5	Enforcement	Develop proactive enforcement plan focused on cut through residential areas avoiding OCR, US1 and municipal arteries	
6	Engineering	Double deployment of temporary traffic control (speed tables)	
7	Engineering	Hot spot reductions (55 hot intersections identified) <ul style="list-style-type: none"> - Design by area (vs street) - Improve street Calming 	
8	Engineering	Improve Sidewalk and Crosswalk safety <ul style="list-style-type: none"> - Priority for school routes - Priority for ADA upgrades - Criteria – minimum 1 sidewalk side per street 	In development
9	Engineering	Pedestrian/bicycle bridges <ul style="list-style-type: none"> - US1/SW 168 Street - US1/SW 136 Street 	
10	Engineering	Bike path completion	Comp plan item

Proposed Traffic Hotspots – see attached graphic (listed in geographical order N/S then E/W):

- **D 1** - avoiding Northbound/Southbound]
 - a. SW 136 Street/Old Cutler road
 - b. SW 136 Street to Old Cutler Road/SW 70th Avenue
 - c. SW 136 Street to SW 77th. Ave/SW 74th Court
 - d. SW 136 Street to SW 137 street/SW 75 Avenue
 - e. SW 141 street/ SW 77 ave to SW 74th Court
 - f. SW 139th terrace/ SW 77 avenue to SW 82nd Avenue
 - g. SW 142 street/ SW 82nd. Avenue to SW 87th Avenue
 - h. SW 148th Street/ SW 87th. Avenue to US 1
 - i. SW 148th Drive/ SW 82nd Avenue to SW 152 street
 - j. SW 151 street /SW 84th Court to SW 80th Avenue
 - k. SW 148th street to SW 152nd. Street/ SW 80th. Avenue
 - l. Traffic circle at SW 144th Street and 87th Avenue
 - m. Traffic circle at SW 144th Street and SW 82nd Avenue

- **D2**

- a. SW 72nd avenue/SW 152 street to Old Cutler Road
- b. SW 87th Avenue/SW 152 street to SW 160th street
- c. SW 89th Avenue/ SW 152 street to SW 160th Street
- d. SW 160 street/ SW 89th avenue to SW 82nd avenue
- e. SW 84th Avenue/ SW 160th street to SW 165th Terrace
- f. SW 165th terrace/SW 87th avenue to SW 82nd avenue
- g. SW 83rd avenue/ SW 165th terrace to SW 168th street
- h. SW 82nd court/SW 165 terrace to SW 168th Street
- i. SW 93rd street/ SW 168th Street to SW 164th Street
- j. Traffic circle SW 168 street and SW 82nd. Avenue
- k. Traffic circle SW 144th. Street and Old Cutler road
- l. Traffic circle SW 152 street and Old Cutler Road

- **D3**

- a. SW 77th ave/ SW 168 street to Old Cutler Road
- b. SW 80th Avenue/ SW 168th Street to SW 172nd street
- c. SW 84th Avenue/ SW 168th street to SW 181 street
- d. SW 86th Avenue/ SW 168th Street to SW 174th Street
- e. SW 92nd avenue/ SW 168th street to SW 184th Street
- f. SW 94th Avenue/ SW 168th Street to SW 174th Street
- g. SW 174th Street/US 1 to SW 84th Avenue
- h. SW 176 street/ SW 174th Street to SW 84th Avenue
- i. SW 178th Street/ SW 94th avenue to Sw 87th Avenue
- j. SW 180th street/Franjo road to SW 92nd Avenue
- k. SW 94th Avenue/ SW 184th Street to SW 179th Street
- l. SW 87th Avenue/ SW 184th Street to SW 168TH Street
- m. SW 83rd Avenue/ SW 184th Street to SW 176th Street
- n. SW 82nd Avenue/ Sw 184th Street to SW 176th Street
- o. SW 176th Street/ SW 82nd avenue to Old Cutler road
- p. SW 77th Avenue/ Old Cutler road to SW 176th Street
- q. SW 174th Street/ SW 77TH Avenue to Old Cutler road

- The above list is preliminary in nature and subject to change

Objective: Develop and implement initiatives to improve traffic circulation

	Tool	Initiative	Status
1	Education	Effective traffic circle use: reduce speed to 15 mph – Radar tags Rumble strips Road-based flashing lighting	TBD
2	Education	Effective traffic circle use signage: use “zipper” to allow flow	TBD
3	Engineering	N/S flow on Old Cutler Road - Signalization improvement (coordinate 6 signals) - Southbound: Right turn lane: OCR to SW 184 - Northbound: No left turn OCR to SW 136 - Northbound: No left turn SW 174 to OCR? - Circle SW 168/OCR - Circle SW 152/OCR - Circle SW 136/OCR	In development with County
4	Engineering	N/S 82/87 Avenue improvement - Circle SW 168/82 Ave - Bridge on SW 87 Ave / SW 16—Street - Circle SW 184/87 Av	In development with County
5	Engineering	N/S US1 Signalization improvements between Street 184/169 (coordinate XX signals)	In development with County
6	Engineering	E/W flow on SW 144 Street - US 1 signalization improvements - <i>Circle 144/87</i>	In development with County
7	Engineering	E/W flow on SW 152 Street - <i>Circle 152/77</i> - <i>Circle 152/82</i>	In development with County
8	Engineering	Effective Downtown Palmetto Bay traffic routing (funded through business impact fees) - Reduced access to residential areas - Construct Park Drive - Connect Franjo / US1 southbound	Per zoning applications
9	Partnerships	Work with areas school to improved drop off/pick up procedures	Perrine ✓ Southwood Coral Reef Howard
10	Partnerships	Investigate impact of staggered school time in area schools	Proposed
11	Partnerships	Work with high schools to increase student driver accountability (parking privilege restriction)	Westminter Palmer – IP
12	Partnerships	Promote resident use of local schools	TBD
13	Services	Central drop off/pick up with associated early/after school childcare for elementary/middle schools (re-use of parks)	TBD

14	Services	Redesign IBUS for local school pick up (within 2 miles radius)	Proposed
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See attached graphics for improvement phases...

Objective: Support resident use of transit alternative

	Tool	Initiative	Status
1	Partnerships	Reso supporting Light Rail	Completed Date?
2	Partnerships	Negotiated agreement with county	Completed date?
3	Partnerships	Funding for SMART Plan (MPO) to support PD&E requirement (Planning, Design and Engineering)	7/2016 Council
	Services	Use IBUS on Busway for express to Dadeland South	Pending?
4	Services	Develop local carpool registry for school/work commuting	Proposed
5	Services	Redesign IBUS route for pick up at park and ride locations <ul style="list-style-type: none"> - PBVC - Downtown - Coral Reef Park - Deering Estate - St Andrews 	Proposed
6	Services	Subsidize Uber service for non-IBUS service transfer	In development
7	Services	Investigate use of Self-guided trolleys	Long Term
8	Services	Enhanced golf cart access to Palmetto Bay park	TBD

Next Steps

- Prioritized action plan approved Council Special meeting in August
- Budget implications completed Administration
- Monthly progress reporting Administration Monthly Council meeting

Reference (notes from 7/6/2016 meeting)

- a. Education
 - 1. Signage improvements
 - a. Maintenance of existing speed signage
 - 2. Increased signage
 - 3. Radar tags into traffic circles with “use the zipper” signage
- b. Enforcement
 - 4. Lower speed limits to 25 MPH
 - 5. Double traffic details
 - 6. Develop proactive traffic enforcement patterns
 - b. All cut-through impact areas
- c. School partnerships
 - 7. Improved drop off/pick up procedures
 - 8. Improved student accountability re: traffic penalties
 - 9. Central drop off/pick up with associated early/after school childcare for elementary/middle schools (re-use of parks)
 - 10. Local carpool
 - 11. Promote resident use of neighborhood schools
 - 12. Staggered start time
- d. Transit alternative
 - 13. Redesign IBUS route for pick up at park and ride locations
 - c. PBVC
 - d. Downtown
 - e. Coral Reef Park
 - f. Deering Estate
 - g. St Andrews
 - 14. Redesign IBUS for local school pick up (within 2 miles radius)
 - 15. Subsidize Uber service for non-IBUS service transfer
 - 16. Tie in to county rates?
- e. Improve traffic flow on municipal arteries:
 - 17. North/South traffic flow improvement. Three main arteries:
OCR, 82/87 Ave, US1
 - h. OCR:
 - i. Signalization improvement

- ii. Southbound
 - 1. Right turn lane: OCR to SW 184
 - iii. Northbound
 - 1. No left turn OCR to SW 136
 - 2. No left turn SW 174 to OCR?
 - 3. No right turn on SW 184/XX?
 - iv. Signal removal:
 - 1. Circle SW 168/OCR
 - 2. Circle SW 152/OCR
 - 3. Circle SW 136/OCR
 - i. 82/87
 - v. Circle SW 168/82 Ave
 - vi. Bridge on SW 87 Ave / SW 16-- Street
 - vii. Circle SW 184/87 Av
 - j. US1
 - viii. Signalization improvements between Street 184/169
- 18. East/West traffic flow improvement
 - k. SW 144 St flow
 - ix. US1 – signalization improvements
 - x. Circle 144/87
 - l. SW 152 St flow:
 - xi. Circle 152/77
 - xii. Circle 152/82
- 19. Effective downtown traffic routing
 - m. Construct Park Drive
 - n. Connect Franjo / US1 southbound
 - o. Transit tax
- f. Support transit options
 - 20. SMART Plan (MPO) – Implementation Plan and funding support for (PD&E Planning, design and engineering)
 - 21. Use IBUS on Busway for express to Dadeland South
 - 22. Self-guided trolleys
- g. Inside street management (55 hot spots)
 - 23. Double deployment of temporary traffic control (speed hump)
 - 24. Hot spot reductions
 - p. ID areas

- q. Design by area (vs street)
- r. Improve street Calming
 - xiii. Landscaping
 - xiv. Narrower
 - xv. One-way
- s. Discourage half/full closures

25. Sidewalk safety

- t. Priority for school routes
- u. Priority for ADA upgrades
- v. Complete safe routes to school
- w. Pedestrian/bike bridges?
- x. Upgraded crosswalks
- y. Criteria – minimum 1 sidewalk per street

26. Bicycle network

- z. Schools and parks



Manager's Report

STRATEGIC ACTION PLAN DATED JUNE 13, 2016

Village of Palmetto Bay
Strategic Action Plan

17-Jun-16

Participants: CP, DD, MA, ES, OC, FC, DL, M, LS

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
A - Complete Street Multi Modal Transit	Traffic	A.1 - Develop Village wide complete streets/traffic plan	A.1.a - Reduce traffic congestion - in partnership with county	Public Works	Short / Mid	HHH	
A - Complete Street Multi Modal Transit	Traffic	A.1 - Develop Village wide complete streets/traffic plan	A.1.b - Reduce traffic congestion - partner with area schools: private and public	Public Works	Mid	HHH	
A - Complete Street Multi Modal Transit	Traffic	A.1 - Develop Village wide complete streets/traffic plan	A.1.c - Develop intersection improvement plan (calming)	Public Works	Short	HHH	
A - Complete Street Multi Modal Transit	Traffic	A.1 - Develop Village wide complete streets/traffic plan	A.1.d - Create traffic safety initiative	Police	Short	HHH	
A - Complete Street Multi Modal Transit	Transit	A.2 - Enhance Village wide transit options	A.2.a - Support light rail development	Managers Office	Mid /Long	HHH	
A - Complete Street Multi Modal Transit	Transit	A.2 - Enhance Village wide transit options	A.2.b - Rollout iBus improvements	Public Works	Short	HHH	
A - Complete Street Multi Modal Transit	Transit	A.2 - Enhance Village wide transit options	A.2.c - Develop Village Uber service model	Managers Office	Short	HHH	
B - Financial Stability by Focused Economic Development	Economic Development	B.1 - Grow and diversify tax base	B.1.a - Review annexation potential	Managers Office	Short	HHH	
B - Financial Stability by Focused Economic Development	Finances	B.1 - Grow and diversify tax base	B.1.b - Implement long-term budget forecasting process	Finance	Short	HHH	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.a - Complete multi-modal structure and operating model	Planning / Building	Short	HHH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.b - Develop Village Downtown brand and marketing plan	Managers Office	Short	HHH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.c - Franjo Road build out	Public Works	Short	HHH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.d - Update signage ordinance	Planning / Building	Short	HHH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.e - Develop business recruitment plan for Downtown	Planning / Building	Short	HH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.f - Build 95 Ave park drive	Planning / Building	Mid	HH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.g - Integrate AIPP into Downtown plan	Planning / Building	Mid	HH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.h - Perform post-implementation adjustments to DUV zoning code	Planning / Building	Short	HH	
B - Financial Stability by Focused Economic Development	Economic Development	B.2 - Execute focused economic development for Downtown	B.2.i - Develop Business Incentive District program	Planning / Building	Long	H	
B - Financial Stability by Focused Economic Development	Finances	B.3 - Maximize stakeholder insurance relief through Planning/Zoning efficiencies	B.3.a - Complete/Develop Community Rating system to reduce Flood insurance rates	Planning / Building	Mid	HHH	
B - Financial Stability by Focused Economic Development	Finances	B.3 - Maximize stakeholder insurance relief through Planning/Zoning efficiencies	B.3.b - Use Building Ranking to reduce homeowners insurance rates	Planning / Building	Mid	HH	
B - Financial Stability by Focused Economic Development	Economic Development	B.4 - Complete Village wide design and TOD guidelines	B.4.a - Complete SW 152- 168 St / US1 - SW 92 Ave corridor appearance improvement	Planning / Building	Mid	H	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
B - Financial Stability by Focused Economic Development	Economic Development	B.4 - Complete Village wide design and TOD guidelines	B.4.b - Complete TOD for North Business District - SW 136 to SW 152 streets	Planning / Building	Mid	H	
B - Financial Stability by Focused Economic Development	Economic Development	B.5 - Assessment of high-benefit impact areas	B.5.a - Develop Village viewpoint of FPL site	Planning / Building	Mid	H	
B - Financial Stability by Focused Economic Development	Economic Development	B.5 - Assessment of high-benefit impact areas	B.5.b - Develop Village viewpoint of Deering	Planning / Building	Mid	H	
B - Financial Stability by Focused Economic Development	Economic Development	B.5 - Assessment of high-benefit impact areas	B.5.c - Develop Village viewpoint of Hess property	Planning / Building	Mid	H	
C. Outstanding Opportunities for Recreating and Learning	Recreation	C.1 - Reduce financial impact of Recreation opportunities	C.1.a - Develop business sponsorship program with electronic distribution for special events	Parks & Recreation	Short	HH	
C. Outstanding Opportunities for Recreating and Learning	Education	C.2 - Increase reach of Learning and Recreation programs	C.2.a - Develop Learning and Recreation opportunities for Seniors	Parks & Recreation	Mid	HH	
C. Outstanding Opportunities for Recreating and Learning	Education	C.2 - Increase reach of Learning and Recreation programs	C.2.b - Develop Learning and Recreation opportunities for Teens	Parks & Recreation	Mid	HH	
C. Outstanding Opportunities for Recreating and Learning	Education	C.2 - Increase reach of Learning and Recreation programs	C.2.c - Develop Learning and Recreation opportunities for Special Needs Community	Parks & Recreation	Mid	HHH	
C. Outstanding Opportunities for Recreating and Learning	Education	C.3 - Increase post-secondary educational opportunities	C.3.a - Increase high education opportunity (FIU partnership)	Managers Office	Mid	H	
C. Outstanding Opportunities for Recreating and Learning	Education	C.3 - Increase post-secondary educational opportunities	C.3.b - Develop Village learning program plan	Managers Office	Short	H	
D. Park & Environmental Stewardship and Sustainability	Park Facilities	D.1 - Assure quality park services	D.1.a - Complete playground improvements at PBP and CRP	Parks & Recreation	Short	HHH	
D. Park & Environmental Stewardship and Sustainability	Park Facilities	D.1 - Assure quality park services	D.1.b - Provide water feature playground at PBP and CRP.	Parks & Recreation	Short	HHH	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
D. Park & Environmental Stewardship and Sustainability	Park Facilities	D.1 - Assure quality park services	D.1.c - Complete Veteran's park	Parks & Recreation	Short	HHH	
D. Park & Environmental Stewardship and Sustainability	Park Lands	D.1 - Assure quality park services	D.1.d - Complete Dog park improvements	Parks & Recreation	Short	HHH	
D. Park & Environmental Stewardship and Sustainability	Park Lands	D.1 - Assure quality park services	D.1.e - Develop Village viewpoint of Palmetto Woods 22 acres (VCPB)	Parks & Recreation	Short	HHH	
D. Park & Environmental Stewardship and Sustainability	Park Lands	D.1 - Assure quality park services	D.1.f - Develop Village viewpoint of SW 168 St 10 acres	Parks & Recreation	Short	HHH	
D. Park & Environmental Stewardship and Sustainability	Park Facilities	D.1 - Assure quality park services	D.1.g - Evaluate Park opportunities: tennis, concessions	Managers Office	Short	HHH	
D. Park & Environmental Stewardship and Sustainability	Park Facilities	D.1 - Assure quality park services	D.1.h - Increase facility sharing with county/schools	Managers Office	Short	HHH	
D. Park & Environmental Stewardship and Sustainability	Park Lands	D.1 - Assure quality park services	D.1.i - Update park master plan: Benchmarks, Features	Parks & Recreation	Short	HH	
D. Park & Environmental Stewardship and Sustainability	Park Facilities	D.1 - Assure quality park services	D.1.j - Define Community Center requirements	Parks & Recreation	Short	HH	
D. Park & Environmental Stewardship and Sustainability	Park Lands	D.1 - Assure quality park services	D.1.k - Develop Village viewpoint of SW 152st/69Ave 5 acres	Parks & Recreation	Mid	H	
D. Park & Environmental Stewardship and Sustainability	Park Lands	D.1 - Assure quality park services	D.1.l - Develop bike linear park under FPL easement in VPB	Parks & Recreation	Long	H	
D. Park & Environmental Stewardship and Sustainability	Park Lands	D.1 - Assure quality park services	D.1.m - Develop Village viewpoint of SW 148 St 3 acres (Publix)	Parks & Recreation	Long	H	
D. Park & Environmental Stewardship and Sustainability	Environmental	D.2 - Achieve environmental certifications for Downtown Village Facilities	D.2.a - LEED certification	Planning / Building	Mid	H	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
D. Park & Environmental Stewardship and Sustainability	Environmental	D.2 - Achieve environmental certifications for Downtown Village Facilities	D.2.b - Green city certification	Planning / Building	Mid	H	
E. Safe community	Crime	E.1 - Assure community safety	E.1.a - Create crime prevention unit	Police	Short	HHH	
E. Safe community	Crime	E.1 - Assure community safety	E.1.b - Start business crime watch program	Police	Short	HHH	
E. Safe community	Emergency Response	E.1 - Assure community safety	E.1.c - Assure Emergency response: Secure South Fire Station	Planning / Building	Mid	HHH	
E. Safe community	Safety	E.1 - Assure community safety	E.1.d - Assess pedestrian safety	Public Works	Short	HHH	
E. Safe community	Safety	E.1 - Assure community safety	E.1.f - Create park safety program, ie Safer Compass	Parks	Short	HHH	
E. Safe community	Safety	E.1 - Assure community safety	E.1.g - Develop bike safety program	Police	Short	HHH	
E. Safe community	Emergency Response	E.2 - Develop emergency response Village master plan	E.2.a - Develop Natural Disaster emergency plan	Managers Office	Short	HH	
E. Safe community	Emergency Response	E.2 - Develop emergency response Village master plan	E.3.b - Develop Criminal/Terrorist situation emergency plan	Managers Office	Short	HH	
E. Safe community	Emergency Response	E.2 - Develop emergency response Village master plan	E.3 - Develop Information Technology threat emergency plan	Managers Office	Short	HH	
E. Safe community	Public safety	E.3 - Implement Canal safety plan	E.3.a - Implement Boater educational signage plan	Managers Office	Short	HH	
E. Safe community	Public safety	E.3 - Implement Canal safety plan	E.3.b - Develop canal safety plan	Police	Short	HH	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
F. Transparent, Efficient Govt Engaged Informed Residents	Communication	F.1 - Develop and engaged, informed community	F.1.a - Develop media strategy to improve resident knowledge and participation	Communications	Mid	HHH	
F. Transparent, Efficient Govt Engaged Informed Residents	Communication	F.1 - Develop and engaged, informed community	F.1.b - Expand reach of information thru electronic/social media	Communications	Short	HHH	
F. Transparent, Efficient Govt Engaged Informed Residents	Communication	F.1 - Develop and engaged, informed community	F.1.c - Create electronic integrated program guide: parks, programs, special events	Parks & Recreation	Short	HHH	
F. Transparent, Efficient Govt Engaged Informed Residents	Transparency	F.1 - Develop and engaged, informed community	F.1.d - Provide full public access to any request for public records	Clerk's office	Mid	HHH	
F. Transparent, Efficient Govt Engaged Informed Residents	Transparency	F.1 - Develop and engaged, informed community	F.1.e - Implement web-based electronic meeting agenda to improve public access	Communications	short	HHH	
F. Transparent, Efficient Govt Engaged Informed Residents	Communication	F.1 - Develop and engaged, informed community	F.1.f - Implement electronic signage in Village Facilities	Public Works	Short	HHH	
F. Transparent, Efficient Govt Engaged Informed Residents	Communication	F.1 - Develop and engaged, informed community	F.1.g - Create, staff and implement Community engagement program (Pride/SMILE)	Managers Office	Mid	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Communication	F.1 - Develop and engaged, informed community	F.1.h - Provide government education programming to residents	Communications	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Transparency	F.1 - Develop and engaged, informed community	F.1.i - Publish check register for all Village accounts	Finance	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.2 - Develop and implement user fee policies and methodology	F.2.a - Review Park service fees methodology	Parks & Recreation	Short	HHH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.2 - Develop and implement user fee policies and methodology	F.2.b - Review Building service fees	Planning / Building	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.2 - Develop and implement user fee policies and methodology	F.2.c - Review Planning service fees	Planning / Building	Mid	HH	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.2 - Develop and implement user fee policies and methodology	F.2.d - Special Event Fees	Finance	Short	H	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Metrics	F.3 - Develop programs and tracking methods to improve service effectiveness	F.3.a - Create, staff and implement Stakeholder advocacy/response program (customer inquiry/feedback)	Managers Office	Mid	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Metrics	F.3 - Develop programs and tracking methods to improve service effectiveness	F.3.b - Develop Public Works service effectiveness metrics	Public Works	Short	H	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.4 - Improve customer service interfaces	F.4.b - Automate Park facility and programming user services	Parks & Recreation	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.4 - Improve customer service interfaces	F.4.c - Improve employee application process	HR	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.4 - Improve customer service interfaces	F.4.d - Automate Zoning/Planning processes: building permits, reports, file system	Planning / Building	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.4 - Improve customer service interfaces	F.4.e - Publish SOPs for key Public Works services	Public Works	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Efficiency	F.4 - Improve customer service interfaces	F.4.f - Implement electronic golf cart registration	Finance	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Metrics	F.5 - Monitor Master Plan progress	F.5.b - Monitor Public works master plan progress: streets, sidewalks, stormwater, bike path	Public Works	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Metrics	F.5 - Monitor Master Plan progress	F.5.c - Monitor Parks master plan completion	Parks & Recreation	Short	HH	
F. Transparent, Efficient Govt Engaged Informed Residents	Govt Metrics	F.5 - Monitor Master Plan progress	F.5.a - Monitor Comprehensive Plan completion	Planning / Building	Short	HH	
G. Well Planned and Maintained Public Assets	Park Facilities	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.a - Develop and execute park playgrounds Repair and Maintenance Plan	Public Works	Short	HHH	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
G. Well Planned and Maintained Public Assets	Park Facilities	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.b - Develop and execute Park Facility Repair and Maintenance Plan	Public Works	Short	HHH	
G. Well Planned and Maintained Public Assets	Park Facilities	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.c - Develop and execute Park Lighting Repair and Maintenance Plan	Public works	Mid	HHH	
G. Well Planned and Maintained Public Assets	Village Infrastructure	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.d - Develop Village beautification & maintenance plan (orchids, trees, etc.)	Public works	Mid	HHH	
G. Well Planned and Maintained Public Assets	Village Infrastructure	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.e - Develop and execute Village sidewalk Repair and Maintenance Plan	Public Works	Short	HHH	
G. Well Planned and Maintained Public Assets	Park Facilities	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.f - Develop and execute Village stormwater Repair and Maintenance Plan	Public Works	Mid	H	
G. Well Planned and Maintained Public Assets	Park Facilities	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.g - Evaluate Public Works efficiency opportunity: Maintenance	Public works	Short	HHH	
G. Well Planned and Maintained Public Assets	Infrastructure	G.1 - Establish maintenance and inspection for all public infrastructure and assets	G.1.h - Work with SFWMD for continued progress in canal bank restoration	Public works	Short	H	
G. Well Planned and Maintained Public Assets	Business areas	G.2 - Establish maintenance and inspection for private assets	G.2.a - Improve monitoring and enforcements of ode compliance for US1 business corridor	Public works	Short	HH	
G. Well Planned and Maintained Public Assets	Village Infrastructure	G.3 - Diversify funding sources for infrastructure improvements	G.2.a - Develop impact fee plan (co-share payment); police, transit, stormwater	Finance	Mid	HH	
G. Well Planned and Maintained Public Assets	Village Infrastructure	G.23- Diversify funding sources for infrastructure improvements	G.2.g - Develop policy and review process for Public/Private Partnerships (3P)	Finance	Mid	HH	
G. Well Planned and Maintained Public Assets	Planning / Building	G.4 - Complete Village public space plan	G.3.a - Complete VMU public space plan	Planning / Building	Mid	H	
G. Well Planned and Maintained Public Assets	Planning / Building	G.4 - Complete Village public space plan	G.3.b - Develop downtown public space plan	Planning / Building	Mid	H	

Key Focus Area	Initiative Type	Initiative	Sub-Initiative	Responsible	Duration	Admin priority	Council priority
Z - CONSTRAINTS	Planning / Building	Complete Comprehensive Plan review	Perform DIA	Planning / Building	Short	Z	
Z - CONSTRAINTS	Planning / Building	Complete Comprehensive Plan review	Perform GOP	Planning / Building	Short	Z	
Z - CONSTRAINTS	Planning / Building	Complete Comprehensive Plan review	Review workforce/affordable housing plan	Planning / Building	Short	Z	
Z - CONSTRAINTS	Govt Efficiency	Increase service efficiencies thru Outsourcing	Evaluate Admin services opportunities: IT, project mgmt	Managers Office	Short	Z	
Z - CONSTRAINTS	Village internal Operations	Increase staff effectiveness	Increase Parks Staff training	HR	Short	Z	
Z - CONSTRAINTS	Village internal Operations	Increase staff effectiveness	Increase reach of internship program to Parks and Public Works	HR	Short	Z	
Z - CONSTRAINTS	Village internal Operations	Increase staff effectiveness	Develop flexible work strategy	HR	Short	Z	
Z - CONSTRAINTS	Village internal Operations	Increase staff effectiveness	Implement fed/state/local policy change monitoring process	Managers Office	Long	Z	
Z - CONSTRAINTS	Govt Efficiency	Review high impact internal government processes	Review record retention/disposition policy	Clerk's office	Short	Z	
Z - CONSTRAINTS	Govt Efficiency	Review high impact internal government processes	Assure consistency and effectiveness of Procurement processes	Finance	Short	Z	
Z - CONSTRAINTS	Govt Efficiency	Review high impact internal government processes	Implement internal controls to safeguard assets and minimize fraud	Finance	Short	Z	



Manager's Report

SURVEY QUESTIONS FOR COMMITTEE MEMBERS

Survey Questions for Committee members

1. How many committee meetings have you participated in since May 2015?
2. Do you feel that the time that you have dedicated to your committee has been productive?
3. What values do you feel that your committee brings to Palmetto Bay residents?
4. What have been your most important accomplishments to date as a committee?
5. Do you clearly understand your roles and responsibilities of your committee?
6. Are you familiar with the requirements of the Sunshine Laws for advisory committees?
7. What are your committee's strengths?
8. What are your committee's weaknesses?
9. What recommendations would you make to improve your committee?
10. In what ways has the staff liaison been helpful to the committee?
11. What hurdles have you faced?
12. Has your committee brought forward any recommendations to the Council?



Manager's Report

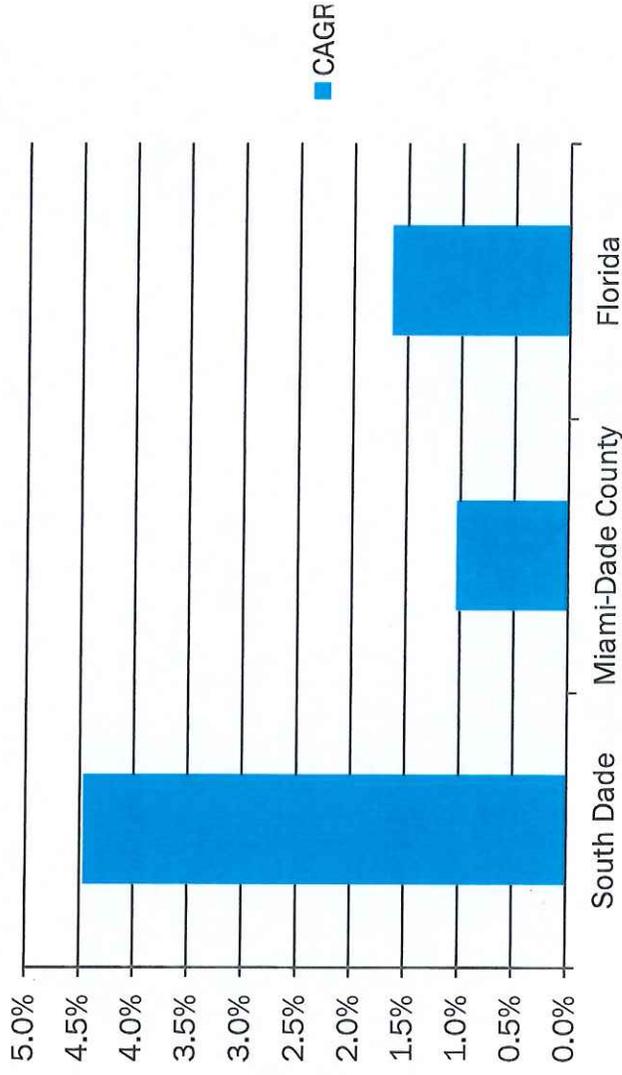
SOUTH DADE ECONOMIC & DEMOGRAPHIC REPORT



**SOUTH DADE ECONOMIC &
DEMOGRAPHIC REPORT**

POPULATION GROWTH, 2000-2010

	2000	2010	CAGR
South Dade	116,965	180,919	4.5%
Miami-Dade County	2,253,362	2,496,435	1.0%
Florida	15,982,378	18,801,310	1.6%

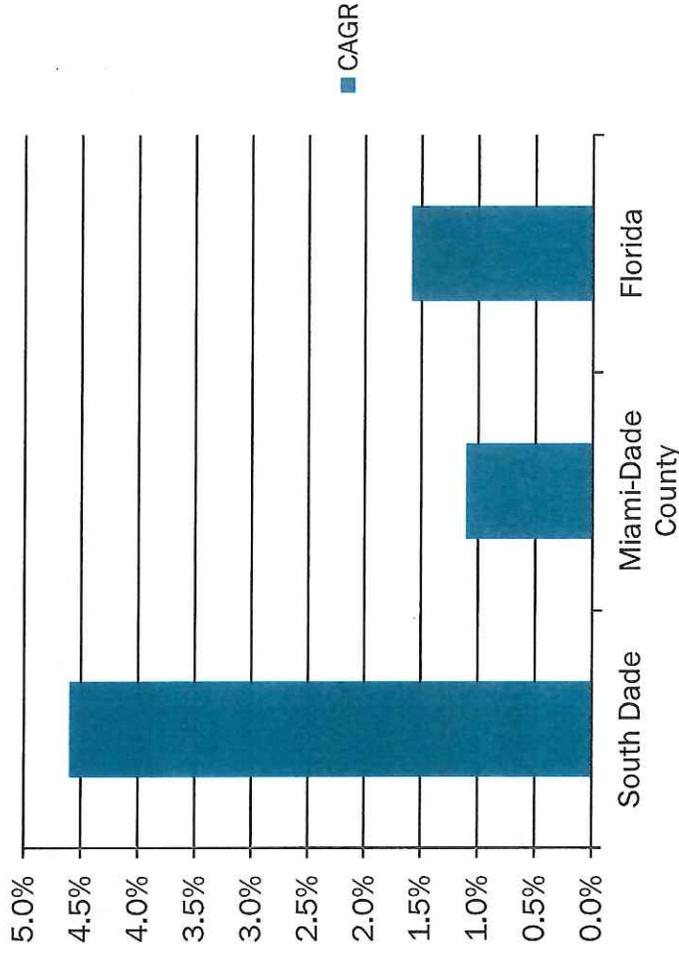


Source: U.S. Census

South Dade (the area south of SW 216th Street) achieved a faster growth rate in comparison to Miami-Dade County and the State of Florida between 2000 and 2010.

HOUSEHOLD GROWTH, 2000-2010

	2000	2010	CAGR
South Dade	34,469	54,045	4.6%
Miami-Dade County	776,774	867,352	1.1%
Florida	6,337,929	7,420,802	1.6%



Source: U.S. Census

Similar to population growth, the household growth in South Dade outpaced household growth in both Miami-Dade County and the Florida overall for the period between 2000 and 2010.

HOUSEHOLD SIZE



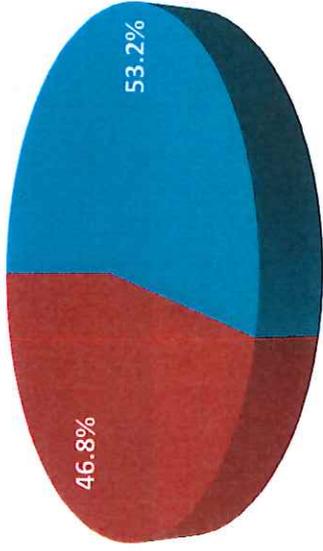
	Avg. HH Size
South Dade	3.3
Miami-Dade County	2.83
Florida	2.48

Source: U.S. Census

The average household in South Dade contains 3.3 persons. This figure places the average household size for South Dade higher than the County and State.

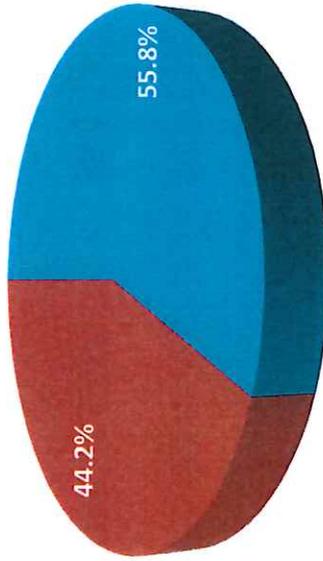
HOUSEHOLD TENURE

South Dade

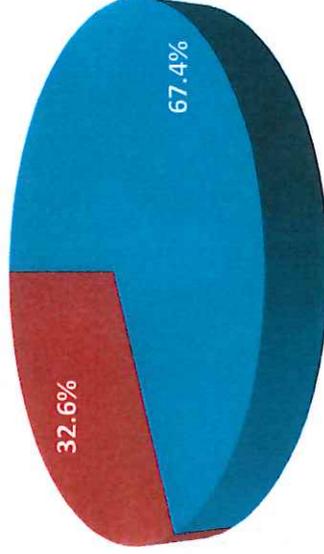


Owner
Renter

Miami-Dade County



Florida



Source: U.S. Census

Similar to the household tenure of Miami-Dade County overall, South Dade owner-occupied households make up approximately 53 percent of all households. The State of Florida has a higher rate of homeownership than both South Dade and Miami-Dade County, at approximately 67 percent.

AGE



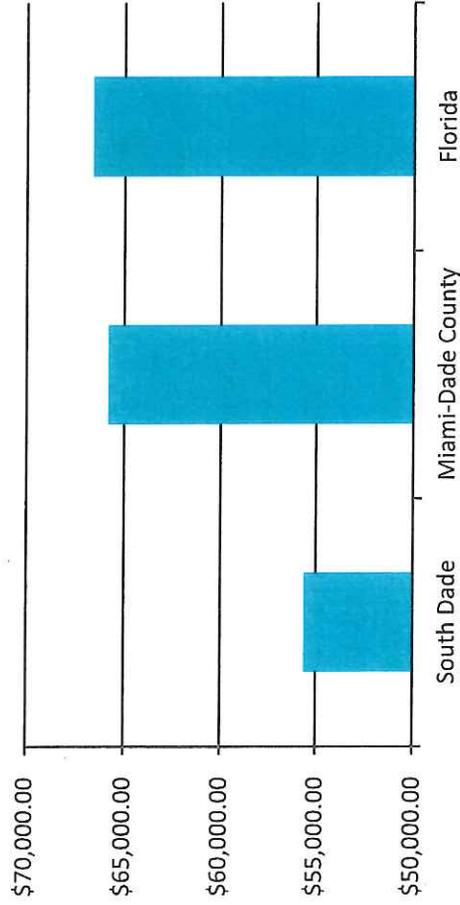
	Median Age
South Dade	30.4
Miami-Dade County	38.1
Florida	40.8

Source: U.S. Census

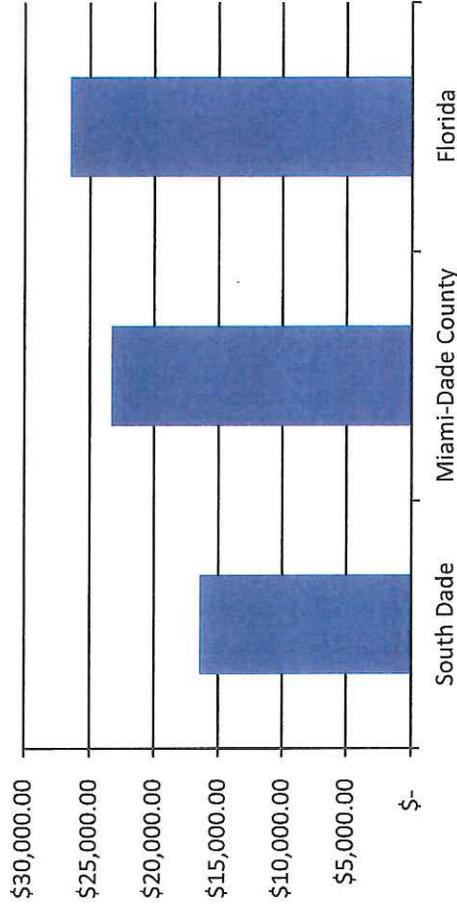
According to 2010 US Census figures, South Dade has much younger population in comparison to the County and State. 31% of the population in South Dade is under the age of 18, compared to 22% for the County and 21% for the State.

HOUSEHOLD AND PER CAPITA INCOME, 2008-2012 ACS

Average Household Income



Per Capita Income



Source: 2008-2012
America Community
Survey

According to 5-year estimates published by the American Community Survey, the 2008-2012 average household income as well as the per capita income for South Dade are both significantly lower in comparison to that of the County and State.

PRIVATE EMPLOYMENT, SOUTH DADE

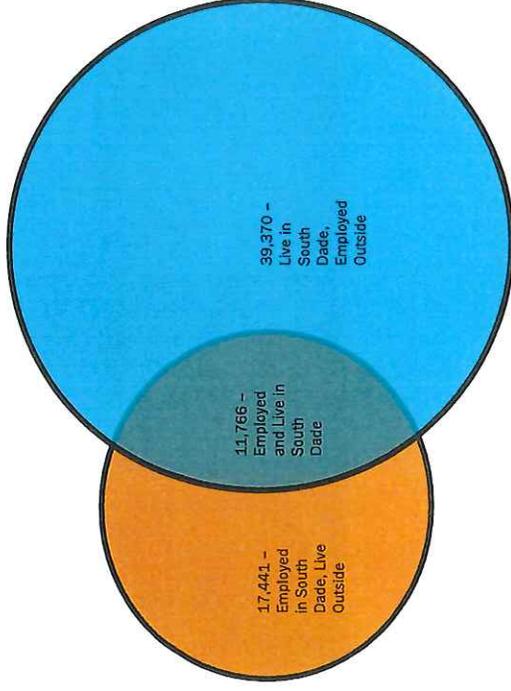
South Dade	Count			Change			Percent Change		
	2011	2007	2002	2002-2007	2007-2011	2002-2011	2002-2007	2007-2011	2002-2011
Agriculture, Forestry, Fishing and Hunting	7,720	8,014	7,973	41	-294	-253	0.5%	-3.7%	-3.2%
Mining, Quarrying, and Oil and Gas Extraction	54	0	0	0	54	54	0.0%	0.0%	5400.0%
Utilities	908	838	587	251	70	321	42.8%	8.4%	54.7%
Construction	2,118	2,829	1,654	1,175	-711	464	71.0%	-25.1%	28.1%
Manufacturing	497	569	639	-70	-72	-142	-11.0%	-12.7%	-22.2%
Wholesale Trade	1,455	1,470	1,065	405	-15	390	38.0%	-1.0%	36.6%
Retail Trade	3,862	2,799	2,832	-33	1,063	1,030	-1.2%	38.0%	36.4%
Transportation and Warehousing	385	403	344	59	-18	41	17.2%	-4.5%	11.9%
Information	169	87	200	-113	82	-31	-56.5%	94.3%	-15.5%
Finance and Insurance	556	549	581	-32	7	-25	-5.5%	1.3%	-4.3%
Real Estate and Rental and Leasing	245	303	290	13	-58	-45	4.5%	-19.1%	-15.5%
Professional, Scientific, and Technical Services	600	615	355	260	-15	245	73.2%	-2.4%	69.0%
Management of Companies and Enterprises	53	55	472	-417	-2	-419	-88.3%	-3.6%	-88.8%
Administration & Support, Waste Management and Remediation	1,269	1,142	777	365	127	492			
Educational Services	946	233	128	105	713	818	47.0%	11.1%	63.3%
Health Care and Social Assistance	5,461	3,907	2,761	1,146	1,554	2,700	82.0%	306.0%	639.1%
Arts, Entertainment, and Recreation	232	303	217	86	-71	15	41.5%	39.8%	97.8%
Accommodation and Food Services	2,183	2,060	1,814	246	123	369	39.6%	-23.4%	6.9%
Other Services (excluding Public Administration)	494	590	455	135	-96	39	13.6%	6.0%	20.3%
Totals	29,207	26,766	23,144	3,622	2,441	6,063	15.6%	9.1%	26.2%

Source: U.S. Census
Center for Economic
Studies

As of 2011, 29,000 people were in employed in the private-sector in South Dade. Agriculture was the leading employment sector in South Dade, followed by Health Care, Retail Trade, Accommodation & Food Services, and Construction. Approximately 70% of private-sector Agriculture employees in Miami-Dade County in 2011 were employed in South Dade, yet only 3.3% of all private -sector employees employed countywide work in South Dade.

Mining, Quarrying, and Oil and Gas Extraction was the fastest growing private-employment sector in Dade between 2002 and 2011, followed by Education Services, Health Care, Professional, Scientific & Tech. Services, and Administration and Waste Management.

INFLOW/OUTFLOW, PRIVATE EMPLOYMENT- SOUTH DADE



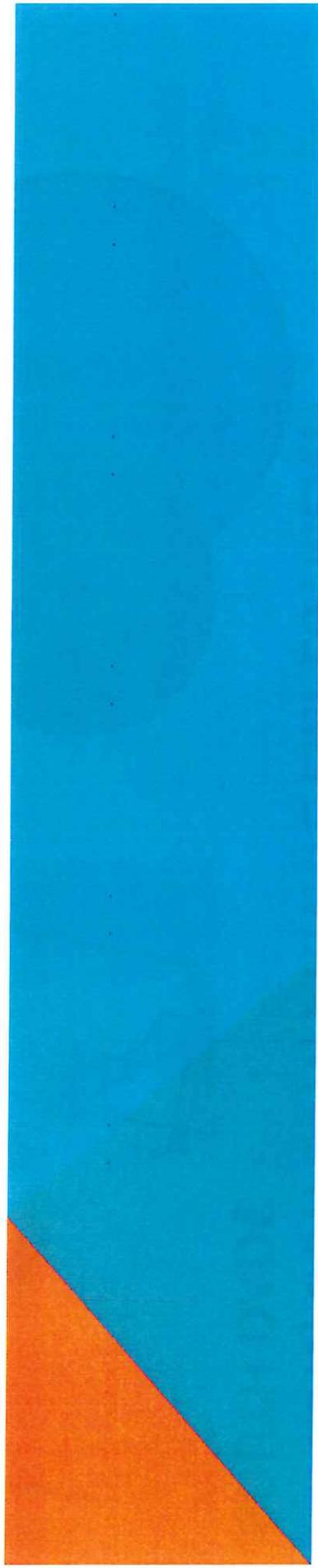
	Count	Share
Employed in South Dade	29,207	100.0%
Employed in South Dade but Living Outside	17,441	59.7%
Employed and Living in South Dade	11,766	40.3%
Living in South Dade (Workforce Population)	51,136	100.0%
Living in South Dade but Employed Outside	39,370	77.0%
Living and Employed in South Dade	11,766	23.0%

Source: U.S. Census
Center for Economic
Studies

Using data reported in 2011, 40 percent of private-sector employees in South Dade live in South Dade, or 11,766 people. This figure, however, is only 23 percent of the total workforce population that resides in South Dade.

ECONOMIC AND DEMOGRAPHIC SUMMARY

- South Dade achieved substantially faster population growth between 2000 and 2010 than Miami-Dade County and the State of Florida overall.
- South Dade also achieved substantially faster household growth than the County and State during the same period.
- The residents of South Dade tend to live in larger households compared to the County and State overall.
- Residents in South Dade are generally younger compared to the County and State overall; a larger percentage of residents in South Dade are under 18 years old than in the County and the State.
- In general, household and per capita incomes are lower in South Dade than in the County and State overall.
- 70 percent of private-sector Agricultural employment is in South Dade, however, only 3.3 percent of total private-sector employment is in South Dade.
- Roughly 40 percent of private-sector employees in South Dade both live and work in the area, however, when one considers the total private-sector workforce that resides in South Dade, only 23 percent of those residents also work in South Dade.





Manager's Report

NEAT STREET INITIATIVE



SAFER PEOPLE SAFER STREETS LOCAL ACTION PLAN

**An Initiative of the
USDOT Mayor's Challenge
for Safer People,
Safer Streets**

**MIAMI-DADE
COUNTY**

[@NeatStreetsMIA](#)

www.MiamiDade.gov/NeatStreets



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Acknowledgements

The Miami-Dade County Action Plan for Safer People, Safer Streets represents six months of work by the Local Action Team (LAT) appointed by Miami-Dade Mayor Carlos A. Gimenez and Chairman of Neat Streets Miami Miami-Dade Commissioner Dennis C. Moss, District 9.

This work was made possible through funding from the Health Foundation of South Florida (HFSF) and Miami-Dade County. To help execute this project, Miami-Dade County partnered with the engineering and planning consulting firm Kimley-Horn and Associates to prepare the Assessment and Action Plan documentation and Urban Health Solutions to conduct public engagement events. Efforts were guided with the assistance of the LAT team members.

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Executive Summary

Miami-Dade County has embraced the United States Department of Transportation (USDOT) Mayor's Challenge for creating Safer Streets, Safer People. Over 200 of our friends and neighbors will die this year on Miami-Dade County roadways. Traffic deaths are on the rise again after years of declining numbers – fatalities jumped 8.1 percent in the first half of 2015 according to the National Highway Traffic Safety Administration (NHTSA). The Miami-Fort Lauderdale urbanized area is the 4th worst in the nation for pedestrian fatalities, according to Smart Growth America's *Dangerous by Design 2014* report, utilizing a pedestrian danger index calculated using pedestrian fatalities, population, and percentage of people commuting on foot. The annual number of bicyclist injuries in Miami-Dade County has more than doubled since 2006.

In September 2015, Miami-Dade Mayor Carlos A. Gimenez and Chairman of Neat Streets Miami, Miami-Dade Commissioner Dennis C. Moss, District 9, appointed approximately twenty community leaders to tackle the growing epidemic of bicyclist and pedestrian fatalities. The group was asked to (1) offer their expertise, (2) challenge the norm, and (3) deliver results for all residents. The Local Action Team was supported by County and State staff from the Florida Department of Transportation (FDOT); the Metropolitan Planning Organization (MPO); Miami-Dade Parks, Recreation and Open Spaces (MDPROS); Regulatory and Economic Resources (RER); Police; and Transportation and Public Works departments.

The Action Plan developed by the Local Action Team (LAT) is a compilation of recommendations discussed during LAT meetings, input from the public as articulated in ongoing discussions and workshops, as well as data compiled from the Assessment. The action items are meant to provide initial guidance and will need to be updated as the relevant agencies move to the implementation phase.

In Miami-Dade, we want people of all abilities – from our children to our grandparents – to be comfortable moving around our beautiful community, whether on foot, by bicycle, riding transit, or in a car. We can build a street network that supports healthy and sustainable communities, keeps more money in people's pockets, increases economic competitiveness, and adds to the character of our great community. By offering more and better transportation choices, we can decrease the demand on our streets and reduce our impact on the environment.



Chapter 1: Miami-Dade LAT Vision, Goal, and Outcome

Miami-Dade County has embraced the United States Department of Transportation (USDOT) Mayor's Challenge for creating Safer Streets, Safer People. Neat Streets Miami, within the Miami-Dade Parks, Recreation and Open



Spaces (MDPROS) Department organized the Local Action Team (LAT), which is comprised of a diverse group of local thought leaders, including elected officials and community leaders in fields which have a stake in creating a safer community, such as healthcare, transportation, schools, law enforcement, recreation, technology, philanthropy, civic, local and state government.

A Fatal Problem

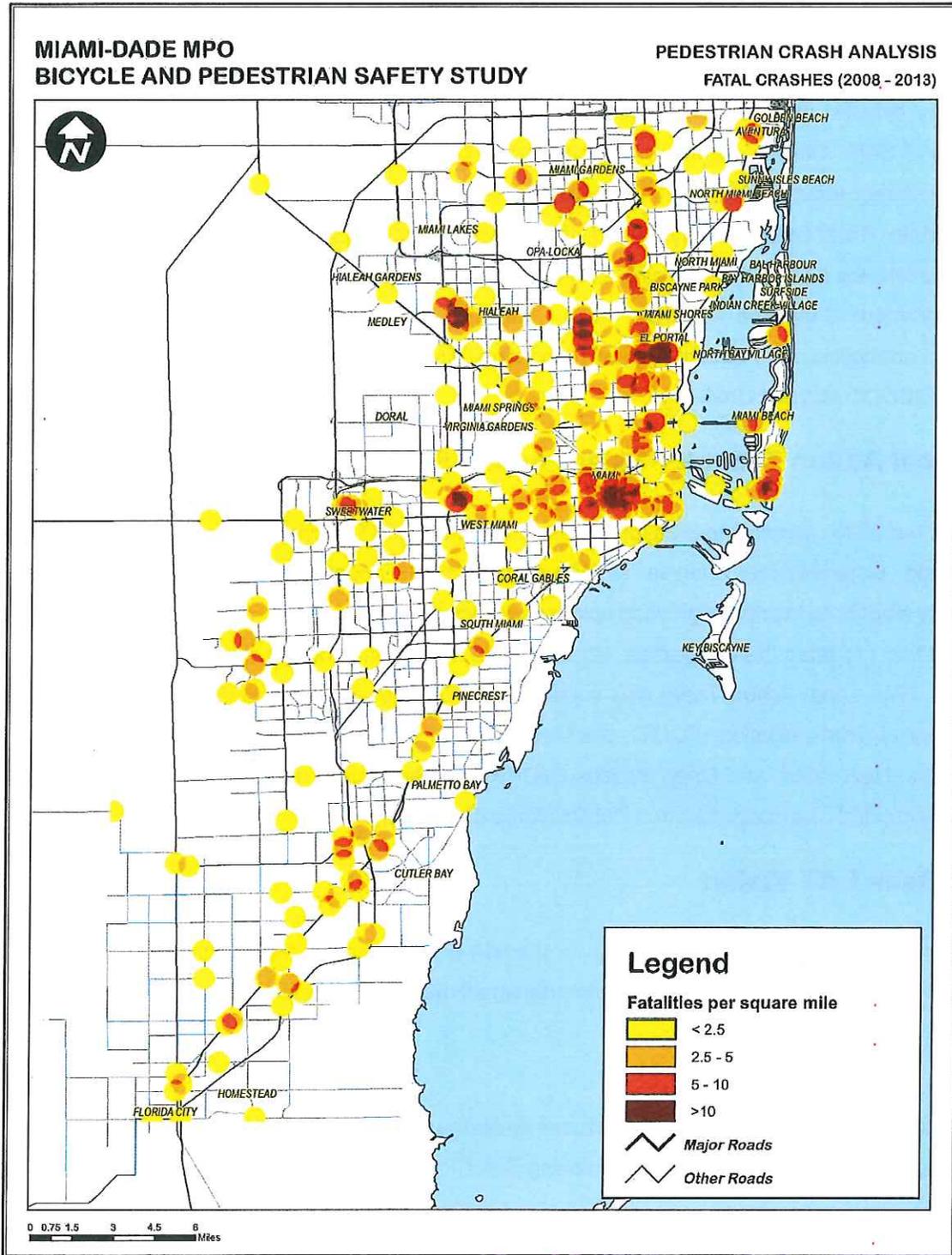
Over 200 of our friends and neighbors will die this year on Miami-Dade County roadways. Traffic deaths are on the rise again after years of declining numbers – fatalities jumped 8.1 percent in the first half of 2015 according to the National Highway Traffic Safety Administration (NHTSA). Traffic deaths are the leading cause of death between ages 5 and 34, according to the Centers for Disease Control (CDC).

The Miami-Fort Lauderdale urbanized area is the 4th worst in the nation for pedestrian fatalities, according to Smart Growth America's *Dangerous by Design 2014* report, measured with a pedestrian danger index calculated using pedestrian fatalities, population, and percentage of people commuting on foot. The three regions that ranked worse than Miami are all in Florida, highlighting Florida's dubious position as the most dangerous state in the nation for pedestrians.

Unfortunately it's no safer for bicyclists in Miami-Dade. The number of bicyclist injuries in Miami-Dade County has more than doubled since 2006. The magnitude of the bicycle safety problem is even worse when considering trauma center records, which indicate a data gap within highway safety crash records for bicyclists. Together, bicyclists and pedestrians account for over one-third of all traffic deaths in Miami-Dade, despite accounting for only a tiny fraction of total miles traveled.

Understanding the Problem

Much work has gone into understanding the pedestrian and bicyclist safety problem. The map on the following page highlights the critical nature of the problem by illustrating the high crash areas within Miami-Dade County. More information is presented in the Assessment.



The Mayors' Challenge

In January 2015, USDOT Secretary Anthony Foxx challenged local government leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long "Mayors' Challenge for Safer People and Safer Streets" effort. In March 2015, USDOT and communities from across the nation, including Miami-Dade County, launched the Challenge during the Mayors' Summit for Safer People, Safer Streets. Mayors and other elected officials participate by leading a call to action and forming a Local Action Team (LAT) to advance safety and accessibility goals by taking on one or more Challenge activities. The Challenge is based on the 2010 USDOT Policy Statement on Bicycle and Pedestrian Accommodation. To date, more than 200 cities have signed on to the USDOT Mayor's Challenge.

The Local Action Team for Safer People, Safer Streets

In September 2015, Miami-Dade Mayor Carlos A. Gimenez and Chairman of Neat Streets Miami Miami-Dade Commissioner Dennis C. Moss, District 9, appointed approximately twenty community leaders to tackle the growing epidemic of bicyclist and pedestrian fatalities. The group was asked to (1) offer their expertise, (2) challenge the norm, and (3) deliver results for all residents. The Local Action Team was supported by County and State staff from the Florida Department of Transportation (FDOT); the Metropolitan Planning Organization (MPO); Miami-Dade Parks, Recreation and Open Spaces (MDPROS); Regulatory and Economic Resources (RER); Police; and Transportation and Public Works departments.

Miami-Dade LAT Vision

The Safer People, Safer Streets vision is to provide a more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes of transportation.

Goal of the LAT Report

The goal is to create an Action Plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets.

Outcomes

The outcomes desired are (1) a measurable reduction in bicycle and pedestrian crashes countywide and (2) an overall increase in bicycling, pedestrian, and transit activity.

Complete Streets

A Complete Street, as defined by the National Complete Streets Coalition (NCSC), is a street where the entire right-of-way is planned, designed, and operated for all modes of transportation and all users regardless of age or ability. Complete Streets make it easy to cross the street, walk to shops, catch the bus, bike to work, and enjoy many other healthy activities.

As described by the NCSC, there is no singular design prescription for Complete Streets – each one is unique and responds to its community context (Complete Streets FAQ, National Complete Streets Coalition, www.completestreets.org). Some features that a Complete Street may include are sidewalks, bike lanes (or other innovative bicycle facilities), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median refuges, accessible pedestrian signals, landscaped curb extensions, bioswales, roundabouts, on-street parking, and secure bicycle parking, among others. A Complete Street in a suburban area may look different than a Complete Street in the urban core, but both are designed with the same principles in mind to balance safety and convenience for everyone using the road.



Chapter 2: Mayor's Challenge Activities

There are seven Mayor's Challenge Activities established by the USDOT. These seven activity areas serve as a framework for organizing the recommendations in the Action Plan.

Take a Complete Streets Approach



Complete Streets Approach

Complete Streets make it safe and convenient for people of all ages and abilities to reach their destination whether by car, train, bike, or foot. A Complete Streets approach starts with a policy commitment to prioritize and integrate all road users into every transportation project.

Identify and Address Barriers

Fix Barriers

Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices. The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. People may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.



Gather and Track Biking and Walking Data



Gather Data

The lack of systematic data collection related to walking and bicycling transportation, such as count data, travel survey data, and injury data, creates challenges for improving non-motorized transportation networks and safety. Communities that routinely collect walking and biking data are better positioned to track trends and prioritize investments.

Use Context Sensitive Street Designs

Design Right

Transportation agencies are encouraged, when possible, to go beyond designing walking and bicycling facilities to the minimum standards. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.



Take Advantage of Maintenance Opportunities



Take Advantage of Maintenance Opportunities

Take advantage of opportunities to create and complete ped-bike networks through maintenance. Expanding and improving roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative to building new roads or widening existing roads.

Improve Walking and Biking Safety Laws and Regulations

Improve Laws and Regulations

Traffic laws such as reduced speed, failure to yield, passing, and helmet laws can be effective in improving safety for pedestrians, bicyclists, and others.



Educate and Enforce Proper Road Use Behaviors By All



Educate and Enforce

Highly-visible and well-publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.

Chapter 3: Action Plan

The Action Plan developed by the Local Action Team (LAT) is a compilation of recommendations discussed over six months of LAT meetings, input from the public as articulated in ongoing discussions and workshops, as well as data compiled from the Assessment presented later in this report.

In Miami-Dade, we want people of all abilities – from our children to our grandparents – to be comfortable moving around our beautiful community, whether on foot, by bicycle, riding transit, or in a car. Through implementation of the Action Plan, we can build a street network that supports healthy and sustainable communities, keeps more money in people's pockets, increases economic competitiveness, and adds to our community's character. By enhancing and increasing our transportation options, we can create streets that move more people with fewer vehicles.



Complete Streets Approach

Complete Streets make it safe and convenient for people of all ages and abilities to reach their destination whether by car, transit, bike, or foot. A Complete Streets approach starts with a policy commitment to prioritize and integrate all road users into every transportation project. Walking and bicycling should not be an afterthought in roadway design.

ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
A-1	Leadership	Convey culture shift by publicly announcing the importance of pedestrian and bicycle safety and the results of the Local Action Team work.	Mayor's Office	1, 2	Encouragement
A-2		Issue policy memo to Directors and Staff. Identify key staff to be charged with integrating Complete Streets into all relevant policies and procedures.	Mayor's Office	1, 2	Encouragement
A-3	Empowerment	Empower staff to implement a Complete Streets approach on Miami-Dade County street projects in the urbanized area. Update standard Public Works details to incorporate Complete Streets elements (see D-1).	Mayor's Office, Transp and Public Works, MPO	1, 2	Engineering
A-4		Traffic study requirements should be inclusive of pedestrian and bicycle safety when considering traffic flow capacity. Traffic study requirements should prioritize pedestrian and bicycle safety over traffic flow capacity in cases where it is clear that there would be detrimental impact.			
A-5	Funding	Fund Complete Streets as the default setting. Ensure cost estimates consider the need for bike, pedestrian, and transit improvements in roadway projects. Prioritize project funding to those that have established an approved modal hierarchy (see F-2).	Mayor's Office, Transp and Public Works, MPO	1, 2	Engineering
A-6		Expand the use of local funds to address pedestrian and bicycle safety improvements to help mitigate for increased crash exposure caused by increasing levels of traffic.	Mayor's Office, Transp and Public Works, RER	1, 2	Engineering, Legislative
A-7		Use municipal CITT funds to implement Complete Streets improvements. .	Municipalities, CITT	1, 2	Engineering
A-8	Cultivating Buy-In	Establish a mini-grant program to fund and empower community support groups to perform work that supports Complete Streets.	MDPROS	1, 2	Encouragement
A-9	Health	Identify and disseminate evidence-based practices that support connections between health and the built environment.	Health Department	1, 2	Education; Encouragement
A-10	Safety	Authorize " no right on red " in high pedestrian activity areas.	Transp and Public Works, FDOT	1	Engineering, Legislative

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

ACTION PLAN

Fix Barriers					
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. Our transportation network should take into consideration that people may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.					
B-1a	Safety Innovation	Create a "Safety Innovation" program to implement new techniques such as those described in the MPO's <i>Application of Innovative Strategies to Improve Bicycle Safety and Mobility</i> .	Transp and Public Works, MPO, FDOT	1	Engineering
B-1b		Partner with a local or national university to evaluate new strategies while meeting the requirements of the FHWA "Request to Experiment" process. Support local agencies within the experimentation process.	Transp and Public Works, MPO, FDOT	1	Engineering
B-1c		Support local agencies/municipalities within the FHWA "Request to Experiment" process.	Transp and Public Works, MPO, FDOT	1	Engineering
B-2a	Elderly Pedestrian Safety	Implement speed control techniques in areas with high elderly populations.	Transp and Public Works, Parks	1	Legislative; Safety
B-2b		Expand the Alliance for Aging's pedestrian safety training program and tie the program to the receipt of a Golden Passport.	Transp and Public Works, Parks	1	Legislative; Safety
B-2c		Adopt the Age-Friendly Initiative's strategies for senior mobility. http://www.hfsf.org/miamidadeagefriendlyinitiative/projects.html	Transp and Public Works, Parks	1	Legislative; Safety
B-3	High Crash Areas	Fast track funding for projects in high crash areas as defined in the MPO's <i>Pedestrian and Bicycle Safety Plan</i> .	Transp and Public Works, MPO, FDOT	1	Legislative; Safety
B-4	Road Diet Pilot Projects	Implement and evaluate at least two road diet pilot projects in 2016-2017 to explore the benefits and impacts of lane eliminations using temporary traffic control devices. See Assessment report for potential locations.	Transp and Public Works	1	Engineering; Safety

Fix Barriers

The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. Our transportation network should take into consideration that people may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.

ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
B-5a	Remove Construction Barriers	Enforce stricter standards for requests for construction-related sidewalk and lane closures, emphasizing sidewalk closures only as a last resort.	Transp and Public Works, Municipalities	1	Engineering; Safety
B-5b		Prioritize pedestrians by creating temporary walkways in place of on-street parking during construction if sidewalks must be closed. Follow Seattle's program as a guide. http://sdotblog.seattle.gov/2015/10/15/sidewalk-closures-last-resort-in-new-construction-zone-rule/	Transp and Public Works, Municipalities	1	Engineering; Safety
B-6	First Mile / Last Mile	Prioritize funding for first mile/last mile connection projects to improve access to transit stations and solve gap problems. Begin with projects identified in the MPO's <i>Non-Motorized Network Connectivity Plan</i> and <i>Transit System Bicycle Master Plan</i> .	MPO, Transp and Public Works, Municipalities	1, 2	Engineering; Connectivity
B-7	Bike Share Strategy	Identify locations for additional bike share facilities to strategically address first mile/last mile connection problems.	Municipalities, Transp and Public Works	1, 2	Engineering; Connectivity
B-8	Safe Access to Parks	Create implementation strategy for Safe Routes to Parks as required in the CDMP ROS-8-D.	Parks, RER, Transp and Public Works, MPO	1, 2	Engineering; Connectivity
B-9	Ensuring Proper Clearance	Enforce the alignment of utilities and roadway infrastructure so that it maximizes unobstructed right-of-way for pedestrians.	Transp and Public Works, RER	1,2	Engineering; Safety

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

ACTION PLAN

Miami-Dade County
Local Action Plan for Safer People, Safer Streets

Action Plan

Gather Data					
The lack of systematic data collection related to walking and bicycling transportation, such as count data, travel survey data, and injury data, creates challenges for improving non-motorized transportation networks and safety. Communities that routinely collect walking and biking data are better positioned to track trends and prioritize investments.					
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
C-1a	Count Program	Enhance frequency of MPO bicyclist and pedestrian count program.	MPO	1	Education; Engineering
C-1b		Expand use of before-and-after bicyclist and pedestrian counts on key projects such as Project Development & Environment (PD&E) studies and FDOT's Bicycles on Limited Access Facilities project.	FDOT	1	Education; Engineering
C-2	Count Data Equality	Incorporate bicyclist and pedestrian counts in all transportation studies to the level of motor vehicle counts.	Transp and Public Works, FDOT	1	Education; Engineering
C-3	Crash Databases	Enhance crash databases to include circumstances, design of street, etc.	FDOT	1	Education; Engineering
C-4a	Before-and-After Evaluations; Reporting	Measure impact of Complete Streets projects and policies (pre and post evaluations on individual projects).	Transp and Public Works, FDOT, MPO, Health Dept	1, 2	Evaluation
C-4b		Create a countywide report card to measure the implementation of Complete Streets at the County level.	Transp and Public Works	1, 2	Engineering; Evaluation
C-5	Enforcement Data	Engage law enforcement agencies in data collection and reporting of enforcement efforts related to speed, pedestrian laws, and bicycling laws.	Law Enforcement	1	Evaluation
C-6	Technology-Based Data	Explore additional technology-based data sources for tracking bicyclist and pedestrian behavior such as Google data and activity-app data.	MPO, FDOT	1, 2	Evaluation
C-7	Road Safety Audits	Conduct at least two multimodal transportation focused road safety audits per year engaging a wide range of user groups and technical disciplines.	Transp and Public Works, FDOT, MPO, MDPROS	1, 2	Evaluation
C-8	Analytic Tool	Develop an analytic tool that each department and agency can use to evaluate and quantify the broad benefits of Safer Streets implementation.	Health Dept, MDPROS, MPO, Transp and Public Works	1, 2	Evaluation

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

Design Right					
ID	Item	Actions	Lead Agency	Outcome ^(*)	Addresses
Transportation agencies must go beyond designing walking and bicycling facilities to the minimum standards. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.					
D-1a	Design Guidelines	Develop and utilize Complete Streets Design Guidelines to help inform engineering projects pursuant to Miami-Dade County Resolution 995-14, including street typology.	Transp and Public Works, MPO	1	Engineering
D-1b		Update pertinent sections of the Transportation and Public Works Manual to incorporate Complete Streets where appropriate.	Transp and Public Works	1	Engineering
D-2	10-Foot Travel Lanes	Utilize design guidelines from <i>FDOT's Plans Preparation Manual</i> and the <i>NACTO Urban Street Design Guide</i> for implementing 10-foot travel lanes .	Transp and Public Works	1	Engineering
D-3	Connected Network of Multi-Use Paths	Create an extensive, connected network of exceptional multi-use paths , including but not limited to Underline, Rickenbacker, Ludlam Trail, and Miami River Greenway, throughout Miami-Dade County.	Parks, RER, Transp and Public Works	1, 2	Engineering; Connectivity
D-4	Buffered Bike Lanes	Implement buffered bike lanes per the new FDOT design standard by narrowing travel lanes to 10 feet.	Transp and Public Works, FDOT	1, 2	Engineering
D-5a	Road Diets; Separated Bike Lanes	Conduct a lane elimination master plan to identify overbuilt roadways, particularly in the urban core, where lane elimination strategies could result in separated bike lanes, wider sidewalks or transit priority lanes.	Transp and Public Works, FDOT	1, 2	Engineering
D-5b		Pursue the implementation of separated bike lanes through the lane elimination process.	Transp and Public Works, FDOT	1, 2	Engineering
D-6	Design Speed	Establish " design speed " based on a context sensitive approach in urban areas, focusing on vulnerable road users and allowing for a target speed.	Transp and Public Works, FDOT	1	Engineering; Safety
D-7a		Grow Miami-Dade's use of leading pedestrian intervals (LPIs) to all signalized intersections to improve pedestrian visibility and allow pedestrians to establish position in the right-of-way.	Transp and Public Works, FDOT	1	Engineering; Safety
D-7b	Signal Crossing Safety	Provide longer walk times for crossing the street in high volume pedestrian areas and in areas of concentrated elderly populations by using the MUTCD-approved 2.8 feet per second walking time.	Transp and Public Works, FDOT	1	Engineering; Safety
D-7c		Implement audible pedestrian signals in high volume pedestrian areas, including but not limited to Downtown Miami, and where identified by safety studies.	Transp and Public Works, FDOT	1	Engineering; Safety
D-8	High Impact Projects	Demonstrate our community's commitment to all modes by implementing specific high-impact projects , such as Pedestrian Priority Zone, Biscayne Green project, South Miami Avenue Master Plan, and Brownsville/Model City Bicycle Boulevard Plan.	Transp and Public Works, Municipalities	1, 2	Engineering; Encouragement

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

ACTION PLAN

Create Networks through Maintenance						
Expanding and improving existing roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative to building new roads or widening existing roads.						
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses	
E-1	CIP Projects	Incorporate Complete Streets and Safe Streets elements into existing locally-funded capital improvement projects including streetscaping, resurfacing, and intersection projects by reviewing the project scope and assessing what improvements could be included.	Transp and Public Works, Municipalities	1, 2	Engineering	
E-2	Design Reviews	Ensure that all street projects are reviewed for bicycle and pedestrian enhancements during the scoping and early design stages.	Transp and Public Works	1, 2	Engineering	
E-3	Design Guidelines	Establish re-design criteria for Complete Streets elements: Incorporate re-design criteria into the Complete Streets Design Guidelines and pertinent sections of the Public Works Manual (see D-1).	Transp and Public Works	1	Engineering	
E-4	Safety Projects	Proactively identify projects from FDOT and MPO bicycle and pedestrian safety studies in high crash corridors that could be implemented through maintenance	FDOT, MPO, Transp and Public Works	1	Engineering	
E-5	Maintenance Projects	Review existing roadway typical sections for opportunities to implement buffered bike lanes through maintenance projects. FDOT has been successful at implementing bicycle facilities through its resurfacing process.	Transp and Public Works, Municipalities	1,2	Engineering	
E-6	Funding	Ensure funding for maintenance is given equal consideration as funding for initial implementation of projects.	Transp and Public Works, Municipalities	1, 2	Engineering	
E-7	Aesthetics	Provide more resources for integrating aesthetics investments in right-of-way maintenance, including trees, street furniture, wayfinding, and other beautification elements, as these are proven methods of enhancing the walking, biking, and transit experience and calming traffic..	Mayor's Office, Transp and Public Works, Parks, Municipalities	1, 2	Engineering; Safety	

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

Improve Safety Laws and Legislation					
Traffic laws such as reduced speed, failure to yield, passing, and helmet laws can be effective in improving safety for pedestrians, bicyclists, and others.					
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
F-1	Vision Zero	Adopt Vision Zero as the overarching policy for vulnerable road user safety in Miami-Dade County. (A)	Mayor's Office	1	Legislative; Safety
F-2	Modal Hierarchy	Create a Miami-Dade modal hierarchy including a review committee to establish and approve modal hierarchy for major corridors, potentially modeled on Chicago's process. http://www.cityofchicago.org/content/dam/city/depts/cdot/Complete%20Streets/CompleteStreetsGuidelines.pdf	Transp and Public Works	1, 2	Legislative; Encouragement; Engineering
F-3	CDMP Requirements	Adopt pedestrian and bicycle level of service (LOS) as CDMP requirements to elevate the prominence of these modes to that of the automobile.	RER	1, 2	Legislative; Encouragement; Engineering
F-4	Redevelopment Opportunities; Code Changes	As adjacent land use redevelops along major thoroughfares, require additional right-of-way set aside (which may involve an amendment to Chapter 33, 1-33), based on a Complete Streets, Context Sensitive vision for the corridor. Utilize the Typical Roadway Section and Zoned Right-of-Way Study as a guide.	RER, Transp and Public Works, Municipalities	1, 2	Engineering; Legislative
F-5	Speed Limits	Pursue legislation that provides the County and municipalities flexibility when developing speed limits in urban areas . Utilize published research in NCHRP Report 3-67 as a guide for alternative speed limit methodologies. (i.e., Slow Zone NYC).	Transp and Public Works	1	Engineering; Legislative
F-6a	Vulnerable User Laws	Support "NO TEXTING WHILE DRIVING" legislation to make it a primary offense rather than just a secondary offense.	Mayor's Office	1	Legislative; Safety
F-6b		Support stiffer penalties for failure to come to a complete stop before turning right-on-red.	Mayor's Office	1	Legislative; Safety
F-6c		Increase cost of violating pedestrian and bicycle laws such as failure to yield right-of-way to pedestrians and safe bicycle passing distance.	Mayor's Office	1	Legislative; Safety
F-7	TDM	Pursue legislation requiring Transportation Demand Management (TDM) , which would promote bicycling, walking, ridesharing, and transportation assurance programs. Build upon existing transit incentives.	Mayor's Office; Municipalities	1	Legislative; Encouragement

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

(A) - Similar Vision Zero programs have been adopted in New York, Chicago, San Francisco, Portland, and Stockholm. <http://www.visionzeroinitiative.com/>

ACTION PLAN

Educate and Enforce Proper Road Use

Highly-visible and well-publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.					
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
G-1	Shift the Culture	Expand culture shifting programs such as Safe Routes to School, Safe Routes to Parks, Bike 305, and MDPD's Pedestrian Safety Program. Build upon Bike 305's success and coordinate all bicycle and pedestrian safety information in one place online, making these tips and guidelines easier to access and understand.	School Board, Parks, Transp and Public Works, Law Enforcement	2	Encouragement
G-2	Encouragement Practices	Pursue grants that enable law enforcement agencies to conduct encouragement practices (i.e., Tampa light give away).	Law Enforcement	2	Encouragement; Enforcement
G-3	Parks/Police Partnership	Encourage parks/police partnership (bike rodeos/safety training UM Education Program). (i.e., Safety Town)	Parks, Law Enforcement	1, 2	Encouragement; Education
G-4	Distracted Driver Program	Develop and implement a Miami-specific distracted driver program building from FDOT's "Alert Today, Alive Tomorrow."	Mayor's Office	1	Education
G-5a		Create compulsory bicycle training program for elementary/middle school students.	School Board	1	Education; Encouragement
G-5b		Engage the Miami-Dade Health Department regarding ways to leverage the Make Healthy Happen Miami campaign to promote walking and bicycling (Make Safe Streets Happen).	Parks, Health Department	2	Education; Encouragement
G-5c	Educate All Stakeholders	Develop educational material aimed at businesses on the value of investing in all modes based on the League of American Bicyclists subject material. Include the value of bicyclists as customers to businesses.	Parks, MPO	2	Education; Encouragement
G-5d		Support Bicycle Friendly Community, Business, and University designations through the League of American Bicyclists for Miami-Dade & area partners.	Parks, RER, MPO	2	Education; Encouragement
G-5e		Target bike share facilities and other infrastructure with bike safety information .	MPO, Municipalities	1, 2	Education; Encouragement
G-6	Training	Host training sessions for County staff and consultants about innovative methods of incorporating safe streets into the urban fabric. Partner with FDOT to build from their investment in staff for Complete Streets training.	MPO, Transp and Public Works	2	Education
G-7a		Provide educational tools/training to law enforcement related to the modal hierarchy and pedestrian priority.	Law Enforcement, MPO, Parks	1, 2	Enforcement; Education
G-7b	Enforcement	Pursue stronger enforcement of school zones, intersection encroachments, "no right turn on red," and "rolling right on red" violations.	Law Enforcement	1, 2	Enforcement; Education
G-7c		Pursue grant funds that can enable police departments to conduct targeted enforcement operations.	Law Enforcement	1, 2	Enforcement; Education

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

Chapter 4: Assessment

The first task in crafting the Local Action Plan was to conduct a two-part assessment including (1) national best practices and countermeasures that can be adopted in Miami-Dade County and (2) local conditions, policies, and standards related to walking and biking.

National Scan

A national scan was conducted to identify best practices related to safety countermeasures, traffic calming, complete streets guidelines, complete streets policies, and implementation strategies.

Safety Countermeasures

Safety is the number one priority for the U.S. Department of Transportation (USDOT) and it's the agency's policy to provide safe and effective pedestrian accommodation wherever possible. The Federal Highway Administration (FHWA) encourages the use of specific proven pedestrian safety countermeasures that can help achieve local, State and National safety goals. According to crash modification factors (CMFs) published by FHWA, the top two pedestrian safety countermeasures are providing a separated walkway along a road (i.e. – sidewalks in urban/suburban areas) and providing raised medians/refuge islands in the center of the roadway.

FHWA's Office of Safety has promoted the evidence-based safety benefits of accessible sidewalks or walkways along both sides of streets and highways in urban areas—particularly near school zones and transit locations—and where there is frequent pedestrian activity. FHWA's Safety Office has encouraged the consideration of raised medians in curbed sections of multilane roadways in urban and suburban areas, particularly in areas with a combination of high volumes of traffic, a significant number of pedestrians, and intermediate or high travel speeds. These basic forms of infrastructure perform well in evidence-based studies of safety countermeasures.

FHWA created a document that helps state and local officials know where to begin addressing pedestrian safety issues: *How to Develop a Pedestrian Safety Action Plan (FHWA-SA-05-12)*. The agency completed the guide in 2006, and the National Highway Traffic Safety Administration (NHTSA) updated it in 2009 to include sections on law enforcement and education. NHTSA provided grant funding to promote pedestrian safety education and enforcement programs in five of the focus areas: Chicago, Detroit, Florida, New Mexico, and North Carolina. In their proposals, the awardees outlined location-specific plans to implement pedestrian education and enforcement

programs and strategies to complement existing or planned engineering treatments to improve infrastructure over the course of 3 to 4 years. In Florida, the focus area was within FDOT District 7 including Hillsborough, Pinellas, and Pasco counties. The purpose was to reduce the number and severity of pedestrian crashes. Through previous funding, FDOT had developed a major educational campaign delivered through a variety of media outlets. The campaign ran concurrently with the implementation of high-visibility crosswalk striping projects.

To determine the effectiveness of the *Focused Approach to Pedestrian Safety*, FHWA completed evidence-based evaluations. The study also found the following:

- The focused approach showed overall positive results with far-reaching consequences, such as raising the visibility of pedestrian safety in focus locations, drawing attention to and generating momentum and resources for addressing pedestrian safety issues, improving participants' understanding of and attitudes toward pedestrian safety issues, increasing the ability of participants to advocate for pedestrian safety improvements, and providing them with practical tools and techniques for assessing and solving pedestrian safety problems.
- Designation as a focus State helped raise awareness and added legitimacy to pedestrian safety approaches not previously employed.
- The focused approach spurred changes in policies focused on pedestrian safety, such as California promoting the development of pedestrian safety action plans by local governments through the State, business processes such as **Chicago's pedestrian safety staff working with the police department to improve the consistency and comprehensiveness of data collected at crash scenes**, and institutional structures such as Chicago forming a **multidisciplinary Mayor's Pedestrian Advisory Council** that includes a pediatrician who specializes in traumatic injuries and fatalities in children.
- Prior to participation in the program, some focus States had not used any targeted safety funding to address pedestrian safety. The focused approach helped draw attention to pedestrian safety and led to applying resources to pedestrian safety efforts.

A more comprehensive evaluation conducted in 2010 included a look at all of the FHWA focus areas and turned up additional encouraging results. In the States that had not been designated as pedestrian focus States, pedestrian fatalities between 2002 and 2008 decreased 4.7 percent and the overall fatality rate decreased 11.2 percent. During that same period, fatalities decreased

12.1 percent, and the overall fatality rate decreased by 21.8 percent in pedestrian focus States - more than double. Although those declines cannot be attributed solely to FHWA's efforts in focus States and cities, the agency believes that the \$1 million total expenditure of contract money over the 6-year period was a sound investment.

Miami is currently listed as one of 26 FHWA focus cities for pedestrian safety. The *FHWA Focused Approach to Safety* provides additional resources to eligible high priority States to address the Nation's most critical safety challenges through additional program benefits such as people, time, tools and training. This approach increases awareness on critical severe crash types, leads to key safety infrastructure improvements, assists in prioritizing limited resources, and creates positive organizational changes in safety culture, policies and procedures.

FHWA provides a wealth of information related to conventional safety countermeasures that have been shown through evidence-based performance outcome studies to reduce pedestrian fatalities. Still pedestrian safety remains a key concern in urban transportation. Pedestrian fatalities represent as much as 20 percent of all traffic-related fatalities in Florida, despite accounting for less than 10 percent of all trips and probably less than 1 percent of miles traveled.

Cities that have seen some of the most dramatic pedestrian safety results over time follow a more dramatic course. For example, **Stockholm's Vision Zero** (<http://www.visionzeroinitiative.com/>) is a policy aimed at reducing serious traffic crashes to zero and is shown to have the greatest results since its beginning in 1997. Instead of working to change people's behavior, Vision Zero aims to address the fundamental design decisions that may create the environment for crashes to occur in urban areas. The country's most dangerous roads and urban streets were redesigned to reduce vehicle speed and protect pedestrians and cyclists. Today, Stockholm's traffic death rate is 0.7 per 100,000 people, among the lowest in the world.

The Netherlands has followed a similar course, building national infrastructure to slow vehicles and protect vulnerable road users in urban areas. In 1975, its traffic death rate was 20 percent higher than in the United States, but in 2008, it was 60 percent lower. Today, roads in the Netherlands are among the safest on Earth.

A design guidelines resource book produced by World Resources Institute (WRI) called *Cities Safer by Design* provides evidence-based recommendations for community streets and neighborhoods. The report covers measures that can reduce vehicle speed and traffic conflict, making walking, cycling and access to transit and public spaces safer. It introduces design principles, safety benefits, application suggestions, and evidence for each measure.

Evidence suggests that these measures have the potential to improve road safety. Shortening crosswalk distances, either by narrowing streets or adding medians or refuge islands, can cut pedestrian exposure to car traffic. According to European data presented in *Cities Safer by Design*, each meter or yard of crosswalk shortening can reduce pedestrian crashes by 6 percent. Well-designed bike lanes with physical separation also protects cyclists from car traffic, while the bike lane width should allow comfortable cycling. **The creation of a protected on-street bike path in New York City resulted in a 63 percent drop in crashes and injuries of all kinds.**

Research shows that narrower streets result in slower travel speeds. In *Residential Street Typology and Injury Accident Frequency*, Peter Swift (2003) found that as streets widen, accidents per mile increase exponentially, which can only partially be explained by increased traffic volumes. The Texas Transportation Institute (TTI) found that on suburban arterial straight sections, higher speeds should be expected with greater lane widths. A study called *Relationship of Lane Width for Urban and Suburban Arterials* was conducted by the Midwest Research Center and found no indication, except in limited cases, that the use of 10- to 11-foot lanes caused more crashes than the use of 12-foot lanes on arterial roadways. The narrower lane widths were either associated with lower crash frequencies or showed no statistically significant difference in crash frequencies.

Data reported in *Cities Safer by Design* emphasize two ways to improve traffic safety in cities.

- Build and retro-fit urban environments to reduce the need for individual vehicle trips.
- Reduce vehicle speeds in urban areas where cars, pedestrians, and bicyclists mix.

Specific design features that have been found to be associated with cities exhibiting lower pedestrian fatality rates include the following.

- Urban design that includes smaller block sizes, frequent street connections, and narrower streets.

- Arterials and intersections that reduce conflicts between road users by providing clear crossings, medians, and refuge islands.
- Provision of a wide range of pedestrian facilities ranging from pedestrian-only streets to basic, consistent sidewalks.
- Bicycling networks that feature separated bicycle lanes and special attention to design at intersections.
- Safety improvements around mass transportation stations.

Research shows that walking and bicycling injury rates are lower in areas where a greater percentage of the population walk or bike frequently. In a 2003 study that appeared in the peer-reviewed journal *Injury Prevention*, Peter L. Jacobsen found a clear link between lower injury rates and greater numbers of walkers and bicyclists. Based on comprehensive data from over 100 American and European cities, Jacobsen found that per-capita injury rates are lower as walking and bicycle riding increase. The data suggest that a place where walking and bicycling rates doubled would result in one-third more pedestrian and bicyclist injuries, but the risk of injury in these same places would fall 34 percent. If the number of walkers and bicyclists halved, fewer total injuries would occur, but the risk of injury would go up 52 percent. Jacobson offered a theory as to why this phenomenon occurs – drivers become more attentive when there are lots of bicyclists and pedestrians in their immediate area. Since it is unlikely that the people walking and bicycling become more cautious if their numbers are larger, the result indicates that the behavior of motorists likely controls the frequency of collisions with people walking and bicycling.

Subsequent studies have confirmed the lower injury rate finding for areas with higher non-motorized mode shares. In a 2015 Canadian study published in *BMJ Open*, Kay Teschke et al. found that for traffic-related injuries, areas with higher shares of bicyclists among all travelers had lower hospitalization rates than other regions. Interestingly, the study also found that areas with compulsory helmet-wearing legislation did not experience reduced hospitalization rates.

Complete Streets Policies

Complete Streets is an approach to transportation policy, urban planning, and public works that re-thinks the way streets are planned, designed, maintained and delivered. A Complete Streets approach to transportation and design views streets as public spaces that should be safe and usable by all types of people—pedestrians, drivers, public transit users, and bicyclists. The approach has been endorsed and advocated by the AARP, the USDOT Secretary, and the public

health community. Its benefits range from economic to health and safety to environmental. In addition, robust transit systems can reduce the number of people driving and thus help to reduce potential conflicts between non-motorized users and motor vehicles.

The National Complete Streets Coalition, a part of Smart Growth America, is actively working with its many member organizations to develop flexible and helpful model policies for the use by advocates, legislators, and transportation professionals in communities, regions, and states across the country. Our approach, as discussed below, is aimed at achieving systematic change in transportation engineering and planning.

The **National Complete Streets Coalition** have identified **ten elements** of a comprehensive Complete Streets policy.

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that “all users” includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval.
- Encourages street connectivity and aims to create a comprehensive, integrated, and connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

The National Complete Streets Coalition publishes an annual report of all Complete Streets policies including ranking the policies of jurisdictions that adopted new Complete Streets policies in the previous year. *The Best Complete Streets Policies of 2014*, published in February 2015, found that nationwide a total of 712 jurisdictions now have Complete Streets policies in place, including 30 states, 58 counties, and 564 municipalities.

Miami-Dade County's Complete Streets resolution was passed in 2014. While it did not rank in the overall top 10 of the 70 new policies that were adopted in 2014, Miami-Dade's resolution did rank highly amongst "County Resolution" type policies, scoring 1st place within that category of newly adopted Complete Streets resolutions. Overall Miami-Dade County's Complete Streets resolution ranks 5th of 30 "County Resolution" type policies on the books. Furthermore, Miami-Dade County is the most populous county in the nation to pass a Complete Streets resolution.

Complete Streets Guidelines

The **National Complete Streets Coalition** has identified **five implementation steps** to move from a complete streets policy to changes that apply across all departments within a jurisdiction.

1. Planning: Assessing current procedures and activities and planning for the full implementation of Complete Streets.
2. Changing procedure and process: Updating documents, plans, and processes used in transport decision-making, from scoping to funding, and creating new ones if necessary.
3. Reviewing and updating design guidance: Updating or adopting new design guidance and standards to reflect current best practices in providing multimodal mobility.
4. Offering training and educational guidance: Providing ongoing support to transportation professionals, other relevant agency staff, community leaders, and the general public so that they understand the Complete Streets approach, the new processes and partnerships it requires, and the potential new outcomes from the transportation system.
5. Measuring: Creating or modifying existing metrics to measure success in accommodating all users on the project and network levels.

The national scan reveals several best practice complete streets design guidelines. The following list organizes the guideline publications by type from national to local jurisdiction.

National Publications

- National Association of City Transportation Officials (NACTO)
 - *Urban Street Design Guide*
<http://nacto.org/publication/urban-bikeway-design-guide/>
 - *Urban Bikeway Design Guide*
<http://nacto.org/publication/urban-street-design-guide/>
- Institute of Transportation Engineers (ITE)/Congress for the New Urbanism (CNU)
 - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
<http://www.ite.org/css/>

City Publications

- City of Boston
 - *Boston Complete Streets: Design Guidelines*
<http://bostoncompletestreets.org/>
- City of Charlotte
 - *Urban Street Design Guidelines*
<http://charmeck.org/city/charlotte/Transportation/PlansProjects/pages/urban%20street%20design%20guidelines.aspx>
- City of Dallas
 - *Complete Streets Manual*
<http://dallascityhall.com/departments/pnv/strategic-planning/Pages/completestreets.aspx>
- City of Philadelphia
 - *Complete Streets Design Handbook*
<http://www.philadelphiastreet.com/complete-streets>
- City of Chicago
 - *Complete Streets Design Guidelines*
http://www.cityofchicago.org/city/en/depts/cdot/provdrs/future_projects_andconcepts/news/2013/mar/complete_streetsdesignguidelines.html
- Washington, D.C. DOT
 - *Complete Streets Policy*
<http://odd.greatergreaterwashington.org/files/2010/ddotcompletestreets.pdf>
- Los Angeles County
 - *Model Design Manual for Living Streets*
http://publichealth.lacounty.gov/place/PLACE_The_Model_Design_Manual_for_Living_Street.htm

Research shows that in implementing “complete streets” programs, many leading cities update their street design guidance as a way to assess, inventory and better align across departments and agencies the many processes and procedures involved in the design, delivery and maintenance of city streets and street networks. In most cases, these processes have evolved across multiple departments with reference only to the specific mandate of those departments, and without regard to the experience of the full range of users of any given streets.

Among cities with best-in-class approaches to Complete Streets, many, including Chicago, Boston, Philadelphia, and Dallas – have developed guidelines that **focus at least as deeply on process and context as on technical design guidance**. This is in part because jurisdiction over every element of the roadway involves so many different local departments. Clear guidance about context and usage as they relate to specific design elements—as well as about the agencies that must be consulted regarding each element of the roadway—helps to provide a path toward resolving competing priorities that must be resolved in order to achieve complete streets goals.

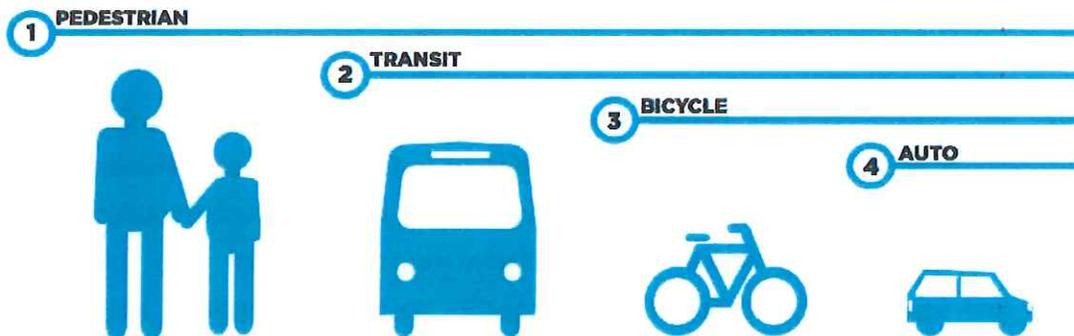
Of note is the difference between transportation criteria manuals (such as the City of Austin's extensive TCM) and the emerging generation of complete streets manuals. The critical differences lie in both intent and design. Transportation criteria manuals, for instance, focus on highly specific engineering criteria, standards, and specifications, and rules for implementing code. By contrast, the best complete street guidelines start not with a focus on compliance, but with **a focus on usage and safety for all users of streets**; they also seek to serve all those involved in the delivery of streets.

Best in class complete streets design guidelines typically address the following items.

- Overarching complete streets approach and goals
- Street elements (sidewalks, intersections, curbsides, etc.)
- Street typologies and land use considerations by street type
- Design parameters (cross-sections)
- Roles of agencies and entities involved in delivery of streets

Modal Hierarchies

Some best-in-class cities have begun to utilize transportation modal hierarchies to inform design and operations decisions. In Chicago, the default hierarchy is (1) pedestrian, (2) transit, (3) bicycle, and (4) automobile. Project-specific alternative hierarchies may be submitted to the City's Compliance Committee for approval. For example, transit may be the top priority mode along a major transit corridor; automobile may be the top priority mode in an industrial corridor or along a parkway with no bus service.



COMPLETE STREETS CHICAGO

Implementation Steps

Strong implementation plans recognize that delivery of a manual, no matter how well crafted, does not equate to implementation. Implementation depends on the development of processes and systems that support changes in the ways that multiple departments and private developers conduct business. It is about a shift in mindset, habit and in some cases, code -- not just a manual.

Not all cities focus equally well on the period after publication of their manuals. Those that do well typically focus on a handful of key tasks.

Key Task: Training

Both to ensure successful integration of complete streets practices into day-to-day business in relevant departments, and to help ensure public understanding of and support for complete streets, training is needed.

Key Tool: Checklists

Checklists are a standard tool to help local staff to ensure that street projects adhere to complete streets principles and guidelines. These checklists range from those that are closely tied to a particular set of detailed guidelines and design parameters (e.g., Boston and Philadelphia's checklists) to those that are more general and geared at ensuring that the full range of users has been considered and their needs prioritized (e.g., the Bay Area MTC's routine accommodation checklist, and the New Jersey DOT's Checklists).

Key Tool: Strategic Implementation Plans

Although Dallas's complete streets initiative has been slow to gain traction, its planned approach is comprehensive and worthy of review. Creation of a strategic implementation plan is one of the three key deliverables detailed in the city's RFP for the Dallas complete streets initiative. (The other two are the "vision map" and the complete streets guidelines document.) The requested scope for the city's strategic implementation plan includes the following outcomes.

- Recommendations for regulatory and procedural/administrative changes needed to facilitate implementation of the complete streets vision.
- Cost estimates of recommended changes.
- Recommendations around a phased or incremental approach to implementation

- Identification and prioritization of roadway improvement projects to provide “quick wins” to sustain momentum.
- Development of a funding program for the prioritized roadway projects through a combination of the Capital Improvement Program, State and Federal funds.
- Development of **conceptual plans for at least 15 catalyst/demonstration capital projects** for specific roadway segments to demonstrate “complete street” solutions to a range of multi-modal design issues.
- Recommendations for a program to measure the impacts, outcomes and effectiveness of the Complete Streets Initiative.

Chicago’s design manual has a focus on usability for engineers that integrates context sensitivity and complete streets principles in a highly actionable and efficient way, and also has a clear articulation of delivery processes. The document is positioned as a work in progress, with work groups identified to carry out specific tasks (e.g., mapping) in the future.

Funding Policies

A review of funding policies in best-of-class cities reveals that cities successful in making significant strides in cutting traffic fatalities have in common a strong commitment to local funding of Complete Streets initiatives. Washington D.C. cut traffic fatalities by 73 percent between 2001 and 2012 through consistent implementation of relatively low-scale improvements aimed at slowing motor vehicles and creating street environments where motorists naturally drive in a more respectful manner. Street improvements included in-pavement crosswalk signage, stop for pedestrian signage with fine amounts, traffic calming, more frequent mid-block crosswalks, separated bike lanes, and automated enforcement. Rather than waiting for outside funding to implement a Complete Streets project, the D.C. DOT incorporates low speed design principles into streetscape projects already in local budgets. Complete Streets are supplemented when possible by Federal and State grants, but these are not solely relied upon for implementation.

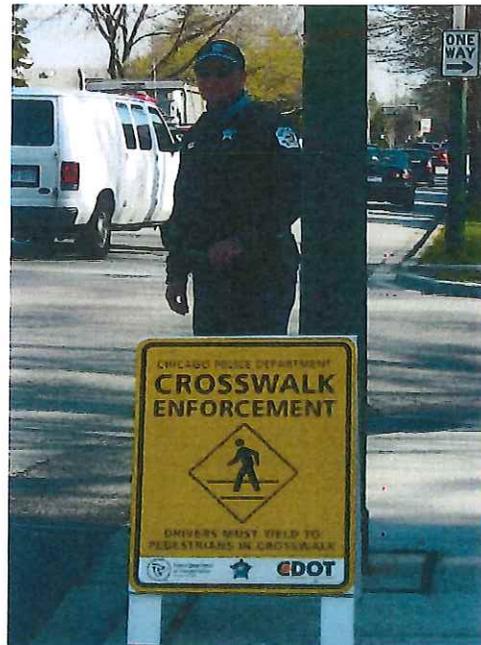
New York was able to improve safety with many low-cost solutions that reduced fatalities and pedestrian crashes; traffic fatalities have fallen to an all-time low. Targeted spending to install low-cost features to make walking safer included the creation of pedestrian refuge islands, new left-turn lanes to better manage traffic, curb extensions to shorten crossing distances, pedestrian fences to encourage pedestrians to use crosswalks, and modifying signal timing to include more time to cross the street.

Complete Streets improvements can be incorporated into existing maintenance projects. Low cost multimodal improvements implemented through striping or restriping can eliminate or postpone the need for expensive roadway widening. Complete Streets implementation does not mean an immediate retrofit of all streets, but rather incremental changes to the built environment resulting from a shift in everyday planning and engineering practices.

Enforcement Campaigns

Enforcement campaign programs have been proven effective at improving traffic law compliance rates. Programs that combine decoy pedestrians, warnings, informational flyers to give to violators, community feedback, and citations deliver optimum results. One week of a targeted enforcement program can result in increased yielding behavior for a year. Studies of local enforcement programs include the 2004 study of a program in Miami Beach documented in *Effects of a Driver Enforcement Program on Yielding to Pedestrians*, by Ron Van Houten and J.E. Louis Malenfant.

Cameras that use video analytics and radar to determine if a vehicle is stopped when a pedestrian is in the crosswalk can be installed to enforce pedestrian right of way. Signage for Chicago's crosswalk enforcement initiative notifies drivers that they must yield to pedestrians in crosswalk at the enforcement locations. Cameras in Washington D.C. record drivers as pedestrians step into crosswalks. Violations are issued to drivers who fail to stop for pedestrians who have the right of way. A team of officers and employees review the photos/videos from the enforcement cameras before issuing tickets to ensure that the violation notices are valid.



Transportation and Health Tool (THT)

The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation (USDOT) and the Centers for Disease Control and Prevention (CDC) to provide

easy access to data that practitioners can use to examine the health impacts of transportation systems.

The tool provides data on a set of transportation and public health indicators for each U.S. state and metropolitan area that describe how the transportation environment affects safety, active transportation, air quality, and connectivity to destinations. You can use the tool to quickly see how your state or metropolitan area compares with others in addressing key transportation and health issues. It also provides information and resources to help agencies better understand the links between transportation and health and to identify strategies to improve public health through transportation planning and policy.

<https://www.transportation.gov/transportation-health-tool>

How to Use the Tool

- View indicator data
- Learn more about the indicators used in the tool
- Identify strategies to improve transportation and health outcomes
- Explore information, resources, and research about the relationship between transportation and health
- Understand how the tool assigns scores to states and metropolitan areas
- Review how and why the tool was developed

State Policies and Standards

This section provides information related to legislation, policies, and standards at the State level.

Legislation

Florida was the second state in the nation to adopt State legislation related to bicycle and pedestrian ways, what today would be known as Complete Streets legislation. In 1984, the State legislature enacted Florida Statute 335.065 (Bicycle and Pedestrian Ways along State Roads and Transportation Facilities). Chapter 335 provides statutes related to the State Highway System (SHS); therefore, the term “department” in F.S. 335.065 refers to the Florida Department of Transportation (FDOT).

335.065 Bicycle and pedestrian ways along state roads and transportation facilities. –

(1)(a) Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area.

(b) Notwithstanding the provisions of paragraph (a), bicycle and pedestrian ways are not required to be established:

1. Where their establishment would be contrary to public safety;
2. When the cost would be excessively disproportionate to the need or probable use;
3. Where other available means or factors indicate an absence of need.

(2) The department shall establish construction standards and a uniform system of signing for bicycle and pedestrian ways.

(3) The department, in cooperation with the Department of Environmental Protection, shall establish a statewide integrated system of bicycle and pedestrian ways in such a manner as to take full advantage of any such ways which are maintained by any governmental entity. For the purposes of this section, bicycle facilities may be established as part of or separate from the actual roadway and may utilize existing road rights-of-way or other rights-of-way or easements acquired for public use.

According to the National Complete Streets Coalition, Florida's legislation, although groundbreaking at the time it was first passed, has considerable weaknesses in the areas of design flexibility, context sensitivity, performance measures, and implementation steps. Nevertheless, the F.S. 335.065 has been integrated into FDOT's design manuals and is frequently cited in the implementation of designated bike lanes and sidewalks on the State Highway System.

Policy

In 2014, FDOT adopted a Complete Streets Policy. FDOT Policy Topic No. 000-625-017-a establishes the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. The policy recognizes context-sensitivity and the needs of transportation system users of all ages and abilities including not limited to cyclists, freight handlers, motorists, pedestrians, and transit users. The policy recognizes that Complete Streets require transportation system design that considers local land development patterns and built form, and covers all of the State Highway System including the Strategic Intermodal System (SIS).

Although the National Complete Streets Coalition scores the FDOT policy well from a context sensitivity criteria, it scores low in design flexibility, exceptions, performance measures, and implementation steps.

FDOT Complete Streets Implementation Plan

To improve implementation of Complete Streets in Florida, FDOT partnered with Smart Growth America to develop and publish the *Complete Streets Implementation Plan: Multimodal Development and Delivery* in December 2015. The recommendations in this plan address the findings of a series of interactive workshops conducted for FDOT's Complete Streets Implementation Team in the spring and summer of 2015. The plan outlines a five-part implementation framework and process for integrating a Complete Streets approach into FDOT's practices to ensure that future transportation decisions and investments address the needs of all users of the transportation network and respond to community goals and context. The implementation framework in this plan includes the following items.

- Revising guidance, standards, manuals, policies, and other documents.
- Updating decision-making process.
- Modifying approaches for measuring performance.
- Managing internal and external communication and collaboration during implementation.
- Providing ongoing education and training.

Design Standards

FDOT's design standards include three primary documents.

- *Plans Preparation Manual* (PPM), for design plan preparation on the State Highway System.
- *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways* (commonly known as the Florida Greenbook), minimum standards for streets and highways including streets under local jurisdictions.
- *Standard Roadway Design Indexes*, which includes standard details for design of elements of the State Highway System.

FDOT is frequently cited as having amongst the most progressive design standards of state DOTs. FDOT was an early adopter of incorporating designated bike lanes into the State Highway

System. Lane width standards are flexible based on design speed to allow for narrower lanes in lower speed conditions. The Transportation Design for Livable Communities (TDLC) chapter of the PPM allows for further relaxation of design standards within a context sensitive approach.

Recent modifications to the PPM include strengthening the standard bike lane design from a minimum 4-foot conventional bike lane to a 7-foot buffered bike lane (*2015 Plans Preparation Manual, Chapter 8, Section 8.4.1*). Furthermore, the standard lane width in urban areas was reduced from 12 feet to 11 feet (*FDOT Roadway Design Bulletin 14-17*), while maintaining the option to go down to 10-foot lanes when the design speed is 35 miles per hour or less to provide space for bicycle facilities (*2015 Plans Preparation Manual, Chapter 25, Tables 25.4.5.3 and 25.4.5.4*). *PPM Chapter 25 Table 25.4.5.3* provides for a minimum through lane width of 10 feet for urban curb-and-gutter roadways during resurfacing projects with 35 miles per hour design speed and less than 10 percent trucks. In addition, AASHTO states in *A Policy on Geometric Design of Highways and Streets*, for urban arterial roadways, lane widths vary from 10 to 12 feet. Under interrupted-flow (signalized) conditions operating at speeds of 35 miles per hour or less, narrower lane widths are normally adequate and present some advantages.

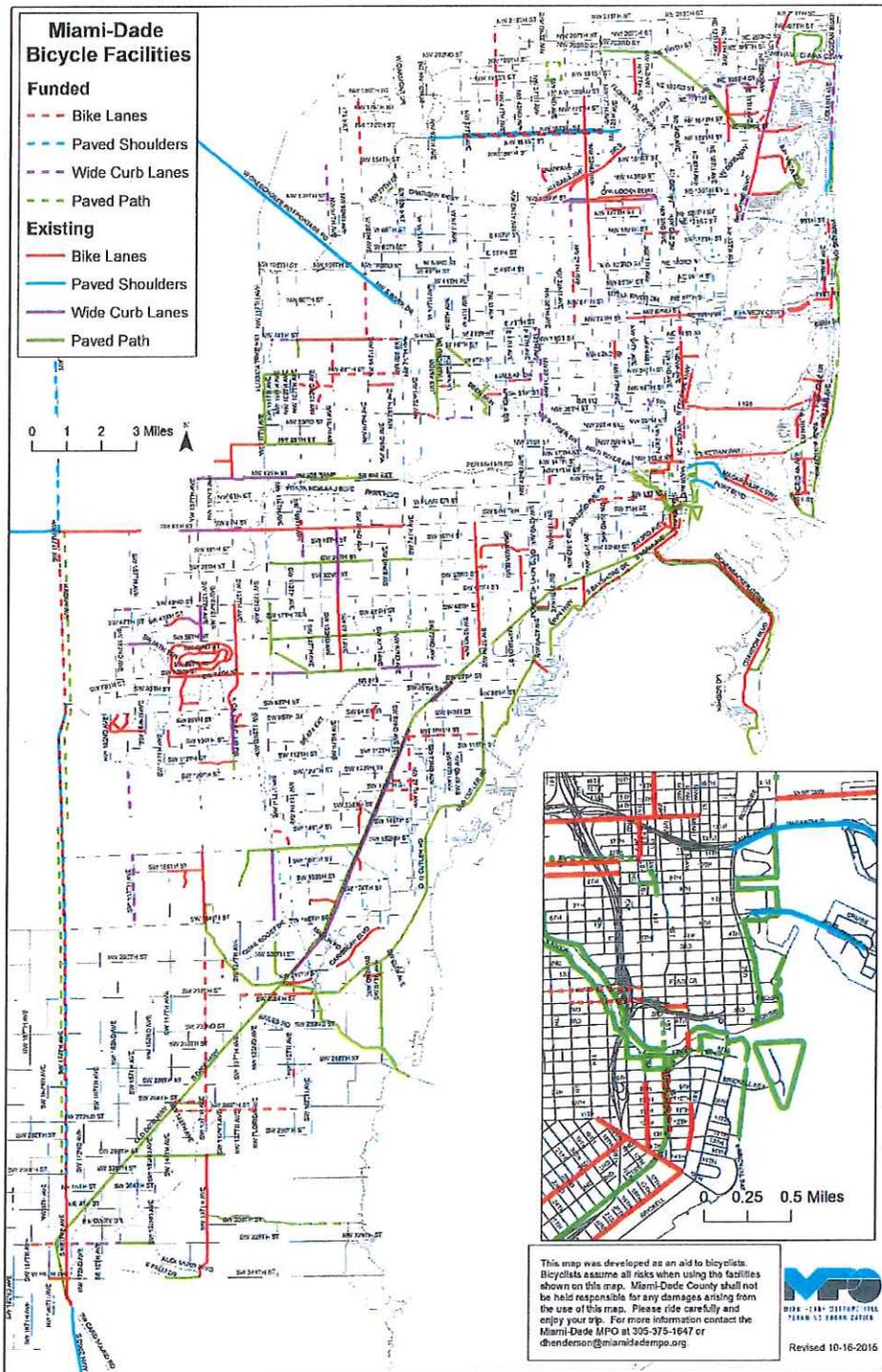
FDOT participates in FHWA experimentation related to new traffic control devices, signage, and pavement markings such as the shared lane markings (sharrows) and rectangular rapid flash beacons (RRFBs) at unsignalized crosswalks.

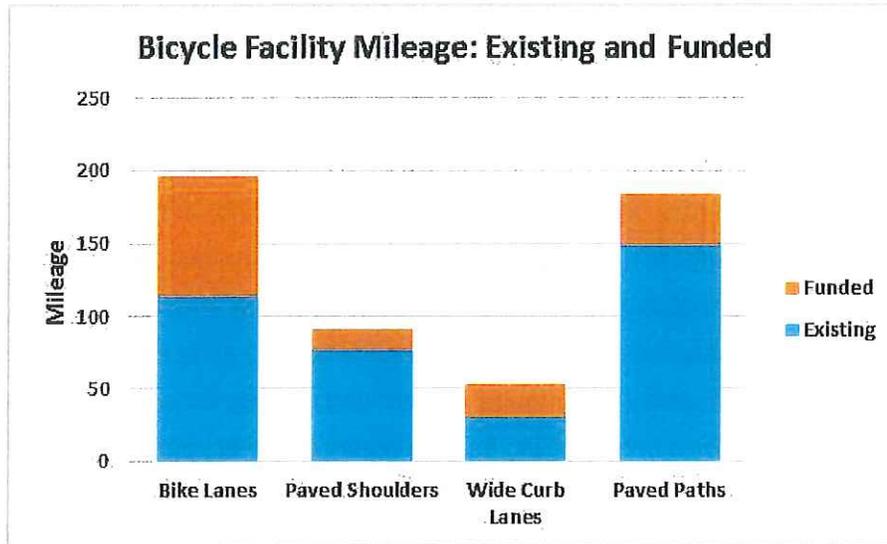
Local Conditions

This section provides information related to current conditions within Miami-Dade County related to bicycling in walking with particular focus paid to facilities, programs, and safety data. A subsequent section within this Assessment will examine local policies and standards and draw comparisons to national Complete Streets guidance.

Miami-Dade Bicycle Facilities, Existing and Funded

The Miami-Dade MPO maintains a detailed database of existing and funded bicycle facilities. There are over 370 miles of paved paths and roads with bike lanes, paved shoulders or wide curb lanes in Miami-Dade County. Almost 110 of the 370 miles of facilities have been built since 2010. Transportation projects that will add another 150 miles of paved paths and other bike facilities are included in the MPO's five-year Transportation Improvement Program (TIP). An updated map (October 2015) of existing and funded bicycle facilities is shown on the following page.





Sidewalks are common on most roadways in Miami-Dade County and are far more prevalent than designated bicycle facilities. There is no known comprehensive database of sidewalk facilities in Miami-Dade County.

Municipal Plans

Many municipalities have completed bicycle and pedestrian mobility plans including Aventura, Coral Gables, Cutler Bay, Doral, Hialeah, Homestead, Miami, Miami Beach, Miami Gardens, Miami Shores, Miami Springs, North Miami, Palmetto Bay, Pinecrest, Sweetwater, and South Miami. These plans have led to numerous implemented projects and have helped to raise awareness of non-motorized transportation issues and concerns at local and neighborhood levels throughout Miami-Dade County.

Miami-Dade Walking and Bicycling Count Data

Several sources provide trip-making data related to transportation modes, including walking and bicycling.

- USDOT National Household Travel Survey (2009) – The USDOT conducts the National Household Travel Survey (NHTS) approximately every 5-7 years. Data are available at the urbanized area level. The most recent survey found that **10 percent of all trips in the Miami-Fort Lauderdale urbanized area are made on foot or by bicycle**, which

accounts for all trip types and trip purposes. Approximately 9 percent of trips are walking and 1 percent are bicycling.

- U.S. Census Bureau, American Community Survey (ACS) – The U.S. Census Bureau provides data on walking and bicycling through the ACS. Advantages of ACS data include that it is published annually, which facilitates year-to-year trend comparisons, and that data are available at smaller geographical areas such as counties and municipalities. Disadvantages include that the data only account for work trips and that the data do not account for multiple modes within a trip (i.e. – rode a bicycle to a train station). The most recent Miami-Dade ACS data (2014) found that walking as the primary mode accounted for 2.0 percent of work trips and bicycling as the primary mode accounted for 0.6 percent of work trips.
- Miami-Dade MPO bicyclist and pedestrian count program (2014) – The MPO conducts a periodic manual count program at approximately fifty (50) sites around the County. Counts are conducted at the same locations in both the winter season and the summer season, and on weekdays and weekend days. Seasonal as well as day-of-the-week comparisons can be made, as well as periodic comparisons to prior years because most counts are conducted at the same location as prior count programs. Change-over-time is discussed in the next section.

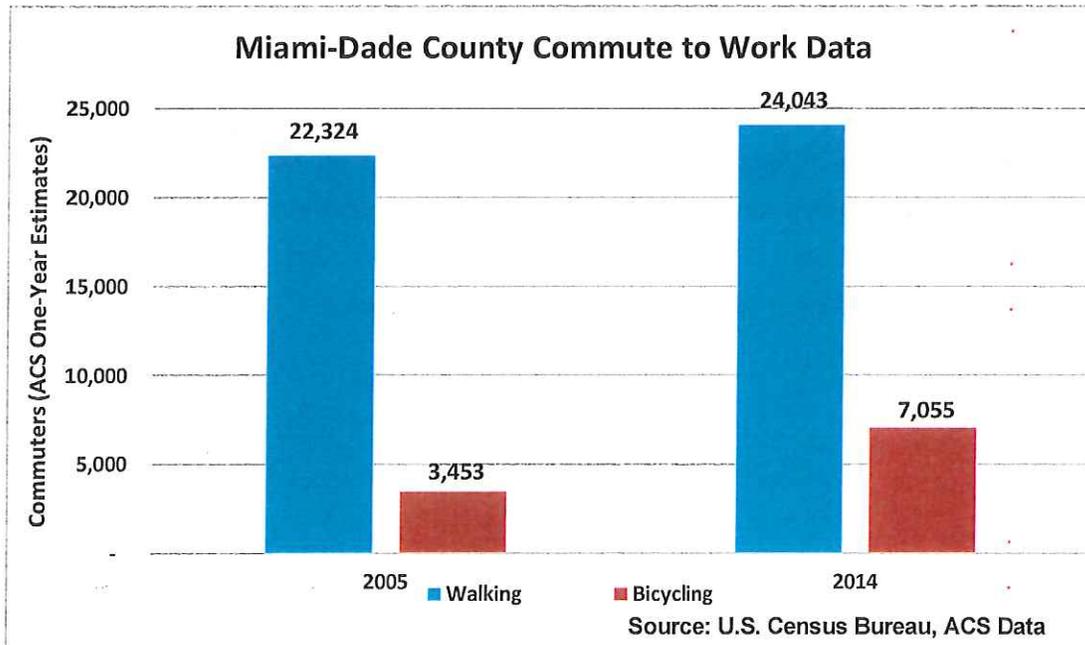
Measuring Change Over Time

Data sources point to increasing levels of walking and bicycling in Miami-Dade County, especially since the middle of the last decade. For example, **bicycle use for work trips in Miami-Dade County doubled between 2005 and 2014**. According to ACS one-year estimate data, approximately 7,000 Miami-Dade workers commute by bicycle (as their primary mode). This is up from approximately 3,500 bicycle commuters in 2005. Although bicycling makes up a small portion of Miami-Dade commute trips, that portion is increasing faster than any other mode and faster than the national average for large cities.

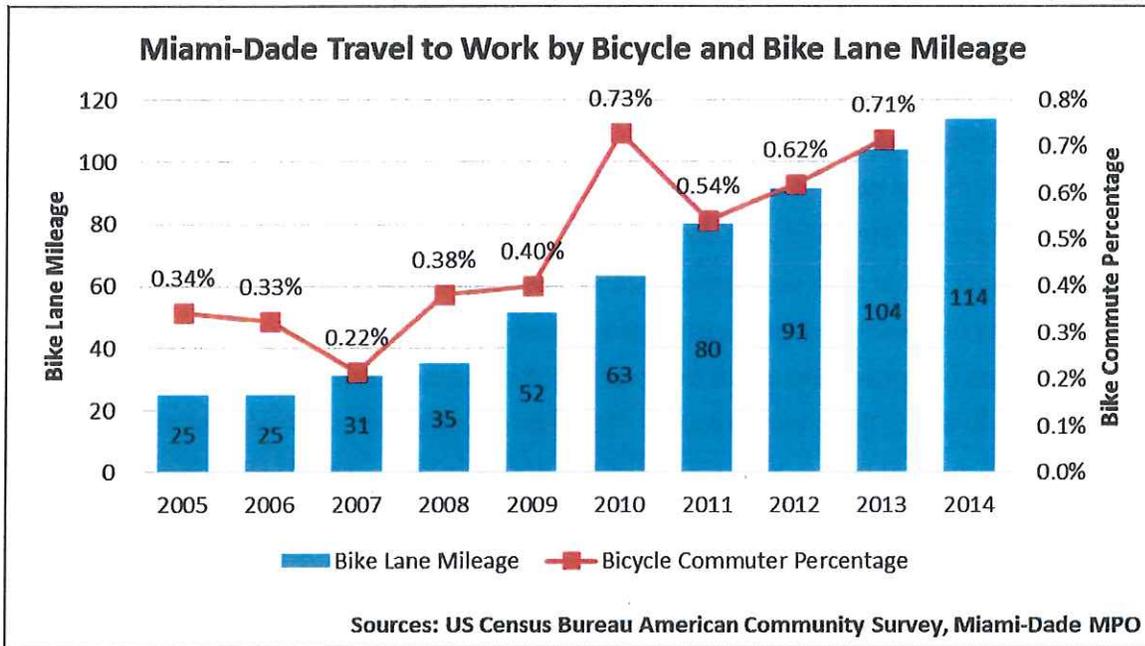
Young people comprise a greater percentage of bicycle commuters compared to their share of the workforce in Miami-Dade County. Younger adults (20-24 years old) make up 9 percent of the working population but 16 percent of people who commute by bicycle.

A comparison between the 2007 and 2014 MPO bicyclist and pedestrian count programs reveals similar findings that support a general increase in walking and bicycling.

- **Walking is on the rise.** – Of the 42 manual count sites common between the 2007 and 2014 count programs, the number of pedestrians rose 11 percent between 2007 and 2014.
- **Bicycling is on the rise.** – At same-location sites, the number of bicyclists rose 43 percent between the 2007 and 2014 count programs.
- **The rise in bike trips is distributed throughout the County.** – At same location sites, almost three-fourths of the sites (31 of 42) saw an increase in bicycle traffic.
- **More people bike on the weekend.** – The 2014 manual counts show that weekend bicycle usage is 14 percent higher than weekday usage for the same locations:
- **Just as with motor vehicle traffic, there is a seasonal adjustment for bicycle trips in Miami-Dade.** – The 2014 data show bicycle trips during the winter count session were 9 percent higher than during the summer session. However, it is interesting to note that weekday trips were virtually unchanged between winter and summer while the weekend trips comprised the entire magnitude of the seasonal adjustment.
- **When you build it, they will come.** – The data demonstrate significant increases in bicycle trip activity at before-and-after locations where facilities were built between 2007 and 2014. For example, the Black Creek Trail was refurbished and extended during this time period; the count location on an original section of the Black Creek Trail near SW 127th Avenue saw an increase of 220 percent in bicycle traffic.

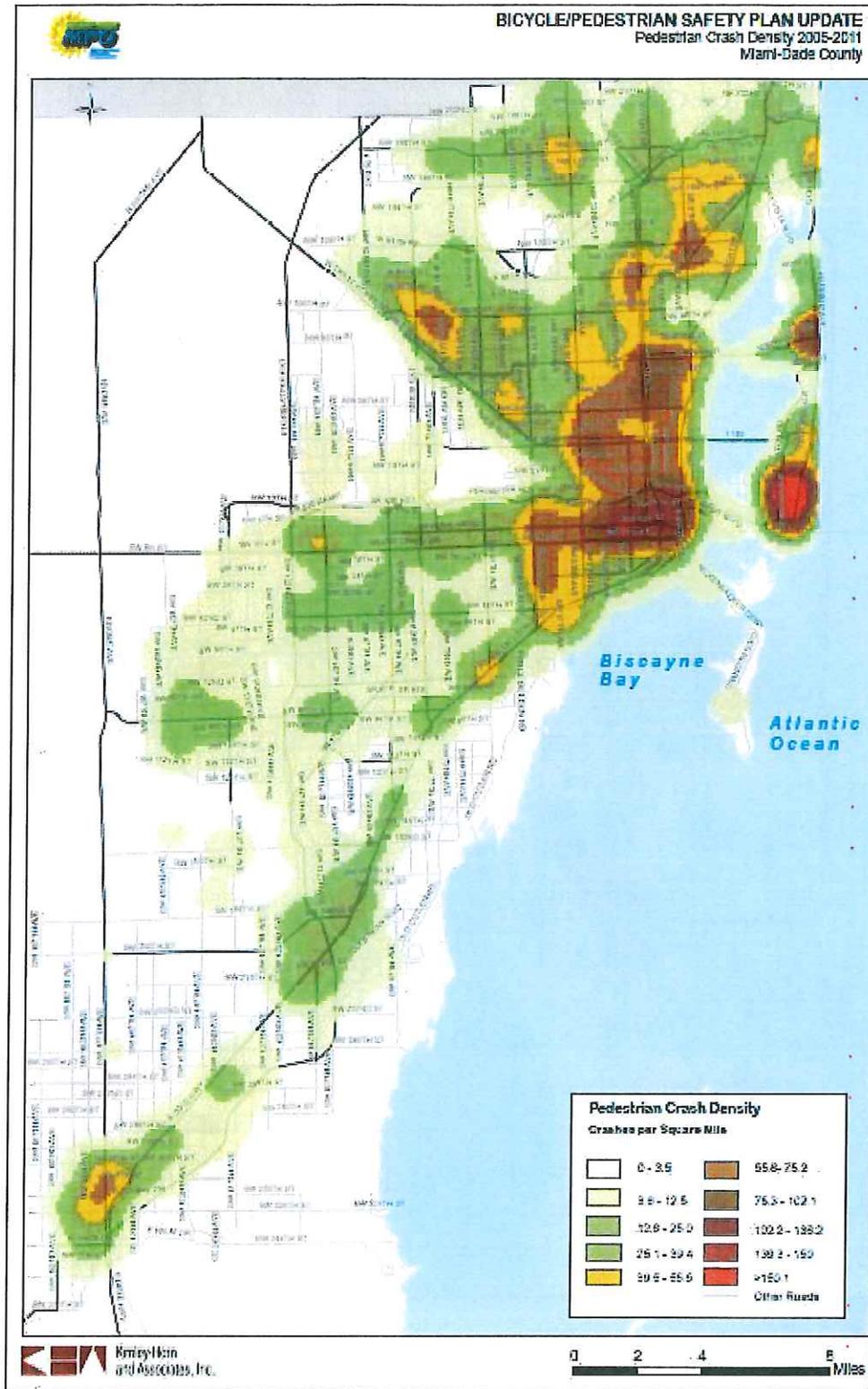


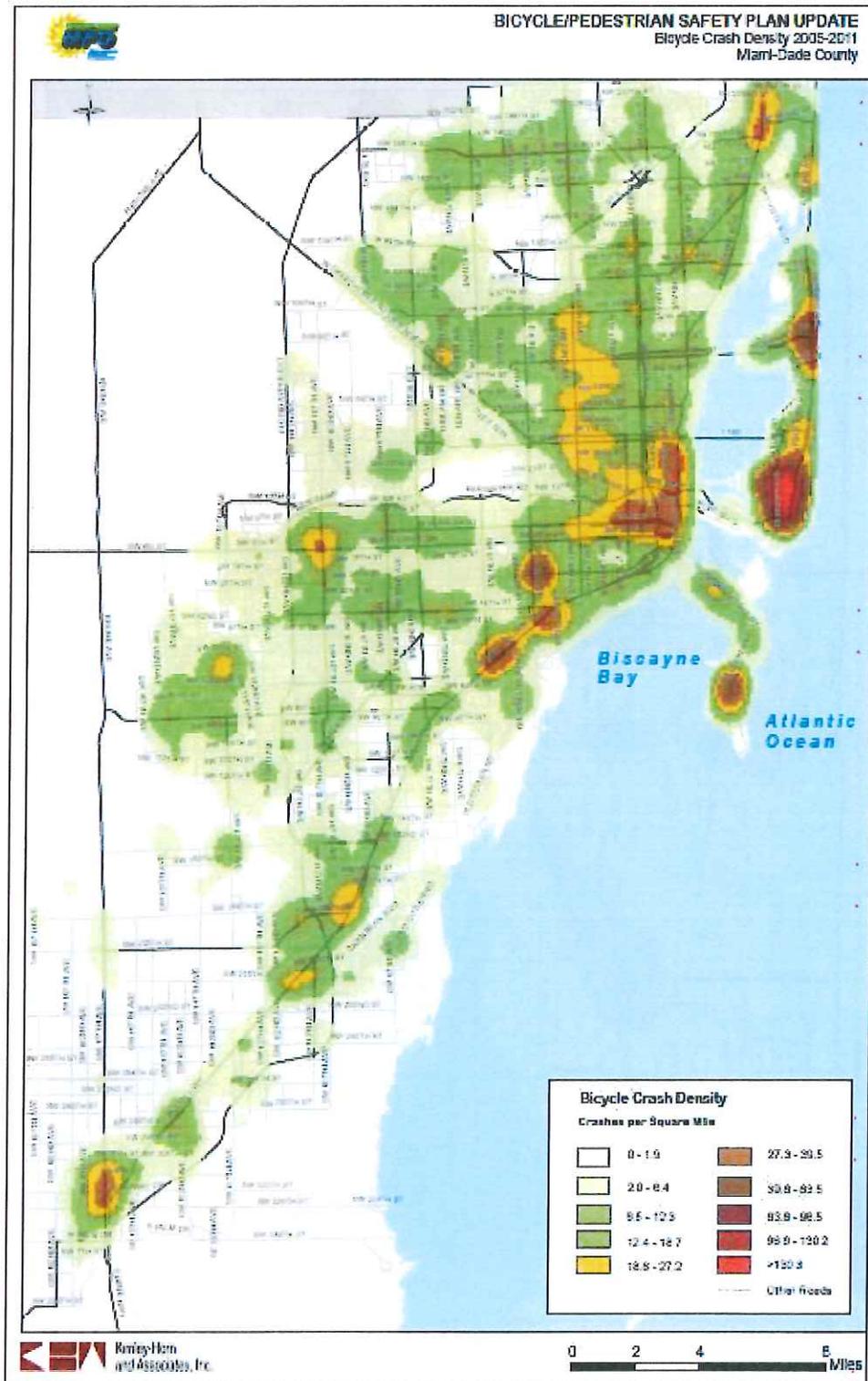
Access to a safe network of designated bike facilities is an important factor in a person's decision to travel by bicycle. This can be seen in the relationship between the change in the mileage of bike facilities and percentage of commuting that is done by bike. Since 2007, bike commuting trips and mileage of bike lanes have both tripled.

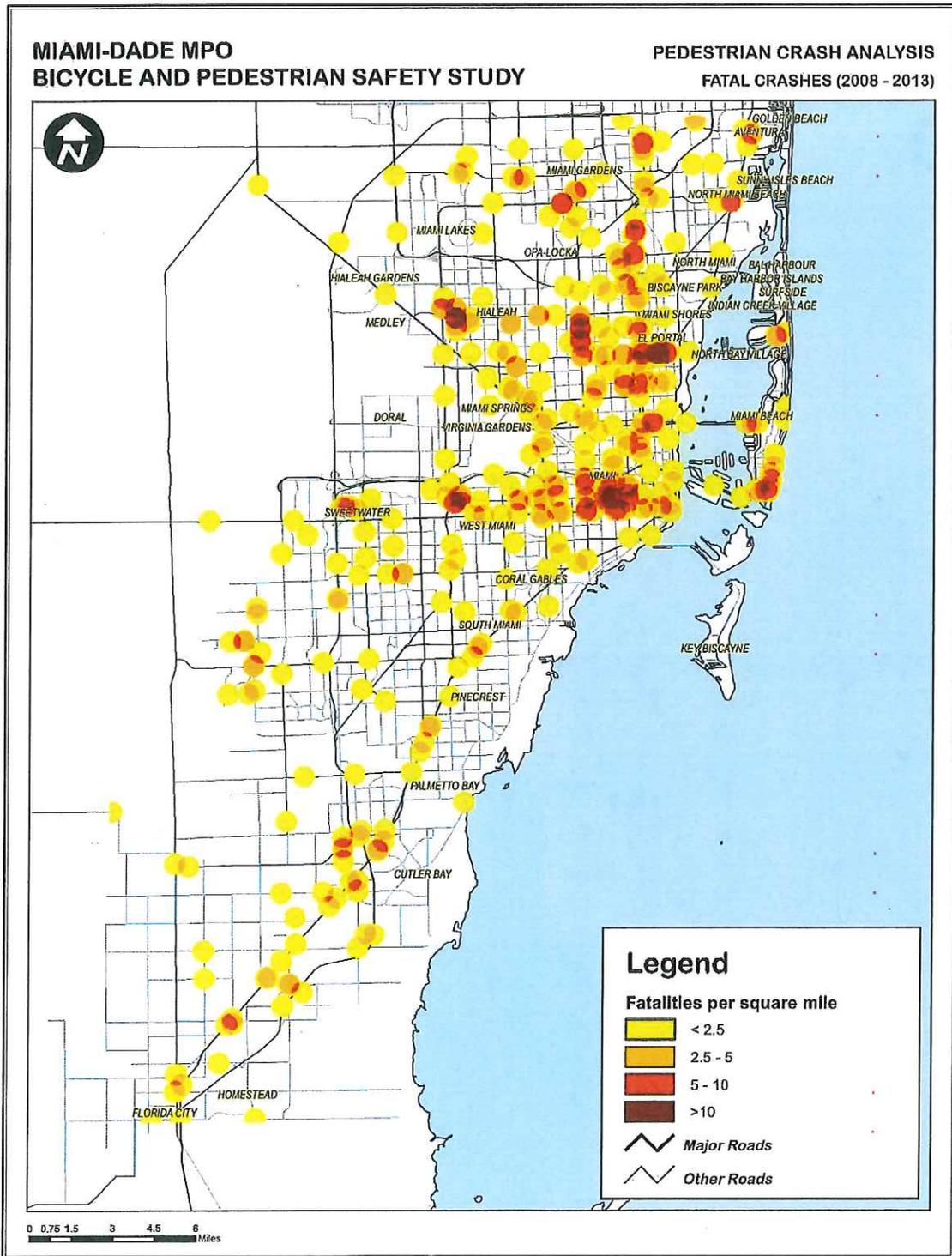


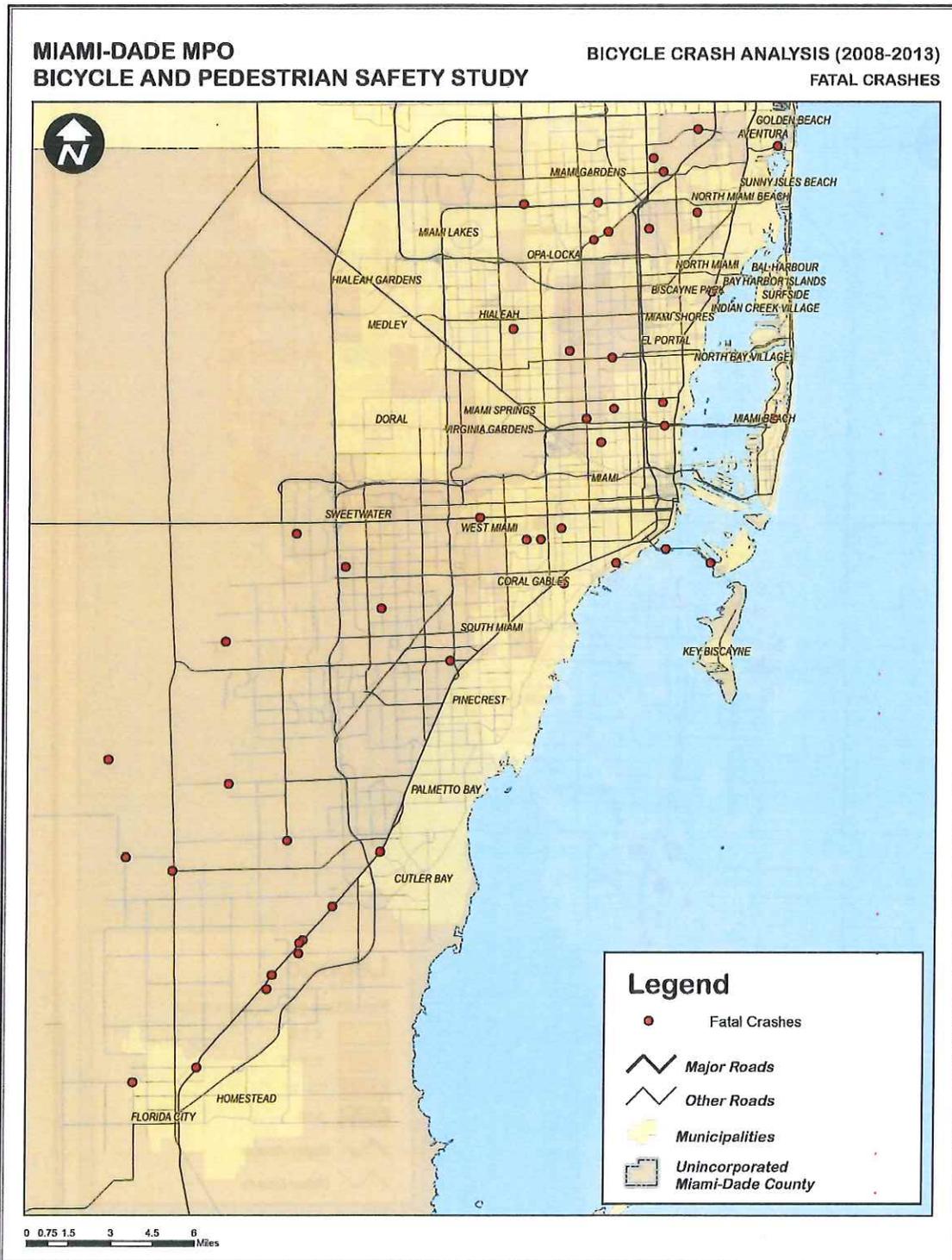
Crash Data

Miami-Dade crash data for pedestrians and bicyclists are available from the Florida Department of Highway Safety and Motor Vehicles (DHSMV). The Miami-Dade MPO has conducted numerous studies in recent years to analyze the crash data and make recommendations that target the crash patterns identified. The maps on the following pages depict crash densities for pedestrians and bicyclists observed during a recent study of seven years of crash data.





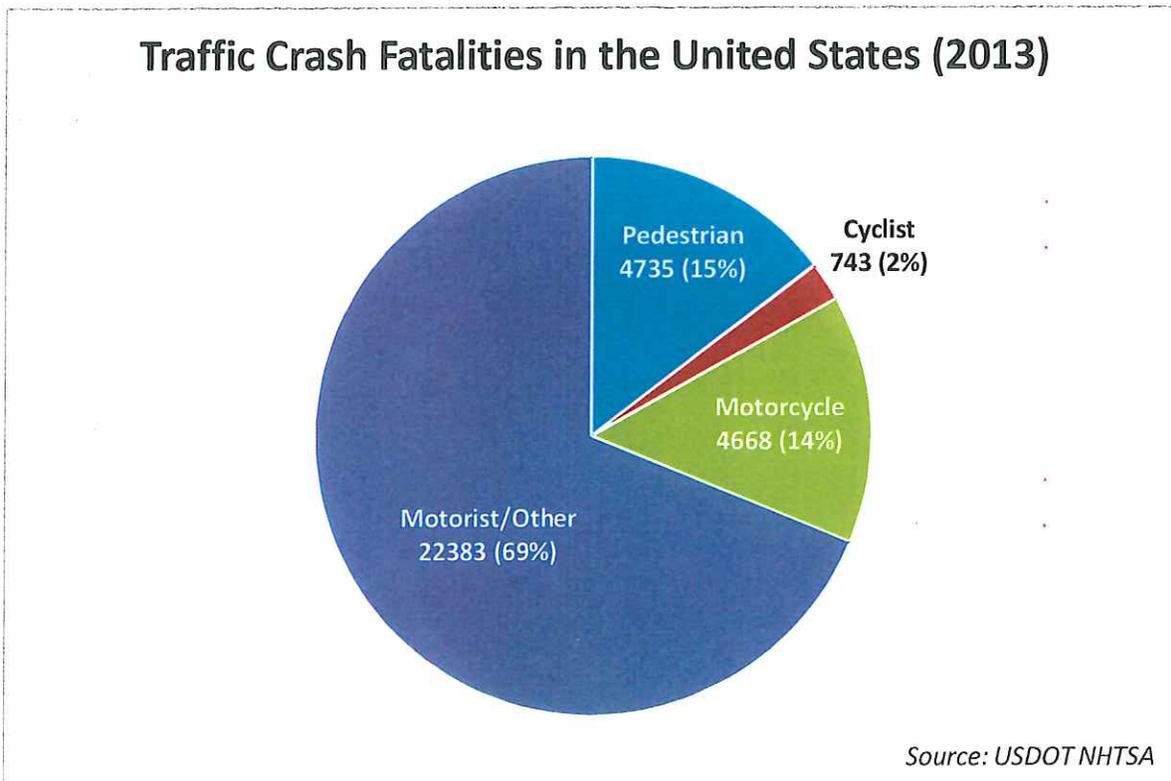




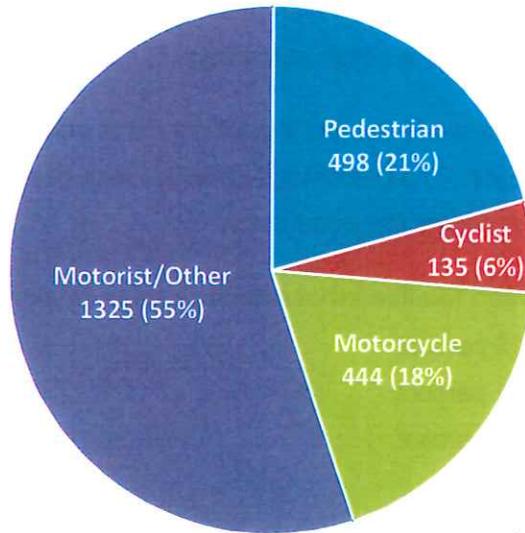
Miami-Dade exhibits a higher percentage of pedestrian and bicyclist fatalities than the State of Florida and the United States as a whole. In comparisons of the fifty states, Florida is considered to have a high percentage of bicyclist and pedestrian fatalities. In comparisons of counties within Florida, Miami-Dade is considered to have a high percentage of bicyclist and pedestrian fatalities.

The following series of pie charts illustrate the fact that Miami-Dade exhibits a high percentage of fatalities that are pedestrian fatalities. The percentage of traffic crash fatalities that are pedestrian fatalities for the nation, state, and county are listed below.

- **Percentage of traffic crash fatalities that are pedestrian fatalities**
 - United States – 15 percent
 - Florida – 21 percent
 - Miami-Dade – 31 percent

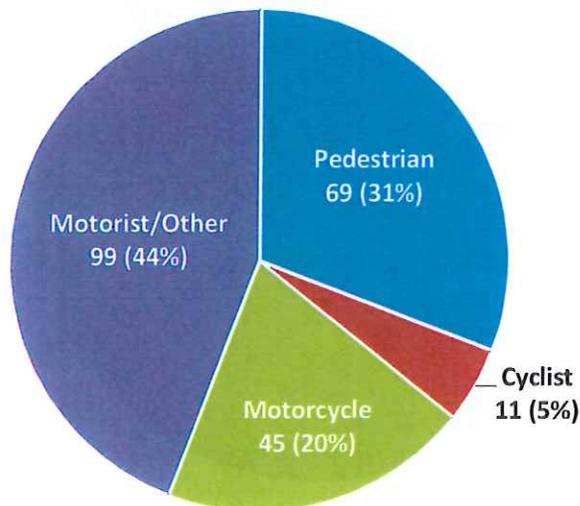


Traffic Crash Fatalities in Florida (2013)



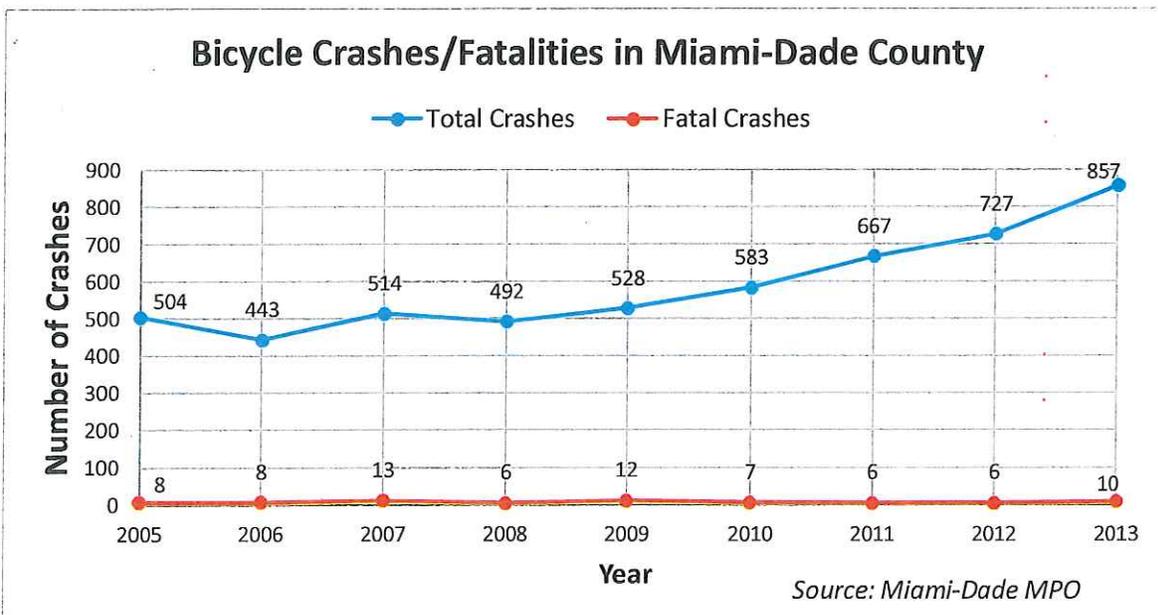
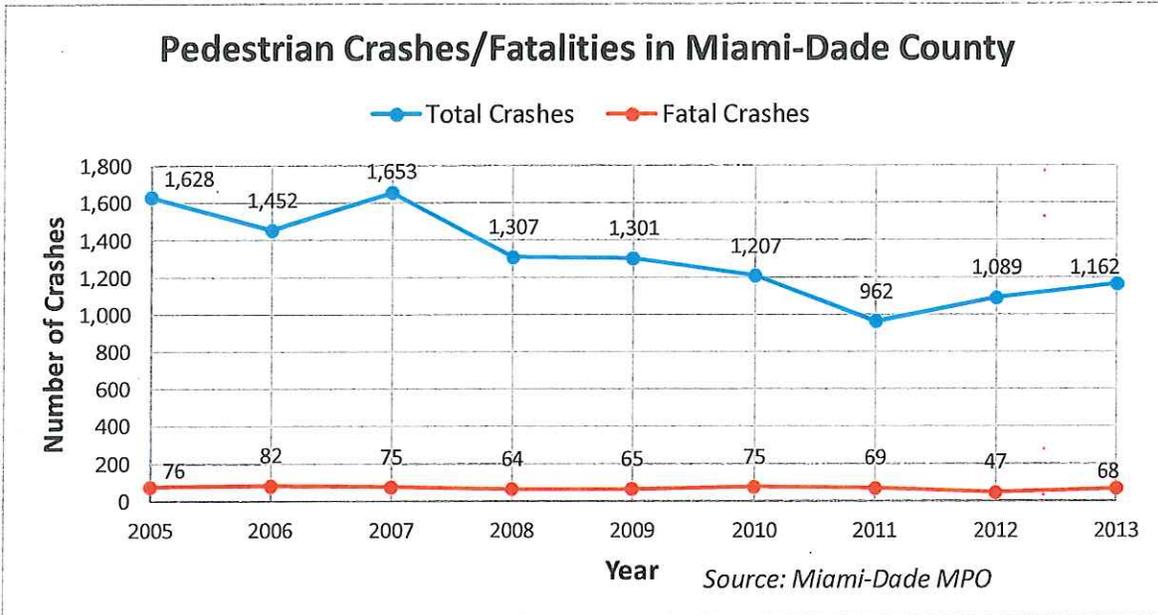
Source: Florida State DHSMV

Traffic Crash Fatalities in Miami-Dade County (2013)

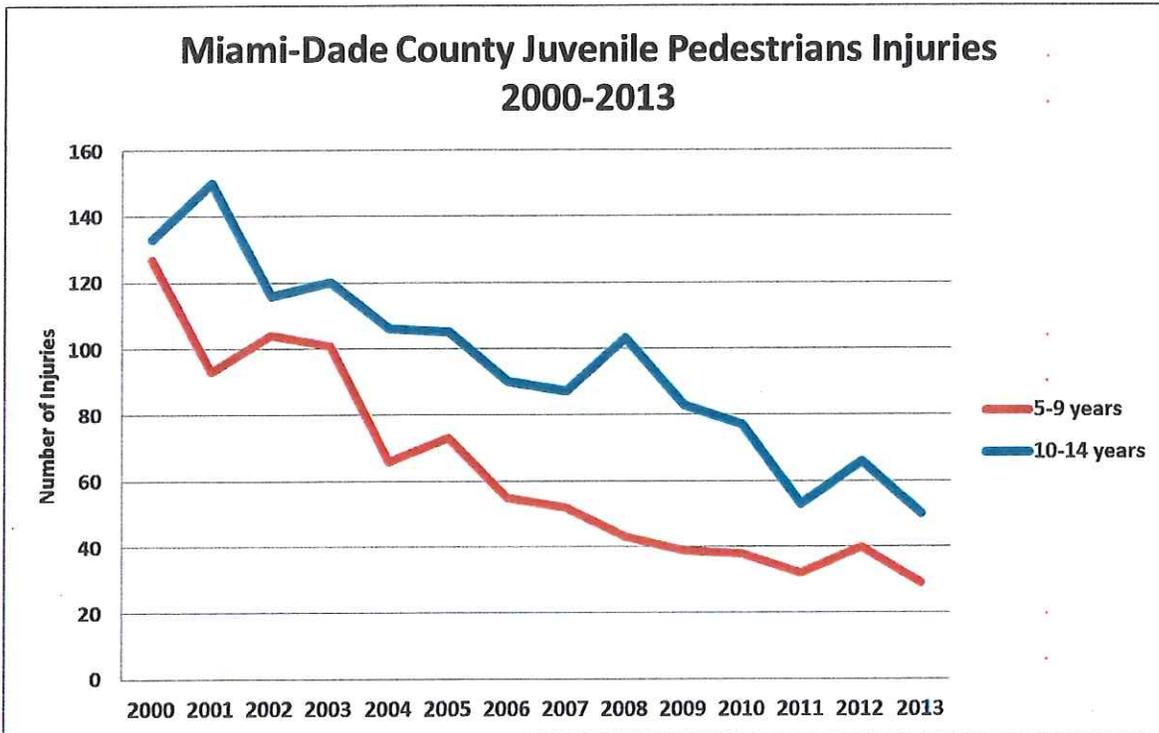


Source: Florida State DHSMV

The number of pedestrian crashes in Miami-Dade County consistently declined for over twenty years between 1990 and 2011. In recent years, there has been a slight upward trend in the total number of pedestrian crashes. However, bicycle crash data show a more dramatic increase between 2007 and 2013, which is approximately the same time period that is associated with the increase in bicycling measured by multiple data sources.



There has been a sharp measured decline in juvenile pedestrian-hit-by-car incidents and juvenile pedestrian fatalities in Miami-Dade County, which is likely attributed to the success of the University of Miami's WalkSafe Initiative.



Local Policies and Standards

This section provides information related to legislation, policies, and standards at the Miami-Dade County level.

Miami-Dade Complete Streets Resolution

Miami-Dade County Resolution No. R-995-14 was passed in November 2014 directing the Mayor or designee to develop in conjunction with FDOT, the MPO, and other applicable entities, a plan for implementation of a Complete Streets program for Miami-Dade County.

Miami-Dade County joined some 700 plus other communities that have adopted Complete Streets policies in recent years. The County is now in the process of moving from a Complete Streets policy to a Complete Streets program. The ultimate goal is to ensure that all County departments and all developers plan, evaluate, and implement projects related to the upgrade and delivery of

improvements to roadways through a Complete Streets “lens.” Making that transition involves multiple steps and an active management process.

As mentioned previously, Miami-Dade County’s Complete Streets resolution scores relatively well from the National Complete Street Coalition’s grading scale, ranking 5th of 30 nationally in its category. The resolution scores well from planning-related aspects such as intent, all modes/users, all projects/phases, network, and context sensitivity. However, the resolution did not score well on implementation-related aspects such as exceptions, design flexibility, performance measures, and implementation steps. According to the NCSC analysis, implementation of the resolution will require a concerted effort amongst many County department and elected leadership.

Comprehensive Development Master Plan (CDMP)

Miami-Dade County’s Comprehensive Development Master Plan (CDMP) includes numerous policies related to Complete Streets, pedestrianism, and non-motorized transportation.

Complete Streets Policies

Objective TE-4. By 2015, Miami-Dade County shall develop a “Complete Streets” program to be considered in the design and construction of new transportation corridors and reconstruction of existing corridors, wherever feasible.

Policies TE-4A and TC-3C. By 2015, Miami-Dade County shall develop a “Complete Streets” program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; improve aesthetics, and design for the safety of all users, including vulnerable populations such as children and seniors.

Policy LU-9U. By 2015, Miami-Dade County shall evaluate and propose update(s) to the Guidelines for Urban Form, Mixed Use Development and Urban Center provisions of this plan in coordination with the “Complete Streets” program to be developed pursuant to Transportation Element Objective TE-4. The updates shall address, as appropriate, the

maximum allowable FARs (floor area ratios), intensity and density of development, allowances that facilitate transit supportive mixed developments, and shall enhance and further the implementation of the County Area Planning Program and support the intent of the Complete Streets Program.

Policy ROS-8D. Miami-Dade County shall update the *Miami-Dade Urban Design Manual*, the *Standard Details of the Public Works Manual*, and other relevant county plans and regulations to incorporate where appropriate, the “Great Streets Planning Principles” contained in the *Miami-Dade Parks and Open Space System Master Plan* and incorporation of “Complete Streets” components, where feasible. Changes to be incorporated include a hierarchy of street types and designs (gateway streets, civic streets, heritage streets, and neighborhood streets), and complete street measures such as provision of sidewalks and bicycle facilities, pedestrian friendly design, adequate landscaping and street furniture, on-street parking, bus lanes and transit facilities, and clearly defined crosswalks and signalization to provide safe routes to parks.

Other Relevant CDMP Policies

Policy LU-1D. In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of communities which include recreational, educational and other public facilities, houses of worship, places of employment, and safe and convenient circulation of automotive, pedestrian and bicycle traffic throughout the communities.

Policy LU-1T. Miami-Dade County through its land development regulations shall encourage developments that promote and enhance bicycling and pedestrianism through the provision of bicycle and pedestrian facilities and other measures such as building design and orientation, and shall discourage walled and gated communities.

Policy LU-9K. By 2016, Miami-Dade County shall initiate the review and revision of its Subdivision Regulations to facilitate the development of better planned communities. The Public Works Department shall specifically review and update the Subdivision Regulations for urban design purposes. Changes to be considered shall include provisions for:

- i) Open space in the form of squares, plazas, or green areas in residential and commercial zoning categories; and

- ii) A hierarchy of street types and designs, ranging from pedestrian and bike paths to boulevards that serve both neighborhood and areawide vehicular and pedestrian trip making needs by addressing cross sections, corner radii, connectivity and rationality of street and pathway networks, and balanced accommodation of automobiles, pedestrians, bicyclists, and landscaping.

Objective TE-1. Miami-Dade County will provide an integrated multimodal transportation system for the circulation of motorized and non-motorized traffic by enhancing the Comprehensive Development Master Plan and its transportation plans and implementing programs to provide competitive surface transportation mode choice, local surface mode connections at strategic locations, and modal linkages between the airport, seaport, rail and other inter-city and local and intrastate transportation facilities. These plans and programs shall seek to ensure that, among other objectives, all transportation agencies shall consider climate change adaptation into their public investment processes and decisions.

Objective TE-2. In furtherance of pedestrianism and other non-motorized modes of transportation in the planned urban area, Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non-motorized vehicles and motorized vehicles.

Policy TE-2A. The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the *Miami-Dade Bicycle Facilities Plan*.

Policy TE-2B. The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.

Policy TE-2C. In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages, such as in areas planned for community- or neighborhood-serving businesses, and all existing and planned Urban Center and rapid transit stations and mass transit corridors. Such measures should include, wherever feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge.

Additionally, boulevard section designs should be utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing pedestrianism contained in the Land Use Element.

Policy TE-2D. Miami-Dade County's top priority for constructing new sidewalks and bicycle facilities after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks and bicycle facilities along the following: a) existing rapid transit stations and transit centers, b) existing parks and recreation open spaces, c) both sides of all County collector and arterial roadways within 1/4 mile of all existing transit stations and centers, and d) at least one side of County collector and arterial roadways between 1/4 and 1/2 mile of all existing transit stations, centers and corridors. All new development and redevelopment in these areas shall be served by sidewalks and bicycle facilities. It is the policy of Miami-Dade County that municipalities in the County establish similar priorities for their jurisdictions, and that FDOT do the same with regard to State roads. In all new construction and reconstruction of collector and arterial roads inside the UDB served by Metrobus, sidewalks and bicycle facilities should be provided along all such roads between bus stops and any existing or planned intersecting residential or community-serving business streets within, at a minimum, 1/4 mile of the bus stops.

Policy TE-2E. The County shall require accommodation of non-motorized transportation facilities in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.

Policy TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.

Policy TE-2H. The County shall ensure that sidewalks are well-maintained and free from tripping hazards and barriers to promote comfortable and safe sidewalk conditions for pedestrians of all ages and abilities through actions such as, but not limited to, providing tree

grates covering tree planting areas in or adjacent to sidewalks; trimming overgrown bushes and trees within road rights-of way, as appropriate; and the repair or replacement of broken and uneven sidewalk pavement.

Objective TE-5. By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as “Activity Corridors” on the Land Use Plan Map, Land Use Element and Transportation Element.

Policy TE-5A. By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as “Activity Corridors” on the Land Use Plan Map, Land Use Element and Transportation Element such as NW/SW 27, 42, 57, 87, 107 and 137 Avenues, and NW 103, 36/41 Streets, W. Flagler Street, Tamiami Trail (SW 8 St.), Coral Way (SW 24 St.), Bird Road Drive (SW 40/42 St.), Kendall Drive (SW 88 Street), Coral Reef Drive (SW 152 St.), and South Dixie Highway (US 1). The evaluation shall address the following objectives:

- a) Allowed uses,
- b) Development density and intensity,
- c) Urban design guidelines, and
- d) Multimodal components.

Traffic Circulation (TC) Goal. Develop, operate and maintain a safe, efficient and economical traffic circulation system in Miami-Dade County that provides ease of mobility to all people and for all goods, is consistent with desired land use patterns, conserves energy, protects the natural environment, enhances non-motorized transportation facilities, supports the usage of transit, and stimulates economic growth.

Policy TC-2A. The County shall continue to maintain and enforce the minimum right-of-way requirements as established in the *Public Works Manual* and in Chapter 33, Zoning, *Code of Miami-Dade County*, to ensure Countywide continuity of the thoroughfare system. The County shall review roadway design standards and right-of-way reservations and shall propose changes as may be necessary to better accommodate projected vehicular and non-vehicular movement in the corridors and design features recommended in the Transportation and Land Use Elements.

Objective TC-3. The County's transportation system will emphasize safe and efficient management of traffic flow, the safety of pedestrians and bicyclists, and enhance and encourage the use of transit.

Policy TC-3D. The County shall design new roadways in a way that supports transit usage and incorporates planned rapid transit corridors, dedicated bus lanes and other transit improvements to further incentivize and facilitate the use of transit, wherever feasible.

Policy TC-4F. The County shall consistently improve strategies to facilitate a Countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The priority for transportation infrastructure expenditures shall be to insure that pedestrian, bicycle and transit features are incorporated into roadway design.

Policy TC-5D. The County shall encourage interconnectivity between neighborhoods, local services, schools, parks, employment centers, and transit stops and stations; discourage cul-de-sac and walled-in subdivision designs; and facilitate pedestrian-oriented urban design that connects neighborhoods and provides accessibility for non-drivers.

Policy TC-6E. The County shall pursue and support transportation programs (e.g., rapid transit, premium bus service, managed lanes, and bikeways) that will help to maintain or provide necessary improvement in air quality and which help conserve energy.

Policy TC-6F. Design new roadways in such a manner as to make them compatible with the surrounding environment, complement adjacent development and provide aesthetically pleasing visual experience to the user and the adjacent areas.

Policy MT-8A. Miami-Dade County shall enhance transit facilities to ease transfer with other modes (e.g., park-ride garages and lots with short-term and long-term parking, kiss-and-ride areas, ride-sharing priority parking spaces for carpool and vanpool, motorcycle/scooter parking, bicycle lockers and racks, covered pedestrian walkways, taxi and jitney stands).

Policy MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and other retail sales.

Policy ROS-3B. The County shall improve and promote non-motorized access to existing park and recreation open spaces by implementing the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan, as well as improved sidewalks and trails, to improve connectivity between parks and residences, schools, activity centers, and transportation nodes.

Policy ROS-5F. Continue to implement and consider expansion of segments of the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan that provide recreation and environmental benefits while improving connectivity to parks, natural areas, and other recreational facilities.

Objective ROS-8. The Miami-Dade County Parks and Open Space System Master Plan (OSMP), through a 50-year planning horizon, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international communities.

Policy ROS-8C. Miami-Dade County shall utilize the Parks and Open Space Design Criteria or "Pattern Book", to guide the development of the public realm. The public realm includes new and existing parks, public spaces, natural and cultural areas, greenways, trails, street corridors, and private spaces that are open to the public. The criteria shall promote beauty, community character and connectivity and include standards to assure compatibility with adjoining uses, conservation and energy efficiency, as well as signage and way-finding requirements.

Policy ROS-8E. By 2014, Miami-Dade County shall develop a greenways prioritization plan to prioritize areas to be designated for greenways, trails, and bicycle lanes, and update the North Miami-Dade Greenway Master Plan and South Miami-Dade Greenway Network Master Plan and the CDMP to include such greenways. The update shall include the designation of the Western Greenway and implementation of the Miami-Dade County Trail Design Guidelines and Standards. On an on-going basis, Miami-Dade County shall coordinate with State, regional, federal, and local government agencies to establish a countywide interconnected system of non-motorized pathways that link neighborhoods, parks, natural areas, civic centers, schools, and commercial areas to achieve goals and objectives through a diverse combination of financing methods, partnerships, and interagency coordination.

Policy EDU-3E. When considering a site for possible use as an educational facility, the Miami-Dade County Public Schools should review the adequacy and proximity of other public facilities and services necessary to the site such as roadway access, transportation, fire flow and portable water, sanitary sewers, drainage, solid waste, police and fire services, and means by which to assure safe access to schools, including sidewalks, bicycle paths, turn lanes, and signalization.

Policy EDU-4D. Miami-Dade County shall coordinate with the Miami-Dade County Public Schools and municipalities to provide for pedestrian, bicyclist and traffic safety in the school areas, and signalization for educational facilities.

Policy CHD-1A. Miami-Dade County shall create a network of sidewalks, trails, accessible parks and recreation facilities that establishes a pedestrian-friendly environment, which encourages physical activity and links destinations, such as restaurants, shops, work places and neighborhood-based retail to each other and residential areas.

Policy CHD-1E. Designate locations for carpooling and bus stops that encourage residents to maintain a daily level of walking as part of their commute, and are designed in a manner that reflects the character of the community or district where the stops are located.

Policy CHD-1F. Adopt and implement by 2014 high-quality streetscape design standards and facade treatments to reflect the character of the community to attract pedestrian activity.

Policy CHD-1G. Promote coordination between jurisdictions in the planning and implementation of bicycle, trail, transit, pedestrian and other alternative transportation modes to establish continuous networks that support healthy communities.

Policy CHD-1H. Adopt and implement by 2014 a signage and way-finding program within the public realm that is an aesthetic enhancement to the community. It should clearly inform residents and visitors of key locations, corridors and pedestrian/bicycle routes to destinations and amenities.

Policy CHD-1I. Create walkable environments between tourist destinations through design guidelines that take measures to enhance the public realm and encourage pedestrian/bicycle activity.

Policy CHD-3A. Design and develop neighborhoods that can facilitate children walking safely to Miami-Dade County Schools.

Policy CHD-3B. Encourage walking and bicycle riding as a means of transportation to and from school, by implementing capital projects that support the development of safe routes to school.

Policy CHD-3C. Prepare design standards for lighting as a pedestrian safety measure along streets, paths, crosswalks and other points of vehicular conflict, as well as within public spaces.

Policy CHD-3D. Update street design standards to incorporate traffic-calming measures, such as special paved crosswalks at key intersections and/or mid-block crossings, where applicable to promote pedestrian safety.

Miami-Dade County Code of Ordinances

Miami-Dade County's Code of Ordinances includes legislation related to walking and bicycling typically similar to State law, especially as it relates to items such as the definition of a bicycle as a vehicle, regulating the operation of bicycles, and regulating pedestrian crossings at unmarked crosswalks.

Some of the key aspects of Miami-Dade County's Code related to non-motorized transportation are as follows. Please see Miami-Dade County Code Section 30-221, 30-262, 30-263, 30-264, and 30-273, 30-275, and 33-122 for the actual Code language. The Miami-Dade County Office of the County Attorney has provided a detailed summary of pedestrian/bicyclist legislation in Miami-Dade County, which is found in the LAT binders.

- Human-powered vehicles are allowed on sidewalks in most instances. Local authorities are not prevented from regulating the operation of bicycles.
- Bicyclists have the rights and the duties applicable to other vehicle drivers when operating in the roadway.
- Bicyclists have the rights and the duties applicable to pedestrians when operating on a sidewalk or crosswalk.
- Bicyclists must yield the right-of-way to any pedestrian when operating on a sidewalk or crosswalk and must give an audible signal before overtaking and passing.

- Bicyclists operating upon a roadway at less than normal speed of traffic are compelled to ride as close as practicable to the right hand curb or edge of the roadway except under three situations including overtaking another vehicle proceeding in the same direction, preparing for a left turn, or when reasonably necessary to avoid certain conditions such as objects in the roadway or substandard lane widths.
- Bicyclists may not ride more than two abreast.
- Bicyclists are required to have a white light head lamp when riding at night and a red light or reflector on the rear of the bicycle.
- Pedestrians shall be subject to traffic control devices at signalized intersections.
- If sidewalks are provided, no pedestrian shall walk along the roadway unless required by other circumstances.
- Where sidewalks are not provided, pedestrians shall walk only on the shoulder on the left side of the roadway in relation to the pedestrian's direction of travel.
- Pedestrians are generally permitted to cross outside of marked or unmarked crosswalks as long as they yield right-of-way to vehicles upon the roadway.
 - One exception is that pedestrians are not permitted to cross outside of crosswalks between adjacent intersections at which traffic control signals are in operation.
- Miami-Dade County Zoning Code provides provisions for bicycle parking at certain types of land use.

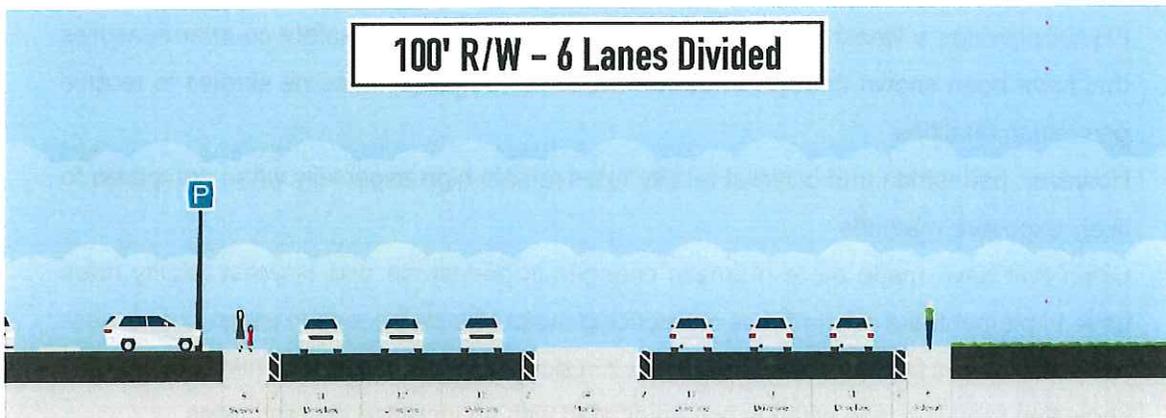
Right-of-Way Constraints

Right-of-way constraints are a significant concern in Miami-Dade County. The County's typical street rights-of-way are narrower than corresponding streets on the State Highway System and in neighboring counties. This creates difficulties when applying Complete Streets principles to streets whose rights-of-way were established based on a design that did not include bicycle facilities or wide sidewalks. Applying design techniques for addressing Complete Street designs within constrained rights-of-way is one of the most important topics from an engineering standpoint for the Action Plan to consider.

Street Design Manuals

Miami-Dade County street designs are contained within the *Public Works Manual*, including Part 1 Standard Details. Typical section details are often based on older, narrower right-of-way assumptions, which sometimes do not allow enough space for robust Complete Streets. For

example, a County typical section for a four-lane arterial roadway with a striped median assumes a 70- to 74-foot right-of-way width, which when accounting for the median width and the 6-foot sidewalks, does not leave enough space for designated bike lanes. Similarly, many six-lane roadways are built within 100-foot rights-of-way, which include three 11-foot travel lanes in each direction, 2-foot curb-and-gutter on all sides, a 14-foot median, and 6-foot sidewalks on both sides. Typical right-of-way widths were established before designated bicycle facilities were a component of roadway design. The *Public Works Manual* was written during a time period when maximizing motor vehicle speed and efficiency were primary design goals.



Although the design elements and standard details have generally not been updated to incorporate Complete Streets principles, designers and engineers can utilize County-recognized standards such as the Florida Greenbook, which has been updated to include design flexibility for many Complete Streets principles. The Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (the Florida Greenbook) is intended to provide minimum standards for use on all public streets that are not part of the State Highway System. The May 2013 Florida Greenbook includes expanded sections in Chapter 8 (Pedestrian Facilities) and Chapter 9 (Bicycle Facilities) to provide improved guidance. In addition, the Traditional Neighborhood Development (TND) chapter provides guidance related to working within context sensitive areas. The TND chapter states that arterial and collector roadways are typically found along the edges of traditional neighborhood developments, although TND design guidance is given for “thoroughfares” of 35 miles per hour design speed or less.

The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and *Urban Bikeway Design Guide* also apply to urban core contexts. In addition, Miami-Dade

County follows FDOT Standard Indexes for many standard details associated with street and roadway design.

Assessment Summary

The following is a brief summary of findings from the Assessment.

- There is no silver bullet for improving street safety. It will be accomplished through a combination of solutions that provide for engineering, education, and enforcement strategies.
- FHWA provides a wealth of information related to conventional safety countermeasures that have been shown through evidence-based performance outcome studies to reduce pedestrian fatalities.
- However, pedestrian and bicyclist fatality rates remain high especially when compared to likely exposure methods.
- Cities that have made more dramatic changes in pedestrian and bicyclist fatality rates have implemented a strong focus on reducing motor vehicle speeds in urban core areas.
- Research shows that narrower streets result in slower travel speeds. Furthermore, studies show that reducing lane width is not associated with an increase in crash rates.
- Studies show that per-capita injury rates are lower as walking and bicycle riding increase.
- The National Complete Streets Coalition (NCSC) have identified ten elements of a comprehensive Complete Streets policy. Each of the ten elements relate to either planning or implementation.
- The NCSC grades each Complete Streets policy from state and local jurisdictions. The Miami-Dade County Complete Streets resolution scores highly on planning factors but poorly on implementation factors (it scores low in design flexibility, exceptions, performance measures, and implementation steps).
- Although the County *Public Works Manual* includes typical sections based on older, narrow rights-of-way, design elements and standard details have generally not been updated to incorporate Complete Streets principles. However, designers and engineers can utilize County-recognized standards such as the *Florida Greenbook* and NACTO *Urban Street Design Guide* to incorporate Complete Streets elements.

- On some streets, lane elimination strategies may be appropriate to incorporate Complete Streets elements where rights-of-way are too narrow to accomplish mobility goals within the current street configuration.
- The City of Miami and Miami-Dade County have endorsed the Downtown Pedestrian Priority Zone (DPPZ). However, implementation of several of its specific recommendations remains elusive, in part due to the conventional approach associated with maintaining motor vehicle speeds and reducing delay.

Chapter 5: Summary and Next Steps

Over 200 of our friends and neighbors will die this year on Miami-Dade County roadways. Traffic deaths are on the rise again after years of declining numbers. However, no amount of traffic deaths on Miami-Dade streets and roadways are inevitable or acceptable. We have the tools to be able to solve the challenge of making our streets safer.

Miami-Dade County has embraced the United States Department of Transportation (USDOT) Mayor's Challenge for creating Safer Streets, Safer People. The Miami-Dade County Action Plan for Safer People, Safer Streets is the foundation for establishing multi-disciplinary actions for creating an environment where people of all abilities – from our children to our grandparents – will be comfortable moving around our beautiful community, whether on foot, by bicycle, riding transit, or in a car.

The Miami-Dade County Action Plan for Safer People, Safer Streets represents six months of work by the Local Action Team (LAT) appointed by Miami-Dade Mayor Carlos A. Gimenez and Chairman of Neat Streets Miami Miami-Dade Commissioner Dennis C. Moss, District 9. With this Action Plan, Miami-Dade County is making a bold new commitment to improve street safety countywide. Over seventy actions are identified along with which departments or agencies will be responsible for implementation. Actions are organized using the seven Mayor's Challenge activity areas. Actions range from expanded enforcement against dangerous moving violations like speeding and failing to yield to pedestrians, to new street designs that achieve a balance for safer pedestrian and bicyclist space with accommodating motor vehicle mobility, to funding initiatives that expand the resources available for Complete Streets projects, to targeted education programs that will demonstrate and encourage people regarding the value of safe streets within our community. County leadership will convey this culture shift by implementing the recommendations of the Local Action Plan.

There is no silver bullet that will end traffic fatalities. However, this Action Plan represents a framework for beginning to drive down fatalities and move toward a fatality-free street system that we can all enjoy. Miami-Dade County staff are working on an early adoption plan that will identify first steps and associated timeframes.

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**Media Contact:**

Patrice Gillespie-Smith, Neat Streets Miami

gsp109@miamidade.gov

305-755-7801

Miami-Dade Commissioners pass safer streets resolution to reduce bicyclist and pedestrian fatalities

MIAMI (June 08, 2016) — Highlighting Miami-Dade's participation in the USDOT's Mayors Challenge for Safer People, Safer Streets, the Board of County Commissioners yesterday passed a resolution requiring the implementation of the Local Action Plan For Safer People, Safer Streets. The plan was a product of a 22-member Local Action Team that spent seven months analyzing our community's high rate of cyclist and pedestrian fatalities; identifying national best practices; and participating in walking tours of high crash areas. Based on these efforts, the Local Action Team for Safer People, Safe Streets recommended 50 action steps to increase road safety, enhance awareness of safety laws and empower both county and municipal staff to implement innovative countermeasures.

"The Board of County Commissioners' vote in support of the Local Action Team's Plan signifies an urgent call to action that we must do everything we can to stop Miami-Dade's troubling increase in pedestrian and bicyclist fatalities," said resolution sponsor Miami-Dade Commissioner Dennis C. Moss, District 9. "Community leaders invested their time and expertise in the development of the plan, now it's up to us to ensure it is implemented."

"I am grateful to the Local Action Team for its leadership in the completion of an Action Plan that equips staff with the tools needed to create safer streets," said Miami-Dade Mayor Carlos A. Gimenez. "Given the gravity and futility of these tragic bicyclist and pedestrian deaths, I have instructed my administration to act on this plan quickly and effectively."

In September 2015, Mayor Gimenez, together with Commissioner Moss, appointed 22 multi-disciplinary thought leaders to the Local Action Team for Safer People, Safer Streets (LAT). Through a Health Foundation for South Florida grant, the County hired an engineering consulting firm to put together an Action Plan. Staff from Neat Streets Miami managed the project delivery. As a result, Miami-Dade County can boast one of the most comprehensive and multi-jurisdictional approaches in the nation to addressing bicyclist and pedestrian safety.

Last January, Secretary Foxx challenged city leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long "Mayors' Challenge for Safer People and Safer Streets" effort. In March 2015, the USDOT and cities from across the nation launched the Challenge during the Mayors' Summit for Safer People, Safer Streets at the USDOT headquarters in Washington, DC. Mayor Gimenez sent a contingent to represent Miami-Dade. For more information on the Local Action Plan and the county's efforts, visit the [Neat Streets Miami web page](#).

For more information on the US DOT Mayors' Challenge for Safer People and Safer Streets please visit the [web page](#) .

[Miami-Dade Parks](#) is a world-class parks system supported by the [Parks Foundation of Miami-Dade](#) and focused on Placemaking, Health and Fitness, and Conservation and Stewardship.

###

To request materials in accessible format, sign language interpreters and/or any accommodations to participate in any Miami-Dade Parks-sponsored program or meeting, contact Parks Disability Services at pds@miamidade.gov, 305-755-7848, at least 7 days in advance to initiate your request. TTY users may also call 711 (Florida Relay Service).

Parks, Recreation and Open Spaces



Manager's Report

BROWNFIELD DEVELOPMENT PROGRAM

The **Brownfield Redevelopment Bonus Refund** is available to encourage redevelopment and job creation within designated brownfield areas. A pre-approved applicant may receive a tax refund equal to 20 percent of the average annual wage of the new jobs created in a designated brownfield area up to a maximum of \$2,500 per new job created. Refunds are based upon taxes paid by the business, including corporate income, sales, ad valorem, intangible personal property, insurance premium, and certain other taxes. No more than 25 percent of the total refund approved may be paid in any single fiscal year.

The Brownfield Redevelopment Bonus may be awarded in addition to the Qualified Target Industry (QTI) Tax Refund provided under s. 288.106, Florida Statutes. (Please refer to the QTI Tax Refund information sheet for additional information.)

Key Definitions

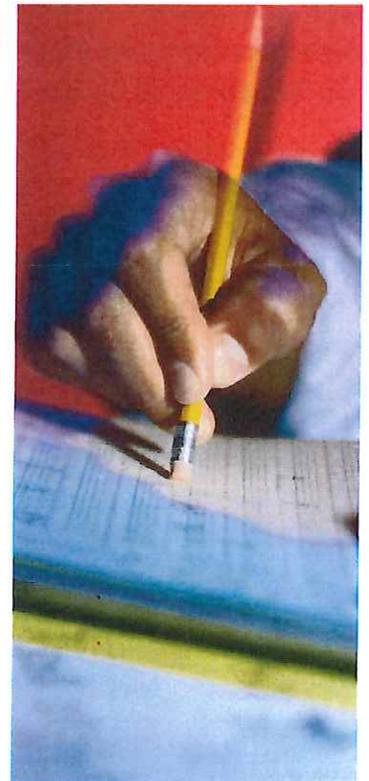
"Brownfield sites" means real property, the expansion, redevelopment, or reuse of which may be complicated by actual or perceived environmental contamination.

"Brownfield area" means a contiguous area of one or more brownfield sites, some of which may not be contaminated, and which has been designated by a local government by resolution. Such areas may include all or portions of community redevelopment areas, enterprise zones, empowerment zones, other such designated economically deprived communities and areas, and Environmental-Protection-Agency-designated brownfield pilot projects.

Eligibility

To qualify, an applicant must locate within a brownfield area and:

- Be certified as QTI business as defined in Section 288.106, F.S., **or**
- Be a business that can demonstrate a fixed capital investment of at least \$2 million in mixed-use business activities, including multiunit housing, commercial, retail, and industrial in brownfield areas, or at least \$500,000 in brownfield areas that do not require site clean up, and which provides benefits to its employees;
- Create at least 10 new permanent Florida full-time jobs with benefits (including health insurance at a minimum), excluding construction and site remediation jobs;
- Show that the project will diversify and strengthen the economy of the area surrounding the site;
- Show that the project will promote capital investment in the area beyond that contemplated for the rehabilitation of the site;
- Provide a resolution from the city or county commission recommending the applicant for the incentive and, at the option of the city or county, committing the community to provide a local match equaling 20 percent of the tax refund. If a community elects to be exempt from the local match requirement, the applicant is only eligible for 80 percent of the refund for which they would otherwise qualify. The local match exemption must be requested in a resolution of the local governing authority; and
- Either execute a Brownfield Site Rehabilitation Agreement (BSRA) with the Department of Environmental Protection or demonstrate as many of the following elements as possible:
 - Significant remediation or redevelopment of a site outside the formal BSRA framework and certification (via separate letter) that knowledge of the state brownfield program and benefits played a significant role in the decision to proceed with that remediation or redevelopment.
 - Documented discussion of the availability of the Brownfield Redevelopment Bonus incentive among project contacts and state and local economic development officials prior to proceeding with the project.
 - Submission of a Brownfield Redevelopment Bonus application prior to making a relocation or expansion decision.
 - Adoption of the Brownfield Redevelopment Bonus local support resolution before the commencement of operations of the project business.



Application Process

- In order to participate, a company must apply to Enterprise Florida, Inc. (EFI). EFI staff will shepherd businesses and communities through the entire application process, ensuring that the company and community understand what is required for a complete, effective application.
- EFI reports its evaluation of the application and recommendation to the Director of the Office of Tourism, Trade, and Economic Development (OTTED) who makes the final decision on the project.

Approval Process

- OTTED's approval or disapproval of the application is in the form of a certification letter.
- If the application is approved, the certification letter will indicate the amount and schedule of tax refunds approved, as well as the number of jobs and average wage rate for the project jobs as stated in the application.
- Once the Brownfield Redevelopment Bonus application is approved, the business will begin working directly with OTTED to finalize the tax refund agreement. Within 120 days of issuance of the certification letter, the eligible business and the Director of OTTED must sign a written tax refund agreement.

Refund Process

- The business submits a claim to OTTED each year for the scheduled tax refund.
- If all the terms of the tax refund agreement are met, OTTED pays the refund.

Statutory Reference: [Section 288.107, Florida Statutes](#)

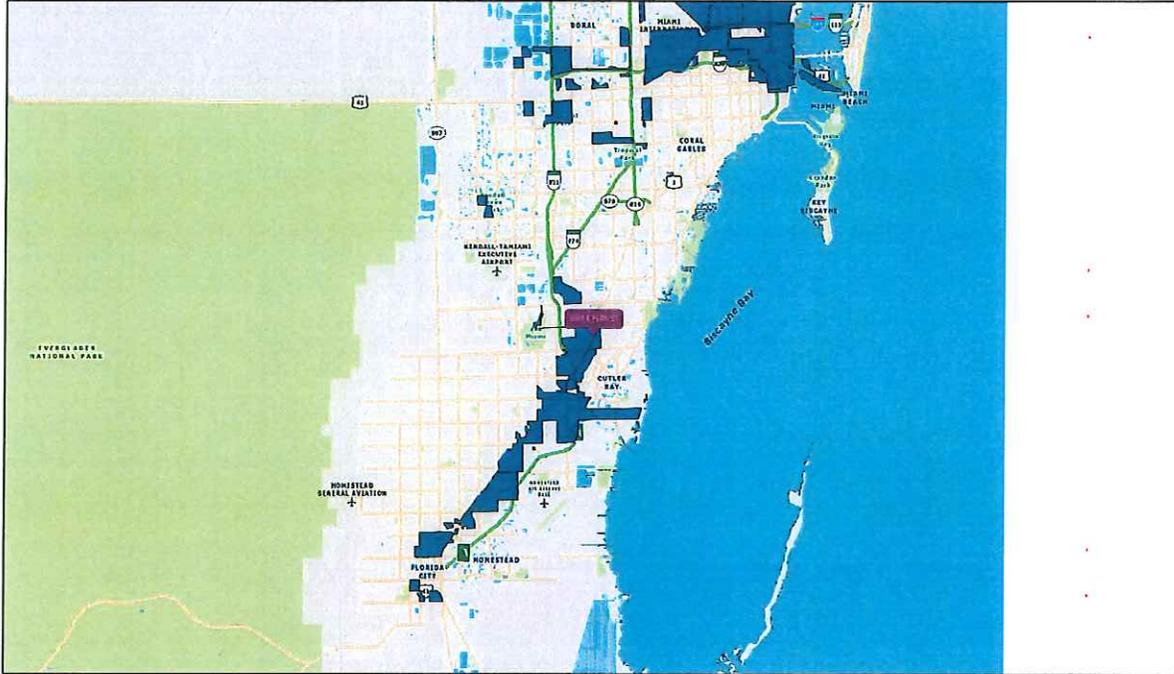


For additional information, please contact:
Enterprise Florida, Inc.
800 North Magnolia Avenue • Suite 1100 • Orlando, Florida 32803
407.956.5600



Business Incentives

Location : 9861 E FERN ST



Summary:

Name	Description
Brownfield	PERRINE
Census Tract 2010	82.08
Community Development Block Group	The location entered is not within a Community Development Block Group boundary.
Community Development District	The location entered is not within a Community Development District boundary.
Community Redevelopment Area	The location entered is not within a Community Redevelopment Area boundary.
County Commission District	Daniella Levine Cava
Empowerment Zone/Targeted Urban Area	The location entered is not within a Empowerment Zone/Targeted Urban Area boundary.
Enterprise Zone	SOUTH
Land Use	Sales and Services (Spot commercial, strip commercial, neighborhood shopping centers/plazas). Excludes office facilities.
MunicipalityCoastal_poly	PALMETTO BAY
Neighborhood Revitalization Strategy Area	The location entered is not within a Neighborhood Revitalization Strategy Area boundary.
Targeted Urban Area	The location entered is not within a Targeted Urban Area boundary.

Target Urban Area Corridor	The location entered is not within a Target Urban Area Corridor boundary.
Municipal Zoning	MC-MIXED USE CORRIDOR
Urban Development Boundary	1

Disclaimer:

** The County is continually editing and updating GIS data to improve positional accuracy and information. No warranties, expressed or implied, are provided for the positional or thematic accuracy of the data herein, its use, or its interpretation. Although it is periodically updated, this information may not reflect the data currently on file at Miami-Dade County and the County assumes no liability either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken, or action not taken by the user in reliance upon any information provided herein. Please direct all inquiries, comments, and suggestions to gis@miamidade.gov



Manager's Report

**CODE CASES
FEBRUARY - JUNE 2016**

CE Case

Case number
CE-2016-7425

Address
14720 SW 80 AVE
PALMETTO BAY FL 33158

Responsible party: Michael F Wojcicki
Owner: Michael F Wojcicki
Parcel number: 3350220000801

Description

A/C unit change out
without a permit

Status
Pending

Initiated: 02/19/2016
Compliance:
Closed:

Case number
CE-2016-7426

Address
9271 SW 180 ST
PALMETTO BAY FL 33157

Responsible party: Buchanan Brothers Inc
Owner: Richard B & W Pamela Buchanan
Parcel number: 3350330121060

Description

Failure to renew BTR and
CU with Palmetto Bay

Status
Completed

Initiated: 02/19/2016
Compliance: 03/23/2016
Closed: 03/23/2016

Case number
CE-2016-7427

Address
8275 SW 172 ST
PALMETTO BAY FL 33157

Responsible party: Marge Allmand & Co.
Owner: Marge E Allmand (Tr)
Parcel number: 3350340000211

Description

Failure to renew BTR and
CU with Palmetto Bay

Status
Completed

Initiated: 02/19/2016
Compliance: 03/23/2016
Closed: 03/23/2016

Case number
CE-2016-7428

Address
14120 SW 72 AVE
PALMETTO BAY FL 33158

Responsible party: Sweet Grindstone Lic
Owner: Les J Oppenheim
Parcel number: 3350230090990

Description

Failure to renew BTR and
CU with Palmetto Bay

Status
Completed

Initiated: 02/19/2016
Compliance: 03/23/2016
Closed: 03/23/2016

Case number
CE-2016-7429

Address
13840 SW 74 AVE
PALMETTO BAY FL 33158

Failure to renew BTR and
CU with Palmetto Bay

Status
Completed

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
Responsible party: Teresa Reed Owner: Teresa Reed Parcel number: 3350330270160			
<u>Case number</u> CE-2016-7421	<u>Address</u> 6900 SW 142 TER PALMETTO BAY FL 33158	<u>Description</u> Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
Responsible party: Wiegandt Investments Corp Owner: Karl &W Dacia Wiegandt Parcel number: 3350230010100			
<u>Case number</u> CE-2016-7422	<u>Address</u> 6900 SW 142 TER PALMETTO BAY FL 33158	<u>Description</u> Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
Responsible party: Wiegandt Management Corp Owner: Karl &W Dacia Wiegandt Parcel number: 3350230010100			
<u>Case number</u> CE-2016-7423	<u>Address</u> 15455 SW 81 AVE PALMETTO BAY FL 33157	<u>Description</u> Fence in disrepair with gate in the NW corner and sofa in the swale	<u>Status</u> Completed
Responsible party: Albert J &W Blanca A Piantini Owner: Albert J &W Blanca A Piantini Parcel number: 3350270240090			
<u>Case number</u> CE-2016-7424	<u>Address</u> 15460 SW 81 AVE PALMETTO BAY FL 33157	<u>Description</u> Tree debris on the property	<u>Status</u> Completed
Responsible party: Robert E Jr &W Megha Davis Owner: Robert E Jr &W Megha Davis Parcel number: 3350270230010			

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Gal & B Holding Llc Owner: Nehama Bikovsky Parcel number: 3350230110090	Initiated: 02/22/2016 Compliance: 03/28/2016 Closed: 03/28/2016	
<u>Case number</u> CE-2016-7430	<u>Address</u> 8365 SW 168 TER PALMETTO BAY FL 33157	<u>Description</u> Graffiti on back wall facing 168st	<u>Status</u> Completed
	Responsible party: Lori A Davis Owner: Lori A Davis Parcel number: 3350340280040	Initiated: 02/22/2016 Compliance: 03/04/2016 Closed: 03/04/2016	
<u>Case number</u> CE-2016-7431	<u>Address</u> 16510 SW 81 AVE PALMETTO BAY FL 33157	<u>Description</u> Illegal real estate sign exceed 144 sq in. Prohibited articles on the sig, balloons, placed on the right of way and property.	<u>Status</u> Completed
	Responsible party: Faktor Home Alfa Lic Owner: Faktor Home Alfa Lic Parcel number: 3350270180080	Initiated: 02/23/2016 Compliance: 02/29/2016 Closed: 02/29/2016	
<u>Case number</u> CE-2016-7432	<u>Address</u> 15920 SW 81 AVE PALMETTO BAY FL 33157	<u>Description</u> Illegal real estate sign, exceeds 144 sq in	<u>Status</u> Completed
	Responsible party: Irene O Marks Owner: Irene O Marks Parcel number: 3350270380120	Initiated: 02/23/2016 Compliance: 03/07/2016 Closed: 03/07/2016	
<u>Case number</u> CE-2016-7433	<u>Address</u> 15203 SW 81 AVE PALMETTO BAY FL 33157	<u>Description</u> Illegal real estate sign, exceeds 144 sq in	<u>Status</u> Completed
	Responsible party: Douglas A &W Ann Mar Deam Owner: Douglas A &W Ann Mar Deam Parcel number: 3350270240010	Initiated: 02/23/2016 Compliance: 03/07/2016 Closed: 03/07/2016	

CE Case

Case number
CE-2016-7434

Address
15451 SW 67 CT
PALMETTO BAY FL 33157

Responsible party: Barry I &W Katz

Owner: Barry I &W Katz
Parcel number: 3350260050040

Description

Storage container on the property

Status

Pending

Initiated: 02/23/2016

Compliance:

Closed:

Case number
CE-2016-7435

Address
8300 SW 157 ST
PALMETTO BAY FL 33157

Responsible party: 8300 Llc

Owner: 8300 Llc
Parcel number: 3350270021400

Description

Failure to maintain pool

Status

Pending

Initiated: 02/23/2016

Compliance:

Closed:

Case number
CE-2016-7436

Address
17720 SW 91 AVE
PALMETTO BAY FL 33157

Responsible party: Alfred S &W Denise Ossorio

Owner: Alfred S &W Denise Ossorio
Parcel number:

Description

Steel storage contained

Status

Completed

Initiated: 02/23/2016

Compliance: 04/25/2016

Closed: 04/25/2016

Case number
CE-2016-7437

Address
17720 SW 91 AVE
PALMETTO BAY FL 33157

Responsible party: Merile Jackson

Owner: Merile Jackson
Parcel number: 3350330150170

Description

Construction work being done no permits

Status

Pending

Initiated: 02/23/2016

Compliance:

Closed:

Case number
CE-2016-7438

Address
17001 SW 92 CT
PALMETTO BAY FL 33157

Description

Observed tall grass, tall weeds, vines, dead vegetation, dead palm tree

Status

Pending

CE Case	Case number	Address	Description	Status
	CE-2016-7443	17303 SW 87 AVE PALMETTO BAY FL 33157 Responsible party: Jbw Realty Group Inc Owner: Jacinta R Trs Wong Parcel number: 3350340040310	Failure to renew BTR and CU with Palmetto Bay	Completed
	CE-2016-7444	8513 SW 169 TER PALMETTO BAY FL 33157 Responsible party: Ncl Financial Inc Services Owner: Ncl Financial Inc Services Parcel number: 3350340360150	Uncontaminized solid waste, dead palm fronds and dead vegetation from other trees	Pending
	CE-2016-7445	16601 SW 83 CT PALMETTO BAY FL 33157 Responsible party: Jerome Kaline Owner: Jerome Kaline Parcel number: 3350270000711	Abandon trailer and boat	Completed
	CE-2016-7446	8920 SW 163 TER PALMETTO BAY FL 33157 Responsible party: Zaohua Huang Owner: Zaohua Huang Parcel number: 3350280570480	Failure to maintain wall	Completed
	CE-2016-7447	8785 SW 177 TER PALMETTO BAY FL 33157	Failure to maintain pool, back door, vegetation, roof, gutters	Working

CE Case

Case number

Address

Description

Status

Responsible party: Rodolfo &W Michelle Pineda
Owner: Rodolfo &W Michelle Pineda
Parcel number: 3350330300750

Initiated: 02/29/2016
Compliance:
Closed:

Case number

Address

Description

Status

13601 SW 80 CT
PALMETTO BAY FL 33158

Failure to renew BTR and
CU with Palmetto Bay

Completed

Responsible party: Cmc Pediatric Speech & Languag
Owner: Rafael I De La Torre
Parcel number: 3350220030060

Initiated: 03/01/2016
Compliance: 04/05/2016
Closed: 04/05/2016

Case number

Address

Description

Status

7955 SW 157 ST
PALMETTO BAY FL 33157

Failure to renew BTR and
CU with Palmetto Bay

Completed

Responsible party: True Tree Service Lic
Owner: Thomas &W Pamela Wogan
Parcel number: 3350270000220

Initiated: 03/01/2016
Compliance: 04/05/2016
Closed: 04/05/2016

Case number

Address

Description

Status

18151 SW 98 CT
PALMETTO BAY FL 33157

Failure to maintain property

Completed

Responsible party: Sw 98Th Ct Holding Lic
Owner: Sw 98Th Ct Holding Lic
Parcel number: 3350320070870

Initiated: 03/01/2016
Compliance: 03/14/2016
Closed: 03/14/2016

Case number

Address

Description

Status

16645 S DIXIE HWY
PALMETTO BAY FL 33157

Failure to maintain concrete
wall

Pending

Responsible party: So Bell Tel & Tel Co
Owner: So Bell Tel & Tel Co
Parcel number: 3350280040110

Initiated: 03/01/2016
Compliance:
Closed:

CE Case

Case number
CE-2016-7452

Address
13625 SW 78 CT
PALMETTO BAY FL 33158

Responsible party: Ahmad &W Beverlyn Tavakoly

Owner: Ahmad &W Beverlyn Tavakoly

Parcel number: 3350220160020

Description

RV parked on grass with
flat tires and expired tag,
windows changed out

Initiated: 03/02/2016

Compliance:

Closed:

Status

Pending

Case number
CE-2016-7453

Address
15451 SW 67 CT
PALMETTO BAY FL 33157

Responsible party: Barry I &W Katz

Owner: Barry I &W Katz

Parcel number: 3350260050040

Description

Running a business without
home office license

Initiated: 03/02/2016

Compliance: 03/14/2016

Closed: 03/14/2016

Status

Completed

Case number
CE-2016-7454

Address
15451 SW 67 CT
PALMETTO BAY FL 33157

Responsible party: Barry I &W Katz

Owner: Barry I &W Katz

Parcel number: 3350260050040

Description

Running a business without
home office license

Initiated: 03/02/2016

Compliance: 03/14/2016

Closed: 03/14/2016

Status

Completed

Case number
CE-2016-7455

Address
15451 SW 67 CT
PALMETTO BAY FL 33157

Responsible party: Barry I &W Katz

Owner: Barry I &W Katz

Parcel number: 3350260050040

Description

Running a business without
home office license

Initiated: 03/02/2016

Compliance: 03/14/2016

Closed: 03/14/2016

Status

Completed

Case number
CE-2016-7456

Address
7821 SW 162 ST
PALMETTO BAY FL 33157

Description

Solid was encroaching unto
the road creating a hazard

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Cns Re Partners Llc Owner: Dionne Walker Parcel number: 3350270030280		Initiated: 03/03/2016 Compliance: 05/02/2016 Closed: 05/02/2016
<u>Case number</u> CE-2016-7457	<u>Address</u> 8940 SW 155 ST PALMETTO BAY FL 33157	Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
	Responsible party: Eduardo R Bas Owner: Eduardo R Bas Parcel number: 3350280160300		Initiated: 03/07/2016 Compliance: 04/08/2016 Closed: 04/08/2016
<u>Case number</u> CE-2016-7458	<u>Address</u> 6940 SW 142 TER PALMETTO BAY FL 33157	Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
	Responsible party: Pastorella Enterprises Inc Owner: Gary &W Carolyn Pastorella Parcel number: 3350230010090		Initiated: 03/07/2016 Compliance: 04/08/2016 Closed: 04/08/2016
<u>Case number</u> CE-2016-7459	<u>Address</u> 9741 WAYNE AVE PALMETTO BAY FL 33157	Trash and litter on back and front of property. Dead tree debris in back	<u>Status</u> Completed
	Responsible party: Palmetto Bay Plaza Llc Owner: Palmetto Bay Plaza Llc Parcel number: 3350320070160		Initiated: 03/08/2016 Compliance: 05/19/2016 Closed: 05/19/2016
<u>Case number</u> CE-2016-7460	<u>Address</u> 8480 SW 143 ST PALMETTO BAY FL 33158	Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
	Responsible party: Barbosa Tennis, Inc Owner: Jd & Andres Jtrs Barbosa Parcel number: 3350220260030		Initiated: 03/08/2016 Compliance: 04/11/2016 Closed: 04/11/2016

CE Case

Case number
CE-2016-7461

Address
13725 SW 79 CT
PALMETTO BAY FL 33157

Responsible party: Little Dolphins Swim Academy L

Owner: Thomas D &W Kimberly Parks

Parcel number: 3350220010130

Case number
CE-2016-7462

Address
7300 SW 167 ST
PALMETTO BAY FL 33157

Responsible party: Fremont & Loan Investment

Owner: Fremont & Loan Investment

Parcel number: 3350260210050

Case number
CE-2016-7463

Address
13645 OLD CUTLER RD
PALMETTO BAY FL 33158

Responsible party: James L &W Teresa R Brown

Owner: James L &W Teresa R Brown

Parcel number: 3350230000191

Case number
CE-2016-7464

Address
17001 SW 92 CT
PALMETTO BAY FL 33157

Responsible party: Vitran Homes Llc

Owner: Vitran Homes Llc

Parcel number: 3350330000390

Case number
CE-2016-7465

Address
8284 SW 176 TER
PALMETTO BAY FL 33157

<u>Description</u>	<u>Status</u>
Failure to renew BTR and CU with Palmetto Bay	Completed
Dead vegetation on trees, shrubs and ground, Unable to see house numbers, Facia and soffit not being maintained, wood fence in disrepair on top of brick	Pending
Running a business without home office license	Pending
Chain link in disrepair, junk in property, van with expired tag, gas cans, car ramps, etc	Completed
Interior work done no permits	Completed

CE Case

Case number CE-2016-7470 Address 17151 SW 87 CT
 PALMETTO BAY FL 33157
Status Completed

Description Roof work being done without a permit
 Responsible party: Marilyn Mesa
 Owner: Mariano Rodino
 Parcel number: 3350330190240
 Initiated: 03/10/2016
 Compliance: 03/14/2016
 Closed: 03/14/2016

Case number CE-2016-7471 Address 9380 SW 183 TER
 PALMETTO BAY FL 33157
Status Pending

Description Junk stored outside, vegetation in palm trees and Florida holly
 Responsible party: Roberto A &W Carmen Angulo
 Owner: Roberto A &W Carmen Angulo
 Parcel number: 3350330240010
 Initiated: 03/10/2016
 Compliance: Closed:

Case number CE-2016-7472 Address 13760 SW 73 CT
 PALMETTO BAY FL 33158
Status Completed

Description Kitchen and bathroom fixtures removed and a=steel storage container
 Responsible party: Timothy M &W Amely L Tudor
 Owner: Timothy M &W Amely L Tudor
 Parcel number: 3350230110350
 Initiated: 03/10/2016
 Compliance: 05/03/2016
 Closed: 05/03/2016

Case number CE-2016-7473 Address 16141 SW 87 CT
 PALMETTO BAY FL 33157
Status Completed

Description Failure to renew BTR and CU with Palmetto Bay
 Responsible party: R B Gibson Painting Inc
 Owner: Robert B Jr &W Joann Gibson
 Parcel number: 3350280200140
 Initiated: 03/14/2016
 Compliance: 04/18/2016
 Closed: 04/18/2016

Case number CE-2016-7474 Address 15740 SW 77 AVE
 PALMETTO BAY FL 33157
Status Completed

Description Failure to renew BTR and CU with Palmetto Bay

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Goodnature Construction, Lic Owner: Bryce A &W Yvonne M Goodnature Parcel number: 3350260060230	Initiated: 03/14/2016 Compliance: 04/18/2016 Closed: 04/18/2016	
<u>Case number</u> CE-2016-7475	<u>Address</u> 15120 SW 69 CT PALMETTO BAY FL 33158	<u>Description</u> Illegal articles in the right of way	<u>Status</u> Completed
	Responsible party: Hope Hughes L Owner: Hope Hughes L Parcel number: 3350230240130	Initiated: 03/16/2016 Compliance: 04/04/2016 Closed: 04/04/2016	
<u>Case number</u> CE-2016-7476	<u>Address</u> 17255 SW 90 AVE PALMETTO BAY FL 33157	<u>Description</u> Illegal articles in the right of way	<u>Status</u> Completed
	Responsible party: Morton H &W Avis B Rabin Owner: Morton H &W Avis B Rabin Parcel number: 3350330230190	Initiated: 03/16/2016 Compliance: 03/21/2016 Closed: 03/21/2016	
<u>Case number</u> CE-2016-7477	<u>Address</u> 14900 SW 86 AVE PALMETTO BAY FL 33158	<u>Description</u> Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
	Responsible party: Aguilar Apolinar Doble Jr Owner: Apolinar D Jr &W Ros Aguilar Parcel number: 3350220350170	Initiated: 03/16/2016 Compliance: 04/18/2016 Closed: 04/18/2016	
<u>Case number</u> CE-2016-7478	<u>Address</u> 7975 SW 162 ST PALMETTO BAY FL 33157	<u>Description</u> Prohibited signage, signed exceeds size	<u>Status</u> Completed
	Responsible party: Lucnar Lic Owner: Lucnar Lic Parcel number: 3350270030350	Initiated: 03/16/2016 Compliance: 03/21/2016 Closed: 03/21/2016	

CE Case

Case number
CE-2016-7479

Address
8650 SW 144 ST
PALMETTO BAY FL 33158

Description

Failure to renew BTR and
CU with Palmetto Bay

Status
Completed

Responsible party: Coral Advertising, Inc.

Owner: Israel &W Carolaine Camrus

Parcel number: 3350220000550

Case number
CE-2016-7480

Address
14400 SW 73 AVE
PALMETTO BAY FL 33158

Description

Failure to renew BTR and
CU with Palmetto Bay

Status
Completed

Responsible party: Centrade International Corp

Owner: Jorge &W Carolina Chamorro

Parcel number: 3350230230010

Case number
CE-2016-7481

Address
16745 SW 83 CT
PALMETTO BAY FL 33157

Description

Junk being stored in the
driveway

Status
Completed

Responsible party: Jerome C &W Anna Mar Kaline

Owner: Jerome C &W Anna Mar Kaline

Parcel number: 3350270370030

Case number
CE-2016-7482

Address
14400 SW 73 AVE
PALMETTO BAY FL 33158

Description

Interior remodeling no
permit

Status
Completed

Responsible party: Jorge &W Carolina Chamorro

Owner: Jorge &W Carolina Chamorro

Parcel number: 3350230230010

Case number
CE-2016-7483

Address
8980 SW 181 ST
PALMETTO BAY FL 33157

Description

Failure to renew BTR and CU
with Palmetto Bay

Status
Completed

Initiated: 03/18/2016

Compliance: 04/05/2016

Closed: 04/05/2016

Initiated: 03/16/2016

Compliance: 04/18/2016

Closed: 04/18/2016

Initiated: 03/16/2016

Compliance: 04/18/2016

Closed: 04/18/2016

Initiated: 03/17/2016

Compliance: 05/09/2016

Closed: 05/09/2016

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Arascape, Inc. Owner: Carlos Ara Parcel number: 3350330260210	Initiated: 03/21/2016 Compliance: 04/26/2016 Closed: 04/26/2016	
<u>Case number</u> CE-2016-7484	<u>Address</u> 17921 SW 89 AVE PALMETTO BAY FL 33157	<u>Description</u> Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
	Responsible party: Js Productions Owner: Jeffrey S Prince Parcel number: 3350330320170	Initiated: 03/21/2016 Compliance: 04/26/2016 Closed: 04/26/2016	
<u>Case number</u> CE-2016-7485	<u>Address</u> 17800 SW 75 AVE PALMETTO BAY FL 33157	<u>Description</u> Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
	Responsible party: Straight Ahead Construction In Owner: Granmama Llc Parcel number: 3350350080230	Initiated: 03/21/2016 Compliance: 04/26/2016 Closed: 04/26/2016	
<u>Case number</u> CE-2016-7486	<u>Address</u> 7505 SW 141 ST PALMETTO BAY FL 33158	<u>Description</u> No house number visible from the street	<u>Status</u> Completed
	Responsible party: Alexander J Trs Rodriguez Owner: Alexander J Trs Rodriguez Parcel number: 3350230090110	Initiated: 03/22/2016 Compliance: 03/28/2016 Closed: 03/28/2016	
<u>Case number</u> CE-2016-7487	<u>Address</u> 17920 SW 77 AVE PALMETTO BAY FL 33157	<u>Description</u> Windows changed out, shed installed, brick foundation & BBQ are built, without permits	<u>Status</u> Completed
	Responsible party: Joel &W Mery Leon Owner: Joel &W Mery Leon Parcel number: 3350340120050	Initiated: 03/22/2016 Compliance: 05/10/2016 Closed: 05/10/2016	

CE Case

Case number
CE-2016-7488

Address
8264 SW 176 TER
PALMETTO BAY FL 33157

Description

Failure to obtain
permit for around
the pool

Status
Pending

Initiated: 03/22/2016

Compliance:

Closed:

Case number
CE-2016-7489

Address
9710 E INDIGO ST
#201
PALMETTO BAY FL 33157

Description

New partition walls,
drywall, openings cut
out in the bathroom
exposing plumbing. No
permits

Status
Pending

Initiated: 03/22/2016

Compliance:

Closed:

Case number
CE-2016-7490

Address
7695 SW 141 ST
PALMETTO BAY FL 33158

Description

Failure to maintain
landscaping and yard

Status
Pending

Initiated: 03/22/2016

Compliance:

Closed:

Responsible party: Paul C Ewbank

Owner: Paul C Ewbank

Parcel number: 3350230090070

Case number
CE-2016-7491

Address
8601 CORAL REEF DR
PALMETTO BAY FL 33157

Description

New service, new A/C,
interior renovations and
no permits

Status
Pending

Initiated: 03/22/2016

Compliance:

Closed:

Responsible party: Jonathan Cates

Owner: Jonathan Cates

Parcel number: 3350220320260

Case number
CE-2016-7492

Address
9811 WAYNE AVE
PALMETTO BAY FL 33157

Description

Failure to renew BTR and
CU with Palmetto Bay

Status
Working

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Wayne Street Lic Owner: Wayne Street Lic Parcel number: 3350320070070		Initiated: 03/22/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7493	<u>Address</u> 8920 SW 155 ST PALMETTO BAY FL 33157	<u>Description</u> New concrete slab and removal of chain link fence	<u>Status</u> Pending
	Responsible party: Everett P &W Mariam Breland Owner: Everett P &W Mariam Breland Parcel number: 3350280160310		Initiated: 03/24/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7494	<u>Address</u> 17220 SW 77 CT PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain pool	<u>Status</u> Completed
	Responsible party: Pennymac Corp. Owner: Manuel Mendoza &W Ro Cardenal Parcel number: 3350340030130		Initiated: 03/24/2016 Compliance: 05/26/2016 Closed: 05/26/2016
<u>Case number</u> CE-2016-7495	<u>Address</u> 17220 SW 77 CT PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain pool barrier, property needs to be secured	<u>Status</u> Pending
	Responsible party: Pennymac Corp. Owner: Manuel Mendoza &W Ro Cardenal Parcel number: 3350340030130		Initiated: 03/24/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7496	<u>Address</u> 17220 SW 77 CT PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain property	<u>Status</u> Pending
	Responsible party: Pennymac Corp. Owner: Manuel Mendoza &W Ro Cardenal Parcel number: 3350340030130		Initiated: 03/24/2016 Compliance: Closed:

CE Case

Case number
CE-2016-7497

Address
17220 SW 77 CT
PALMETTO BAY FL 33157

Description

Shed within the setbacks

Status
Completed

Initiated: 03/24/2016

Compliance: 06/16/2016

Closed: 06/16/2016

Case number
CE-2016-7498

Address
16780 SW 81 AVE
PALMETTO BAY FL 33157

Description

Failure to maintain pool and pool barrier

Status
Pending

Initiated: 03/24/2016

Compliance:

Closed:

Case number
CE-2016-7499

Address
7623 SW 170 ST
PALMETTO BAY FL 33157

Description

Failure to maintain property

Status
Completed

Initiated: 03/24/2016

Compliance: 06/01/2016

Closed: 06/01/2016

Case number
CE-2016-7500

Address
17091 SW 92 CT
PALMETTO BAY FL 33157

Description

Dead tree debris and trash in backyard

Status
Completed

Initiated: 03/24/2016

Compliance: 05/02/2016

Closed: 05/02/2016

Case number
CE-2016-7501

Address
15715 S DIXIE HWY
PALMETTO BAY FL 33157

Description

Failure to renew BTR and CU with Palmetto Bay

Status
Completed

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
CE-2016-7502	Responsible party: Healthcare Starz, Inc Owner: Palmetto Bay Inc Centre Parcel number: 3350280720010	Initiated: 03/24/2016 Compliance: 04/26/2016 Closed: 04/26/2016	Completed
CE-2016-7503	Responsible party: Daniel V. Ligman, P.A. Owner: Palmetto Bay Inc Centre Parcel number: 3350280720010	Initiated: 03/24/2016 Compliance: 04/26/2016 Closed: 04/26/2016	Completed
CE-2016-7504	Responsible party: Florida Gables Consulting Inc. Owner: Palmetto Bay Inc Centre Parcel number: 3350280720010	Initiated: 03/24/2016 Compliance: 04/26/2016 Closed: 04/26/2016	Completed
CE-2016-7504	Responsible party: West Aesthetics Skincare Llc Owner: Palmetto Bay Inc Centre Parcel number: 3350280720010	Initiated: 03/24/2016 Compliance: 05/13/2016 Closed: 05/13/2016	Completed
CE-2016-7505	Responsible party: Asareth Kovach Owner: Asareth Kovach Parcel number: 3350270500400	Initiated: 03/25/2016 Compliance: 05/09/2016 Closed: 05/09/2016	Completed

CE Case

Case number
CE-2016-7506

Address
8455 SW 155 TER
PALMETTO BAY FL 33157

Description

Illegally parking RV

Status
Completed

Responsible party: Jacqueline Fernandez

Owner: Jacqueline Fernandez

Parcel number: 3350270020740

Initiated: 03/25/2016

Compliance: 04/04/2016

Closed: 04/04/2016

Case number
CE-2016-7507

Address
9055 SW 158 ST
PALMETTO BAY FL 33157

Description

Failure to maintain property

Status
Pending

Responsible party: John Rogers

Owner: John Rogers

Parcel number: 3350280000260

Initiated: 03/25/2016

Compliance:

Closed:

Case number
CE-2016-7508

Address
7000 SW 148 TER
PALMETTO BAY FL 33158

Description

Interior renovations done without a permit

Status
Completed

Responsible party: Andrew J &W Mary L T Juska

Owner: Juan Ruiz-Unger

Parcel number: 3350230200170

Initiated: 03/25/2016

Compliance: 04/20/2016

Closed: 04/20/2016

Case number
CE-2016-7509

Address
14135 FARMER RD
PALMETTO BAY FL 33158

Description

Expired permit BLD-2013-4754 for asphalt driveway

Status
Completed

Responsible party: David Zisman

Owner: David Zisman

Parcel number: 3350230020350

Initiated: 03/28/2016

Compliance: 05/19/2016

Closed: 05/19/2016

Case number
CE-2016-7510

Address
7600 SW 159 TER
PALMETTO BAY FL 33157

Description

Failure to renew BTR and CU with Palmetto Bay

Status
Completed

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Dorsey Dennis Construction Co Owner: Dennis &W Dorsey Parcel number: 3350260060820		Initiated: 03/28/2016 Compliance: 05/05/2016 Closed: 05/05/2016
<u>Case number</u> CE-2016-7511	<u>Address</u> 16325 SW 89 CT PALMETTO BAY FL 33157	<u>Description</u> Sprinklers running at a time not allowed.	<u>Status</u> Completed
	Responsible party: Jiao He Jtrs Owner: Jiao He Jtrs Parcel number: 3350280570210		Initiated: 03/28/2016 Compliance: 04/01/2016 Closed: 04/01/2016
<u>Case number</u> CE-2016-7512	<u>Address</u> 9231 SW 170 LN PALMETTO BAY FL 33157	<u>Description</u> Interior demolition (plumbing, building and electrical)	<u>Status</u> Pending
	Responsible party: Cuneyt Alpay Senkesen Owner: Cuneyt Alpay Senkesen Parcel number: 3350330000380		Initiated: 03/28/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7513	<u>Address</u> 14845 SW 88 AVE PALMETTO BAY FL 33176	<u>Description</u> Work without a permit for building, plumbing, electrical and mechanical permit	<u>Status</u> Pending
	Responsible party: Christopher & Kelly Suarez Owner: Christopher & Kelly Suarez Parcel number: 3350210100330		Initiated: 03/29/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7514	<u>Address</u> 16575 OLD CUTLER RD PALMETTO BAY FL 33157	<u>Description</u> Failure to renew BTR and CU with Palmetto Bay	<u>Status</u> Completed
	Responsible party: Florida State Pro Builders Inc Owner: Gary M &W Adriana A Lyles Parcel number: 3350260030160		Initiated: 03/29/2016 Compliance: 05/05/2016 Closed: 05/05/2016

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
CE-2016-7515	17080 SW 92 AVE PALMETTO BAY FL 33157 Responsible party: Evgenia Kim Owner: Evgenia Kim Parcel number: 3350330510010	Failure to maintain property and remove all tree debris.	Initiated: 03/29/2016 Compliance: Closed:
<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
CE-2016-7516	8410 SW 155 TER PALMETTO BAY FL 33157 Responsible party: Meredith L &H Charle Adams Owner: Meredith L &H Charle Adams Parcel number: 3350270020950	Failure to renew BTR and CU with Palmetto Bay	Initiated: 03/29/2016 Compliance: 05/05/2016 Closed: 05/05/2016
<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
CE-2016-7517	14441 SW 83 AVE PALMETTO BAY FL 33158 Responsible party: Alan W &W Kathryn De Schwartz Owner: Alan W &W Kathryn De Schwartz Parcel number: 3350220190020	Failure to renew BTR and CU with Palmetto Bay	Initiated: 03/29/2016 Compliance: 05/05/2016 Closed: 05/05/2016
<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
CE-2016-7518	15801 S DIXIE HWY PALMETTO BAY FL 33157 Responsible party: Amira M Baker Owner: Ms Corp One Parcel number: 3350280000360	Failure to renew BTR	Initiated: 03/30/2016 Compliance: 05/05/2016 Closed: 05/05/2016
<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
CE-2016-7519	15801 S DIXIE HWY PALMETTO BAY FL 33157	Failure to renew BTR	Completed

CE Case

Case number

Address

Description

Status

Responsible party: George Vazquez
Owner: Ms Corp One
Parcel number: 3350280000360

Initiated: 03/30/2016
Compliance: 05/05/2016
Closed: 05/05/2016

Case number

Address

Description

Status

15315 S DIXIE HWY
PALMETTO BAY FL 33157
Responsible party: Bethany Treasury Inc
Owner: Coral Reef Inc Plaza
Parcel number: 3350280640010

Failure to renew BTR

Completed

Responsible party: Healthsource Of Palmetto Bay
Owner: Ksy 157 Lic
Parcel number: 3350280470020

Initiated: 03/30/2016
Compliance: 04/01/2016
Closed: 04/01/2016

Case number

Address

Description

Status

9245 SW 157 ST
PALMETTO BAY FL 33157

BALLENT

Completed

Responsible party: Healthsource Of Palmetto Bay
Owner: Ksy 157 Lic
Parcel number: 3350280470020

Failure to renew BTR

Initiated: 03/31/2016
Compliance: 05/05/2016
Closed: 05/05/2016

Case number

Address

Description

Status

9245 SW 157 ST
PALMETTO BAY FL 33157

BALLENT

Completed

Responsible party: Healthsource Of Palmetto Bay
Owner: Ksy 157 Lic
Parcel number: 3350280470020

Failure to renew BTR

Initiated: 04/01/2016
Compliance: 05/05/2016
Closed: 05/05/2016

Case number

Address

Description

Status

9245 SW 157 ST
PALMETTO BAY FL 33157

WORLD TRUST

Completed

Responsible party: Worldtrust Advisors Corp
Owner: Ksy 157 Lic
Parcel number: 3350280470020

Failure to renew BTR

Initiated: 04/01/2016
Compliance: 05/05/2016
Closed: 05/05/2016

CE Case

Case number
CE-2016-7524

Address
9245 SW 157 ST
PALMETTO BAY FL 33157

Description
HEAXXAGON

Status
Completed

Responsible party: Hexagon Financial Management L

Owner: Ksy 157 Lic

Parcel number: 3350280470020

Failure to renew BTR

Initiated: 04/01/2016
Compliance: 05/05/2016
Closed: 05/05/2016

Case number
CE-2016-7525

Address
9245 SW 157 ST
PALMETTO BAY FL 33157

Description
INSURE IT

Status
Completed

Responsible party: Insure-It Group Corp

Owner: Ksy 157 Lic

Parcel number: 3350280470020

Failure to renew BTR

Initiated: 04/01/2016
Compliance: 05/11/2016
Closed: 05/11/2016

Case number
CE-2016-7526

Address
8725 SW 155 TER
PALMETTO BAY FL 33157

Description

Status
Completed

Responsible party: Sergio Munoz

Owner: Sergio Munoz

Parcel number: 3350280050470

Missing plate covers,
electrical fixtures removed,
electrical to island does not
comply with code.

Initiated: 04/01/2016
Compliance: 05/03/2016
Closed: 05/03/2016

Case number
CE-2016-7527

Address
9525 SW 181 TER
PALMETTO BAY FL 33157

Description

Status
Pending

Responsible party: Gardy Constant

Owner: Gardy Constant

Parcel number: 3350330100010

Pavers, A/C mini split
system, doors, septic and
drain field done without
a permit.

Initiated: 04/01/2016
Compliance:
Closed:

Case number
CE-2016-7528

Address
15240 SW 86 AVE
PALMETTO BAY FL 33157

Description

Status
Pending

Failure to maintain
property

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	<p>Responsible party: Laurence G &W Lois B Sargent Owner: Laurence G &W Lois B Sargent Parcel number: 3350270080140</p>		<p>Initiated: 04/01/2016 Compliance: Closed:</p>
<u>Case number</u> CE-2016-7529	<u>Address</u> 15240 SW 86 AVE PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain pool	<u>Status</u> Pending
	<p>Responsible party: Laurence G &W Lois B Sargent Owner: Laurence G &W Lois B Sargent Parcel number: 3350270080140</p>		<p>Initiated: 04/01/2016 Compliance: Closed:</p>
<u>Case number</u> CE-2016-7530	<u>Address</u> 14135 FARMER RD PALMETTO BAY FL 33158	<u>Description</u> Expired permit BLD-2014-5596 wood fence	<u>Status</u> Completed
	<p>Responsible party: David Zisman Owner: David Zisman Parcel number: 3350230020350</p>		<p>Initiated: 04/04/2016 Compliance: 05/09/2016 Closed: 05/17/2016</p>
<u>Case number</u> CE-2016-7531	<u>Address</u> 13645 SW 82 AVE PALMETTO BAY FL 33158	<u>Description</u> Solid waste disposal, dead vegetation on the ground, Australian pine, observed piles of landscape debris.	<u>Status</u> Pending
	<p>Responsible party: Edrulfo Largaespada Owner: Edrulfo Largaespada Parcel number: 3350220070020</p>		<p>Initiated: 04/05/2016 Compliance: Closed:</p>
<u>Case number</u> CE-2016-7532	<u>Address</u> 13645 SW 82 AVE PALMETTO BAY FL 33158	<u>Description</u> structure on slab, windows covered, on SW & SE corners.	<u>Status</u> Pending
	<p>Responsible party: Edrulfo Largaespada Owner: Edrulfo Largaespada Parcel number: 3350220070020</p>		<p>Initiated: 04/05/2016 Compliance: Closed:</p>

CE Case

Case number
CE-2016-7533

Address
16804 SW 80 CT
PALMETTO BAY FL 33157

Description

New kitchen cabinets,
bathrooms new fixtures and
resurfacing of pool and demo
of structure SE corner of house

Status
Completed

Responsible party: Bank Reo Servicing Llc

Owner: Bank Reo Servicing Llc

Parcel number: 3350340050010

Initiated: 04/06/2016

Compliance: 06/08/2016

Closed: 06/08/2016

Case number
CE-2016-7534

Address
17515 SW 83 CT
PALMETTO BAY FL 33157

Description

House number not being
displayed, gates on north
and Southside have been
replaced without a permit

Status
Pending

Responsible party: Jorge Hernandez

Owner: Jorge Hernandez

Parcel number: 3350340190530

Initiated: 04/06/2016

Compliance:

Closed:

Case number
CE-2016-7535

Address
15001 S DIXIE HWY
PALMETTO BAY FL 33176

Description

New irrigation system being
installed without a permit

Status
Completed

Responsible party: Equity Inc One

Owner: Equity Inc One

Parcel number: 3350210000300

Initiated: 04/06/2016

Compliance: 06/08/2016

Closed: 06/08/2016

Case number
CE-2016-7536

Address
7765 SW 144 ST
PALMETTO BAY FL 33158

Description

Two vehicles being
displayed for sale

Status
Completed

Responsible party: Leandro Jr Puentes

Owner: Leandro Jr Puentes

Parcel number: 3350220200190

Initiated: 04/06/2016

Compliance: 04/11/2016

Closed: 04/11/2016

Case number
CE-2016-7537

Address
16051 S DIXIE HWY
PALMETTO BAY FL 33157

Description

Failure to renew BTR

Status
Completed

CE Case

Case number

Address

Description

Status

Responsible party: La Fitness Sports Clubs
Owner: Brandsmart Usa Of So Dade
Parcel number: 3350280020032

Initiated: 04/07/2016
Compliance: 05/09/2016
Closed: 05/09/2016

Failure to renew BTR

Case number

Address

Description

Status

CE-2016-7538
9200 SW 156 ST
PALMETTO BAY FL 33157

Completed

Failure to renew BTR

Responsible party: Signs R Us Advertising Ballon
Owner: Gsd Incorporated
Parcel number: 3350280160400

Initiated: 04/08/2016
Compliance: 05/09/2016
Closed: 05/09/2016

Case number

Address

Description

Status

CE-2016-7539
14601 S DIXIE HWY
PALMETTO BAY FL 33157

Completed

Failure to renew BTR

Responsible party: China Gourmet
Owner: Publix Super Inc Markets
Parcel number: 3350210000360

Initiated: 04/08/2016
Compliance: 05/09/2016
Closed: 05/09/2016

Case number

Address

Description

Status

CE-2016-7540
14601 S DIXIE HWY
PALMETTO BAY FL 33157

Completed

Failure to renew BTR

Responsible party: China Gourmet
Owner: Publix Super Inc Markets
Parcel number: 3350210000360

Initiated: 04/08/2016
Compliance: 05/09/2016
Closed: 05/09/2016

Case number

Address

Description

Status

CE-2016-7541
14441 S DIXIE HWY
PALMETTO BAY FL 33156

Completed

Failure to renew BTR

Responsible party: Vapor Shark
Owner: Kings Bay Shopping L Center
Parcel number: 3350210000370

Initiated: 04/08/2016
Compliance: 05/09/2016
Closed: 05/09/2016

CE Case

Case number
CE-2016-7542

Address
14441 S DIXIE HWY
PALMETTO BAY FL 33156

Responsible party: Canton Of Kings Bay Chinese Re

Owner: Kings Bay Shopping L Center

Parcel number: 3350210000370

Description

Failure to renew BTR

Status
Completed

Initiated: 04/08/2016
Compliance:
Closed: 05/13/2016

Case number
CE-2016-7543

Address
14441 S DIXIE HWY
PALMETTO BAY FL 33156

Responsible party: Giardino Gourmet Salads

Owner: Kings Bay Shopping L Center

Parcel number: 3350210000370

Description

Failure to renew BTR

Status
Completed

Initiated: 04/08/2016
Compliance:
Closed: 05/13/2016

Case number
CE-2016-7544

Address
14965 S DIXIE HWY
PALMETTO BAY FL 33176

Responsible party: One Low Price Cleaners

Owner: Equity Inc One

Parcel number: 3350210160040

Description

Failure to renew BTR

Status
Completed

Initiated: 04/08/2016
Compliance: 05/13/2016
Closed: 05/13/2016

Case number
CE-2016-7545

Address
14271 S DIXIE HWY
PALMETTO BAY FL 33176

Responsible party: Dairy Queen

Owner: Wbhrp Co

Parcel number: 3350210020110

Description

Failure to renew BTR

Status
Completed

Initiated: 04/08/2016
Compliance: 05/13/2016
Closed: 05/13/2016

Case number
CE-2016-7546

Address
14227 S DIXIE HWY
PALMETTO BAY FL 33176

Description

Failure to renew BTR

Status
Completed

CE Case

Case number
CE-2016-7551

Address
8750 SW 144 ST
PALMETTO BAY FL 33157

Description

Failure to renew BTR

Status
Completed

Responsible party: Frank Pavon, Amp

Owner: Baptist Hospital Cor Dev

Parcel number: 3350210440010

Initiated: 04/08/2016

Compliance: 05/13/2016

Closed: 05/13/2016

Case number
CE-2016-7552

Address
8770 SW 144 ST
PALMETTO BAY FL 33157

Description

Failure to renew BTR

Status
Completed

Responsible party: South Florida Advance Access C

Owner: Victor Richards

Parcel number: 3350210000374

Initiated: 04/08/2016

Compliance: 05/16/2016

Closed: 05/16/2016

Case number
CE-2016-7553

Address
8805 SW 144 ST
PALMETTO BAY FL 33176

Description

Failure to renew BTR

Status
Completed

Responsible party: Dina Kawa Yaron Dds

Owner: Sw 144Th St Llc

Parcel number: 3350210020160

Initiated: 04/08/2016

Compliance: 04/11/2016

Closed: 04/11/2016

Case number
CE-2016-7554

Address
17390 SW 85 AVE
PALMETTO BAY FL 33157

Description

Failure to maintain
pool

Status
Pending

Responsible party: Us Bank Trust Trs Na

Owner: Us Bank Trust Trs Na

Parcel number: 3350340010300

Initiated: 04/08/2016

Compliance:
Closed:

Case number
CE-2016-7555

Address
17390 SW 85 AVE
PALMETTO BAY FL 33157

Description

Failure to secure gates
to pool

Status
Pending

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Us Bank Trust Trs Na Owner: Us Bank Trust Trs Na Parcel number: 3350340010300	Initiated: 04/11/2016 Compliance: Closed:	
<u>Case number</u> CE-2016-7556	<u>Address</u> 13611 S DIXIE HWY PALMETTO BAY FL 33176	Failure to renew BTR	<u>Status</u> Completed
	Responsible party: French Bistro Owner: Metropolitan Life In Comp Parcel number: 3350220540010	Initiated: 04/11/2016 Compliance: 05/13/2016 Closed: 05/13/2016	
<u>Case number</u> CE-2016-7557	<u>Address</u> 13611 S DIXIE HWY PALMETTO BAY FL 33176	Failure to renew BTR	<u>Status</u> Completed
	Responsible party: Carter'S Owner: Metropolitan Life In Comp Parcel number: 3350220540010	Initiated: 04/11/2016 Compliance: 05/13/2016 Closed: 05/13/2016	
<u>Case number</u> CE-2016-7558	<u>Address</u> 13611 S DIXIE HWY PALMETTO BAY FL 33176	Failure to renew BTR	<u>Status</u> Completed
	Responsible party: Ana Dygert Owner: Metropolitan Life In Comp Parcel number: 3350220540010	Initiated: 04/11/2016 Compliance: 05/13/2016 Closed: 05/13/2016	
<u>Case number</u> CE-2016-7559	<u>Address</u> 13611 S DIXIE HWY PALMETTO BAY FL 33176	Failure to renew BTR	<u>Status</u> Completed
	Responsible party: Osmayr Moya Owner: Metropolitan Life In Comp Parcel number: 3350220540010	Initiated: 04/11/2016 Compliance: 05/13/2016 Closed: 05/13/2016	

CE Case

Case number
CE-2016-7560

Address
13611 S DIXIE HWY
PALMETTO BAY FL 33176

Description

Failure to renew BTR

Status
Completed

Responsible party: Tatiana Panesso

Owner: Metropolitan Life In Comp

Parcel number: 3350220540010

Initiated: 04/11/2016

Compliance: 05/13/2016

Closed: 05/13/2016

Case number
CE-2016-7561

Address
13611 S DIXIE HWY
PALMETTO BAY FL 33176

Description

Failure to renew BTR

Status
Completed

Responsible party: Haydee Velazquez

Owner: Metropolitan Life In Comp

Parcel number: 3350220540010

Initiated: 04/11/2016

Compliance: 05/13/2016

Closed: 05/13/2016

Case number
CE-2016-7562

Address
15715 S DIXIE HWY
PALMETTO BAY FL 33157

Description

Failure to renew BTR

Status
Completed

Responsible party: Puppy- Realty, Llc

Owner: Palmetto Bay Inc Centre

Parcel number: 3350280720010

Initiated: 04/11/2016

Compliance: 05/13/2016

Closed: 05/13/2016

Case number
CE-2016-7563

Address
15385 S DIXIE HWY
#5
PALMETTO BAY FL 33157

Description

Interior drywall
replacement done
without permits, black
mold observed

Status
Completed

Responsible party: Xue Zhong Liu

Owner: Xue Zhong Liu

Parcel number: 3350280320050

Initiated: 04/11/2016

Compliance: 06/23/2016

Closed: 06/23/2016

Case number
CE-2016-7564

Address
18100 SW 97 AVE
PALMETTO BAY FL 33157

Description

Front door changed
without a permit

Status
Completed

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Guerrero Investment Lic Owner: Guerrero Investment Lic Parcel number: 3350320070370	Initiated: 04/11/2016 Compliance: 06/01/2016 Closed: 06/01/2016	
<u>Case number</u> CE-2016-7565	<u>Address</u> 17690 S DIXIE HWY PALMETTO BAY FL 33157	<u>Description</u> Failure to renew BTR	<u>Status</u> Completed
	Responsible party: Secure Technologies Integrator Owner: W M Inc P Parcel number: 3350320042710	Initiated: 04/11/2016 Compliance: 04/27/2016 Closed: 04/27/2016	
<u>Case number</u> CE-2016-7566	<u>Address</u> 17414 SW 97 AVE PALMETTO BAY FL 33157	<u>Description</u> Failure to renew BTR	<u>Status</u> Completed
	Responsible party: Antique Mall Y'All Of Perrine Owner: Barson Bldg Inc li Parcel number: 3350320042490	Initiated: 04/11/2016 Compliance: 04/27/2016 Closed: 04/27/2016	
<u>Case number</u> CE-2016-7567	<u>Address</u> 9002-9048 SW 152 ST PALMETTO BAY FL 33157	<u>Description</u> Failure to renew BTR	<u>Status</u> Completed
	Responsible party: All American Insurance Associa Owner: Parcel number:	Initiated: 04/11/2016 Compliance: 05/16/2016 Closed: 05/16/2016	
<u>Case number</u> CE-2016-7568	<u>Address</u> 13981 S DIXIE HWY PALMETTO BAY FL 33176	<u>Description</u> Failure to renew BTR	<u>Status</u> Completed
	Responsible party: Us-1 Cleaners Owner: Shops At Palmetto Ba Lic Parcel number: 3350210170040	Initiated: 04/12/2016 Compliance: 05/13/2016 Closed: 05/13/2016	

CE Case

Case number
CE-2016-7569

Address
13801 S DIXIE HWY
PALMETTO BAY FL 33176

Responsible party: Palmetto Bay Yoga, Llc

Owner: Apollon Plaza Llc

Parcel number: 3350210000101

Description

Failure to renew BTR

Status
Completed

Initiated: 04/12/2016
Compliance: 05/13/2016
Closed: 05/13/2016

Case number
CE-2016-7570

Address
13611 S DIXIE HWY
PALMETTO BAY FL 33176

Responsible party: The Ups Store

Owner: Metropolitan Life In Comp

Parcel number: 3350220540010

Description

Failure to renew BTR

Status
Completed

Initiated: 04/12/2016
Compliance: 05/13/2016
Closed: 05/13/2016

Case number
CE-2016-7571

Address
14560 SW 83 CT
PALMETTO BAY FL 33158

Responsible party: Charles F &W Rosa M Zahler

Owner: Charles F &W Rosa M Zahler

Parcel number: 3350220390040

Description

Failure to maintain property

Status
Completed

Initiated: 04/12/2016
Compliance: 05/16/2016
Closed: 05/16/2016

Case number
CE-2016-7572

Address
13801 S DIXIE HWY
PALMETTO BAY FL 33176

Responsible party: Richard Alexander Dc Pa

Owner: Apollon Plaza Llc

Parcel number: 3350210000101

Description

Failure to renew BTR

Status
Completed

Initiated: 04/12/2016
Compliance: 05/13/2016
Closed: 05/13/2016

Case number
CE-2016-7573

Address
13611 S DIXIE HWY
PALMETTO BAY FL 33176

Description

Failure to renew BTR

Status
Completed

CE Case

Case number
CE-2016-7578

Address
14901 S DIXIE HWY
PALMETTO BAY FL 33176

Description

Failure to renew BTR

Status
Completed

Responsible party: Sheila Berry

Owner: Louis Robert Toll (Tr)

Parcel number: 3350210160010

Case number
CE-2016-7579

Address
14901 S DIXIE HWY
PALMETTO BAY FL 33176

Description

Failure to renew BTR

Status
Completed

Responsible party: Toni J Toth

Owner: Louis Robert Toll (Tr)

Parcel number: 3350210160010

Case number
CE-2016-7580

Address
14441 S DIXIE HWY
PALMETTO BAY FL 33156

Description

Failure to renew BTR

Status
Completed

Responsible party: Architronics Of South Florida

Owner: Kings Bay Shopping L Center

Parcel number: 3350210000370

Description

Interior demolition
and roll off container
no permits

Status
Completed

Case number
CE-2016-7581

Address
9335 SW 170 LN
PALMETTO BAY FL 33157

Responsible party: Mohamed S. Ali

Owner: Mohamed S. Ali

Parcel number: 3350330390240

Description

Failure to maintain pool barrier
and obtain permit for
resurfacing and pool equipment

Status
Pending

Case number
CE-2016-7582

Address
8865 SW 172 ST
PALMETTO BAY FL 33157

CE Case

Case number
CE-2016-7587
Address
17379 S DIXIE HWY
PALMETTO BAY FL 33157
Responsible party: Ace Hardware
Owner: Yvonne I Tr Arch
Parcel number: 3350330010010
Description
Failure to renew BTR
Status
Completed
Initiated: 04/13/2016
Compliance: 05/02/2016
Closed: 05/02/2016

Case number
CE-2016-7588
Address
17345 S DIXIE HWY
PALMETTO BAY FL 33157
Responsible party: Paul Miles Cowan
Owner: Palmetto Bay Lawente C
Parcel number: 3350330010020
Description
Failure to renew BTR
Status
Completed
Initiated: 04/13/2016
Compliance: 05/03/2016
Closed: 05/03/2016

Case number
CE-2016-7589
Address
9625 SW 181 TER
PALMETTO BAY FL 33157
Responsible party: Rod Eoverholt (Est & Of)
Owner: Rod Eoverholt (Est & Of)
Parcel number: 3350330080020
Description
Construction equipment
being stored at the
property
Status
Completed
Initiated: 04/13/2016
Compliance: 04/15/2016
Closed: 04/15/2016

Case number
CE-2016-7590
Address
8250 SW 163 ST
PALMETTO BAY FL 33157
Responsible party: Frank &W Desiree Leone
Owner: Frank &W Desiree Leone
Parcel number: 3350270100030
Description
Obtain permit for shed
being built in backyard
Status
Pending
Initiated: 04/14/2016
Compliance:
Closed:

Case number
CE-2016-7591
Address
8285 SW 174 TER
PALMETTO BAY FL 33157
Description
Junk and trash at the
property
Status
Pending

CE Case

Case number
CE-2016-7596

Address
14441 S DIXIE HWY
PALMETTO BAY FL 33156

Responsible party: The Lively Eater Method Llc
Owner: Kings Bay Shopping L Center
Parcel number: 3350210000370

Description
Failure to obtain CU
and BTR

Status
Completed

Initiated: 04/18/2016
Compliance: 05/09/2016
Closed: 05/09/2016

Case number
CE-2016-7597

Address
15220 SW 86 AVE
PALMETTO BAY FL 33157

Responsible party: James E &W Dorothy Dorman
Owner: James E &W Dorothy Dorman
Parcel number: 3350270080130

Description
Failure to maintain
pool

Status
Pending

Initiated: 04/18/2016
Compliance:
Closed:

Case number
CE-2016-7598

Address
16783 SW 78 PL
PALMETTO BAY FL 33157

Responsible party: David J Lystad
Owner: David J Lystad
Parcel number: 3350270470050

Description
Tree Vegetation
encroaching onto
public walkway

Status
Completed

Initiated: 04/19/2016
Compliance: 05/02/2016
Closed: 05/02/2016

Case number
CE-2016-7599

Address
16782 SW 78 CT
PALMETTO BAY FL 33157

Responsible party: Juan L &W Martha B Musino
Owner: Juan L &W Martha B Musino
Parcel number: 3350270470060

Description
Tree Vegetation
encroaching onto
public walkway

Status
Completed

Initiated: 04/19/2016
Compliance: 05/02/2016
Closed: 05/02/2016

Case number
CE-2016-7600

Address
16781 SW 78 CT
PALMETTO BAY FL 33157

Description
Tree Vegetation
encroaching onto public
walkway

Status
Completed

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
<u>Case number</u> CE-2016-7592	<u>Address</u> 16705 OLD CUTLER RD PALMETTO BAY FL 33157	<u>Description</u> Banner attach to tree	<u>Status</u> Completed
Responsible party: Melvin L &W Violet A Mendelsohn			
Owner: Melvin L &W Violet A Mendelsohn			
Parcel number: 3350340190470			
<u>Case number</u> CE-2016-7593	<u>Address</u> 7421 SW 176 ST PALMETTO BAY FL 33157	<u>Description</u> Front columns removed along with brick faced	<u>Status</u> Completed
Responsible party: Armando &W Rosa Verde			
Owner: Armando &W Rosa Verde			
Parcel number: 3350340130490			
<u>Case number</u> CE-2016-7594	<u>Address</u> 17601 OLD CUTLER RD PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain right of way	<u>Status</u> Completed
Responsible party: Elliot L Burch			
Owner: Elliot L Burch			
Parcel number: 3350350000011			
<u>Case number</u> CE-2016-7595	<u>Address</u> 17560 SW 73 CT PALMETTO BAY FL 33157	<u>Description</u> Junk being stored at the property	<u>Status</u> Pending
Responsible party: Angel R &W Maria M Ramos			
Owner: Angel R &W Maria M Ramos			
Parcel number: 3350350150060			

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Diego &W Silvia Leiva Owner: Diego &W Silvia Leiva Parcel number: 3350270470150		Initiated: 04/19/2016 Compliance: 05/02/2016 Closed: 05/02/2016
<u>Case number</u> CE-2016-7601	<u>Address</u> 8550 SW 152 ST PALMETTO BAY FL 33157	<div style="border: 1px solid black; padding: 5px;">Mystery van on property without current tag</div>	<u>Status</u> Completed
	Responsible party: Jorge R Luaces Owner: Jorge R Luaces Parcel number: 3350270080050		Initiated: 04/20/2016 Compliance: 05/02/2016 Closed: 05/02/2016
<u>Case number</u> CE-2016-7602	<u>Address</u> 16610 SW 82 CT PALMETTO BAY FL 33157	<div style="border: 1px solid black; padding: 5px;">Failure to maintain screen enclosure and maintaining trash on side of property</div>	<u>Status</u> Pending
	Responsible party: Stephen M &W Rita Cody Owner: Stephen M &W Rita Cody Parcel number: 3350270260020		Initiated: 04/21/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7603	<u>Address</u> 9354 SW 171 TER PALMETTO BAY FL 33157	<div style="border: 1px solid black; padding: 5px;">Failure to maintain pool</div>	<u>Status</u> Pending
	Responsible party: Bonifacio Pantoja Owner: Bonifacio Pantoja Parcel number: 3350330390450		Initiated: 04/21/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7604	<u>Address</u> 9354 SW 171 TER PALMETTO BAY FL 33157	<div style="border: 1px solid black; padding: 5px;">Unpermitted work structure on the east side and new door on the sw corner of the property</div>	<u>Status</u> Pending
	Responsible party: Bonifacio Pantoja Owner: Bonifacio Pantoja Parcel number: 3350330390450		Initiated: 04/21/2016 Compliance: Closed:

CE Case

Case number
CE-2016-7605

Address
17030 SW 93 AVE
PALMETTO BAY FL 33157

Responsible party: Feljar Lic

Owner: Feljar Lic

Parcel number: 3350330390090

Description

Junk vehicle being
store on the property

Status

Pending

Initiated: 04/21/2016

Compliance:

Closed:

Case number
CE-2016-7606

Address
8920 SW 148 ST
#1
PALMETTO BAY FL 33176

Responsible party: James W &W Jimmie Fawcett

Owner: James W &W Jimmie Fawcett

Parcel number: 3350210140010

Description

Trash pile at the
property

Status

Completed

Initiated: 04/26/2016

Compliance: 05/09/2016

Closed: 05/09/2016

Case number
CE-2016-7607

Address
7391 SW 165 ST
PALMETTO BAY FL 33157

Responsible party: Jon B &W Elizabeth A Jordan

Owner: Jon B &W Elizabeth A Jordan

Parcel number: 3350260230110

Description

Dead vegetation, weeds,
etc., dead plant life and
any litter around property

Status

Completed

Initiated: 04/26/2016

Compliance: 05/04/2016

Closed: 05/04/2016

Case number
CE-2016-7608

Address
8360 SW 143 ST
PALMETTO BAY FL 33158

Responsible party: Ben P Davis

Owner: Ben P Davis

Parcel number: 3350220410030

Description

Unsanitary swimming pool
and dilapidated screen
enclosure

Status

Completed

Initiated: 04/27/2016

Compliance: 06/13/2016

Closed: 06/13/2016

Case number
CE-2016-7609

Address
14601 S DIXIE HWY
PALMETTO BAY FL 33157

Description

Litter and trash around
property

Status

Completed

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Publix Super Inc Markets Owner: Publix Super Inc Markets Parcel number: 3350210000360		Initiated: 04/27/2016 Compliance: 05/13/2016 Closed: 05/13/2016
<u>Case number</u> CE-2016-7610	<u>Address</u> 9720 E HIBISCUS ST PALMETTO BAY FL 33157	Failure to obtain special event permit	<u>Status</u> Completed
	Responsible party: Amar Jyoti Mandir Of Fla Owner: Amar Jyoti Mandir Of Fla Parcel number: 3350320043080		Initiated: 04/28/2016 Compliance: 06/08/2016 Closed: 06/08/2016
<u>Case number</u> CE-2016-7611	<u>Address</u> 8485 SW 181 TER PALMETTO BAY FL 33157	Failure to maintain property	<u>Status</u> Pending
	Responsible party: Sidney K Williams Owner: Sidney K Williams Parcel number: 3350340240750		Initiated: 04/28/2016 Compliance: Closed: Closed:
<u>Case number</u> CE-2016-7612	<u>Address</u> 8485 SW 181 TER PALMETTO BAY FL 33157	Failure to maintain pool	<u>Status</u> Pending
	Responsible party: Sidney K Williams Owner: Sidney K Williams Parcel number: 3350340240750		Initiated: 04/28/2016 Compliance: Closed: Closed:
<u>Case number</u> CE-2016-7613	<u>Address</u> 8485 SW 181 TER PALMETTO BAY FL 33157	Failure to maintain pool barrier	<u>Status</u> Pending
	Responsible party: Sidney K Williams Owner: Sidney K Williams Parcel number: 3350340240750		Initiated: 04/28/2016 Compliance: Closed: Closed:

CE Case

Case number
CE-2016-7614

Address
9200 SW 165 ST
PALMETTO BAY FL 33157

Description

Wood, furniture, building materials, etc., dumped in the right of way

Status
Completed

Responsible party: Betsy Echemendia

Owner: Betsy Echemendia

Parcel number: 3350280060390

Initiated: 04/28/2016

Compliance: 05/09/2016

Closed: 05/09/2016

Case number
CE-2016-7615

Address
9200 SW 165 ST
PALMETTO BAY FL 33157

Description

Failure to obtain permit for windows, doors and opening blocked in

Status
Pending

Responsible party: Betsy Echemendia

Owner: Betsy Echemendia

Parcel number: 3350280060390

Initiated: 04/28/2016

Compliance:

Closed:

Case number
CE-2016-7616

Address
7408 SW 168 TER
PALMETTO BAY FL 33157

Description

Interior renovations (plumbing, electrical and mechanical)

Status
Pending

Responsible party: Anayat Hussaini

Owner: Anayat Hussaini

Parcel number: 3350350140110

Initiated: 04/28/2016

Compliance:

Closed:

Case number
CE-2016-7617

Address
14500 SW 88 AVE
#255
PALMETTO BAY FL 33157

Description

Mold in the unit

Status
Pending

Responsible party: Qunhui Sunbairao Zhou

Owner: Qunhui Sunbairao Zhou

Parcel number: 3350210460710

Initiated: 04/28/2016

Compliance:

Closed:

Case number
CE-2016-7618

Address
9125 SW 171 TER
PALMETTO BAY FL 33157

Description

Interior renovations (Building, Plumbing and Electrical) for kitchen and bathroom renovations

Status
Pending

Responsible party: Qunhui Sunbairao Zhou

Owner: Qunhui Sunbairao Zhou

Parcel number: 3350210460710

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Alves S & Yvonne Cambridge Owner: Alves S & Yvonne Cambridge Parcel number: 3350330470020 Responsible party: Deidre Halley Wright Owner: Deidre Halley Wright Parcel number: 3350260170100	Initiated: 04/28/2016 Compliance: Closed:	
CE-2016-7619	Address 7340 SW 157 TER PALMETTO BAY FL 33157	Interior work being done without permits (Building, Plumbing and Electrical)	Status Pending
CE-2016-7620	Address 15213 SW 87 AVE PALMETTO BAY FL 33157 Responsible party: Cancio Mendez Inc Realty Owner: Cancio Mendez Inc Realty Parcel number: 3350270080100	Unkept hedges	Status Completed
CE-2016-7621	Address 15425 SW 87 AVE PALMETTO BAY FL 33157 Responsible party: Juan H Lanfranco Owner: Juan H Lanfranco Parcel number: 3350280050320	2 structure built without permits	Status Pending
CE-2016-7622	Address 8870 SW 172 ST PALMETTO BAY FL 33157 Responsible party: Apb Enterprises Inc Owner: Apb Enterprises Inc Parcel number: 3350330090230	Failure to maintain pool and pool barrier	Status Pending

CE Case

Case number
CE-2016-7623

Address
7620 SW 170 ST
PALMETTO BAY FL 33157

Description

Landscap debris, carport
with junk

Status
Completed

Responsible party: George S Levy

Owner: George S Levy

Parcel number: 3350350070040

Initiated: 04/28/2016

Compliance: 05/23/2016

Closed: 05/23/2016

Case number
CE-2016-7624

Address
16805 SW 81 CT
PALMETTO BAY FL 33157

Description

Pool work and soffit
replacement/stucco work
being done without a
permit

Status
Completed

Responsible party: Jorge &W Maria T Soto

Owner: Melissa Suarez

Parcel number: 3350340160200

Initiated: 04/28/2016

Compliance: 06/21/2016

Closed: 06/21/2016

Case number
CE-2016-7625

Address
17777 OLD CUTLER RD
PALMETTO BAY FL 33157

Description

SYMPHONY

Status
Completed

Responsible party: Symphony Importers, Llc

Owner: Scott Silver- Manager

Parcel number: 3350350130020

Initiated: 05/02/2016

Compliance: 06/06/2016

Closed: 06/06/2016

Case number
CE-2016-7626

Address
17777 OLD CUTLER RD
PALMETTO BAY FL 33157

Description

CONBIT

Status
Completed

Responsible party: Conbit, Inc

Owner: Scott Silver- Manager

Parcel number: 3350350130020

Initiated: 05/02/2016

Compliance: 06/06/2016

Closed: 06/06/2016

Case number
CE-2016-7627

Address
17777 OLD CUTLER RD
PALMETTO BAY FL 33157

Description

FACTS SERVICES

Status
Completed

Failure to renew BTR

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Ebix Health Owner: Scott Silver- Manager Parcel number: 3350350130020	Initiated: 05/02/2016 Compliance: 06/06/2016 Closed: 06/06/2016	
<u>Case number</u> CE-2016-7628	<u>Address</u> 17002 SW 79 PL PALMETTO BAY FL 33157	<u>Description</u> Bulky trash exceed height of 2.5 ft on the swale	<u>Status</u> Completed
	Responsible party: Kenneth Russ Owner: Kenneth Russ Parcel number: 3350340100110	Initiated: 05/04/2016 Compliance: 05/16/2016 Closed: 05/16/2016	
<u>Case number</u> CE-2016-7629	<u>Address</u> 8715 SW 160 ST PALMETTO BAY FL 33157	<u>Description</u> Running sprinklers in time not allowed	<u>Status</u> Completed
	Responsible party: Jorge Sanabria Owner: Jorge Sanabria Parcel number: 3350280051750	Initiated: 05/04/2016 Compliance: 05/09/2016 Closed: 05/09/2016	
<u>Case number</u> CE-2016-7630	<u>Address</u> 8725 SW 166 ST PALMETTO BAY FL 33157	<u>Description</u> Tree vegetation encroaching onto public roadway	<u>Status</u> Pending
	Responsible party: Wayne M &W Cheryl An Williams Owner: Wayne M &W Cheryl An Williams Parcel number: 3350280590250	Initiated: 05/05/2016 Compliance: Closed:	
<u>Case number</u> CE-2016-7631	<u>Address</u> 6228 PARADISE POINT DR PALMETTO BAY FL 33157	<u>Description</u> Failure to provide enough flood vent openings	<u>Status</u> Pending
	Responsible party: James T Goff Owner: James T Goff Parcel number: 3350250070360	Initiated: 05/09/2016 Compliance: Closed:	

CE Case

Case number
CE-2016-7632

Address
8820 SW 164 ST
PALMETTO BAY FL 33157

Description

Vehicle repairs in residential zone

Status
Completed

Initiated: 05/10/2016

Compliance: 05/23/2016

Closed: 05/23/2016

Responsible party: Yingchun Huang
Owner: Yingchun Huang
Parcel number: 3350280570520

Case number
CE-2016-7633

Address
9450 SW 181 TER
PALMETTO BAY FL 33157

Description

Failure to maintain wood fence

Status
Completed

Initiated: 05/16/2016

Compliance: 05/23/2016

Closed: 05/23/2016

Responsible party: Idelena Couret
Owner: Idelena Couret
Parcel number: 3350330100210

Case number
CE-2016-7634

Address
14500 SW 88 AVE
#155
PALMETTO BAY FL 33176

Description

Damage drywall in bathroom ceiling from water leak, mold present in (bathroom and kitchen)

Status
Pending

Initiated: 05/16/2016

Compliance: 05/23/2016

Closed: 05/23/2016

Responsible party: Resident
Owner: Resident
Parcel number: 3350210460700

Case number
CE-2016-7635

Address
9001 SW 152 ST
PALMETTO BAY FL 33176

Description

Prohibited sign in the right of way

Status
Completed

Initiated: 05/16/2016

Compliance: 05/25/2016

Closed: 05/25/2016

Responsible party: Philip Fahmie
Owner: Equity One Inc.
Parcel number: 3350210000330

Case number
CE-2016-7636

Address
8320 SW 157 ST
PALMETTO BAY FL 33157

Description

Facia and soffit replaced along with electrical being added

Status
Completed

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Suzana Guerra Owner: Suzana Guerra Parcel number: 3350270021390		Initiated: 05/16/2016 Compliance: 05/26/2016 Closed: 05/26/2016
<u>Case number</u> CE-2016-7637	<u>Address</u> 18202 SW 94 CT PALMETTO BAY FL 33157	<u>Description</u> Category 2 vehicle parked in the front of the door	<u>Status</u> Completed
	Responsible party: Christopher Mcneal Owner: Christopher Mcneal Parcel number: 3350330520110		Initiated: 05/16/2016 Compliance: 05/23/2016 Closed: 05/23/2016
<u>Case number</u> CE-2016-7638	<u>Address</u> 9001 SW 157 ST PALMETTO BAY FL 33157	<u>Description</u> Trash pile on side of property	<u>Status</u> Completed
	Responsible party: Max Undorfer Owner: Max Undorfer Parcel number: 3350280010330		Initiated: 05/16/2016 Compliance: 06/01/2016 Closed: 06/01/2016
<u>Case number</u> CE-2016-7639	<u>Address</u> 9124 SW 180 ST PALMETTO BAY FL 33157	<u>Description</u> Abandoned vehicle	<u>Status</u> Completed
	Responsible party: Daniel & Josefa Gonz Gonzalez Owner: Daniel & Josefa Gonz Gonzalez Parcel number: 3350330270780		Initiated: 05/17/2016 Compliance: 06/01/2016 Closed: 06/01/2016
<u>Case number</u> CE-2016-7640	<u>Address</u> 9132 SW 179 ST PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain pool	<u>Status</u> Pending
	Responsible party: Javad & Ana R Amiri Owner: Javad & Ana R Amiri Parcel number: 3350330270870		Initiated: 05/17/2016 Compliance: Closed:

CE Case

Case number
CE-2016-7641

Address
15455 SW 81 AVE
PALMETTO BAY FL 33157

Description

Trash pile on side of property

Status
Completed

Responsible party: Albert J &W Blanca A Piantini

Owner: Albert J &W Blanca A Piantini

Parcel number: 3350270240090

Initiated: 05/19/2016

Compliance: 06/08/2016

Closed: 06/08/2016

Case number
CE-2016-7642

Address
18305 SW 94 AVE
PALMETTO BAY FL 33157

Description

Obtain permit for a front door change out, interior fixtures removed

Status
Pending

Responsible party: Paul &W Barbara Gilbert

Owner: Paul &W Barbara Gilbert

Parcel number: 3350330240510

Initiated: 05/20/2016

Compliance:

Closed:

Case number
CE-2016-7643

Address
9132 SW 179 ST
PALMETTO BAY FL 33157

Description

Dead tree, wood, blocks, camper top on shed and wood fence in disrepair

Status
Completed

Responsible party: Javad & Ana R Amiri

Owner: Javad & Ana R Amiri

Parcel number: 3350330270870

Initiated: 05/20/2016

Compliance: 06/27/2016

Closed: 06/27/2016

Case number
CE-2016-7644

Address
17903 SW 88 PL
PALMETTO BAY FL 33157

Description

Sprinklers running on the wrong day and time

Status
Completed

Responsible party: Mary C &H Galen G Holder

Owner: Mary C &H Galen G Holder

Parcel number: 3350330320580

Initiated: 05/24/2016

Compliance: 05/26/2016

Closed: 05/26/2016

Case number
CE-2016-7645

Address
8100 SW 155 ST
PALMETTO BAY FL 33157

Description

Sprinklers running on the wrong day and time

Status
Completed

CE Case

Case number
CE-2016-7650

Address
9450 SW 181 TER
PALMETTO BAY FL 33157

Description

Failure to maintain
wood fence

Status

Pending

Responsible party: Idelena Couret

Owner: Idelena Couret

Parcel number: 3350330100210

Initiated: 05/25/2016
Compliance:
Closed:

Case number
CE-2016-7651

Address
7695 SW 142 ST
PALMETTO BAY FL 33158

Description

Cut back black olive tree

Status

Pending

Responsible party: Gabriel Pichardo

Owner: Gabriel E Pichardo

Parcel number: 3350230090220

Initiated: 05/25/2016
Compliance:
Closed:

Case number
CE-2016-7652

Address
7690 SW 142 ST
PALMETTO BAY FL 33157

Description

Pony tail palm

Status

Pending

Responsible party: Luis Prieto

Owner: Luis Prieto

Parcel number: 3350230160010

Initiated: 05/25/2016
Compliance:
Closed:

Case number
CE-2016-7653

Address
15460 SW 81 AVE
PALMETTO BAY FL 33157

Description

Removal of all dead
vegetation from roof
peeling paint around
dwelling

Status

Pending

Responsible party: Robert E Jr &W Megha Davis

Owner: Robert E Jr &W Megha Davis

Parcel number: 3350270230010

Initiated: 05/25/2016
Compliance:
Closed:

Case number
CE-2016-7654

Address
13955 SW 82 AVE
PALMETTO BAY FL 33158

Description

lights on SW and SE corner
exceed more than 0.3 foot
candles

Status

Pending

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Estela M Parente Owner: Estela M Parente Parcel number: 3350220070190	Initiated: 05/27/2016 Compliance: Closed:	
<u>Case number</u> CE-2016-7655	<u>Address</u> 7880 SW 170 ST PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain lot	<u>Status</u> Pending
	Responsible party: Nancy Brasington Owner: Nancy Brasington Parcel number: 3350340220020	Initiated: 05/27/2016 Compliance: Closed:	
<u>Case number</u> CE-2016-7656	<u>Address</u> 7880 SW 170 ST PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain pool	<u>Status</u> Pending
	Responsible party: Nancy Brasington Owner: Nancy Brasington Parcel number: 3350340220020	Initiated: 05/27/2016 Compliance: Closed:	
<u>Case number</u> CE-2016-7657	<u>Address</u> 17555 S DIXIE HWY PALMETTO BAY FL 33157	<u>Description</u> Illegal portable sign	<u>Status</u> Completed
	Responsible party: Smk li Enterp Llc Owner: Smk li Enterp Llc Parcel number: 3350330000640	Initiated: 06/01/2016 Compliance: 06/13/2016 Closed: 06/16/2016	
<u>Case number</u> CE-2016-7658	<u>Address</u> 8760 SW 148 ST PALMETTO BAY FL 33176	<u>Description</u> Obtain permit for shed	<u>Status</u> Pending
	Responsible party: Minervino &W Helena Arguelles Owner: Minervino &W Helena Arguelles Parcel number: 3350210100320	Initiated: 06/02/2016 Compliance: Closed:	

CE Case

Case number
CE-2016-7659

Address
16701 SW 92 AVE
PALMETTO BAY FL 33157

Description

Failure to obtain permit
for roll of container

Status
Completed

Responsible party: Avgr Investment Lic

Owner: Avgr Investment Lic

Parcel number: 3350280060140

Initiated: 06/03/2016

Compliance: 06/08/2016

Closed: 06/08/2016

Case number
CE-2016-7660

Address
16800 SW 93 AVE
PALMETTO BAY FL 33157

Description

3 junk vehicles, parts
being stored on the
property

Status
Completed

Responsible party: Lazaro &W Mercedes Garcia

Owner: Lazaro &W Mercedes Garcia

Parcel number: 3350330020020

Initiated: 06/04/2016

Compliance: 06/21/2016

Closed: 06/21/2016

Case number
CE-2016-7661

Address
17225 S DIXIE HWY
PALMETTO BAY FL 33157

Description

LA MORA ITALIANA

Status
Completed

Responsible party: Isaacs Dixie Holding Lic

Owner: Isaacs Dixie Holding Lic

Parcel number: 3350330000490

Initiated: 06/04/2016

Compliance: 06/08/2016

Closed: 06/08/2016

Case number
CE-2016-7662

Address
6670 SW 152 ST
PALMETTO BAY FL 33157

Description

Sprinklers running on the
wrong time

Status
Completed

Responsible party: Alfredo Suarez

Owner: Alfredo Suarez

Parcel number: 3350250030130

Initiated: 06/04/2016

Compliance: 06/08/2016

Closed: 06/08/2016

Case number
CE-2016-7663

Address
9124 SW 180 ST
PALMETTO BAY FL 33157

Description

Junk abandoned vehicle in
the driveway

Status
Pending

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Daniel & Josefa Gonz Gonzalez Owner: Daniel & Josefa Gonz Gonzalez Parcel number: 3350330270780		Initiated: 06/04/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7664	<u>Address</u> 8421 SW 184 ST PALMETTO BAY FL 33157	<u>Description</u> Property overgrown	<u>Status</u> Completed
	Responsible party: Milian Dev Inc Grp Owner: Milian Dev Inc Grp Parcel number: 3350340140420		Initiated: 06/04/2016 Compliance: 06/28/2016 Closed: 06/28/2016
<u>Case number</u> CE-2016-7665	<u>Address</u> 8205 SW 163 ST PALMETTO BAY FL 33157	<u>Description</u> Two vehicles on property, no plates and inoperable	<u>Status</u> Pending
	Responsible party: Richard &W Lisa Ghawi Owner: Richard &W Lisa Ghawi Parcel number: 3350270040260		Initiated: 06/08/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7666	<u>Address</u> 8205 SW 163 ST PALMETTO BAY FL 33157	<u>Description</u>	<u>Status</u> Pending
	Responsible party: Richard &W Lisa Ghawi Owner: Richard &W Lisa Ghawi Parcel number: 3350270040260		Initiated: 06/08/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7667	<u>Address</u> Juan F Litta Juan F Litta	<u>Description</u> 3350280590300 Overgrown vacant lot	<u>Status</u> Completed
	Responsible party: Juan F Litta Owner: Juan F Litta Parcel number:		Initiated: 06/08/2016 Compliance: 06/27/2016 Closed: 06/27/2016
<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>

CE Case

Case number
CE-2016-7668

Address
7720 SW 177 ST
PALMETTO BAY FL 33157

Description

Failure to maintain property

Status

Pending

Initiated: 06/10/2016

Compliance:

Closed:

Case number
CE-2016-7669

Address
7720 SW 177 ST
PALMETTO BAY FL 33157

Description

Real estate sign exceeds allowed size

Status

Completed

Initiated: 06/10/2016

Compliance: 06/21/2016

Closed: 06/21/2016

Case number
CE-2016-7670

Address
17750 SW 80 CT
PALMETTO BAY FL 33157

Description

Van with expired tag and another vehicle with no tag

Status

Pending

Initiated: 06/10/2016

Compliance:

Closed:

Case number
CE-2016-7671

Address
17750 SW 80 CT
PALMETTO BAY FL 33157

Description

Solid waste being stored at the property

Status

Pending

Initiated: 06/10/2016

Compliance:

Closed:

Case number
CE-2016-7672

Address
16861 SW 92 CT
PALMETTO BAY FL 33157

Description

Failure to obtain BTR and running an ALF

Status

Pending

Compliance:

Case number
CE-2016-7672

Address
16861 SW 92 CT
PALMETTO BAY FL 33157

Description

Failure to obtain BTR and running an ALF

Status

Pending

CE Case

Case number
CE-2016-7677

Address
14190 SW 77 AVE
PALMETTO BAY FL 33158

Responsible party: Thomas & Karen Kennedy
Owner: Thomas & Karen Kennedy
Parcel number: 3350220090010

Case number
CE-2016-7678

Address
7700 SW 142 ST
PALMETTO BAY FL 33158

Responsible party: Michelle Casteleyn
Owner: Michelle Casteleyn
Parcel number: 3350220200050

Case number
CE-2016-7680

Address
8200 SW 163 ST
PALMETTO BAY FL 33157

Responsible party: Thomas A Maldonado
Owner: Thomas A Maldonado
Parcel number: 3350270100010

Case number
CE-2016-7681

Address
16940 SW 94 CT
PALMETTO BAY FL 33157

Responsible party: Baker Property Group Llc
Owner: Baker Property Group Llc
Parcel number: 3350330040140

Case number
CE-2016-7682

Address
16999 S DIXIE HWY
PALMETTO BAY FL 33157

<u>Description</u>	<u>Status</u>
In violation of Clear sight triangle	Pending
Initiated: 06/11/2016 Compliance: Closed:	
Obstruction of oncoming traffic	Pending
Initiated: 06/11/2016 Compliance: Closed:	
Interior kitchen and bathroom renovations and windows changed out, no permits	Pending
Initiated: 06/13/2016 Compliance: Closed:	
Failure to maintain property and tarp on the roof	Pending
Initiated: 06/13/2016 Compliance: Closed:	
Failure to maintain property, shaded structure in the front entrance not being maintained	Pending

CE Case

Case number
CE-2016-7687

Address
8055 SW 138 ST
PALMETTO BAY FL 33158

Description

Overgrown property and interior work being done

Status
Pending

Responsible party: 8055 Sw 138Th St Lic
Owner: 8055 Sw 138Th St Lic
Parcel number: 3350220030050

Initiated: 06/13/2016

Compliance:
Closed:

Case number
CE-2016-7688

Address
15781 SW 88 AVE
PALMETTO BAY FL 33157

Description

Unkept pool and overgrown grass

Status
Pending

Responsible party: Sandra West
Owner: Sandra West
Parcel number: 3350280050880

Initiated: 06/15/2016

Compliance:
Closed:

Case number
CE-2016-7689

Address
8910 SW 156 ST
PALMETTO BAY FL 33157

Description

Trash pile on swale

Status
Completed

Responsible party: Mark K Matthews
Owner: Mark K Matthews
Parcel number: 3350280010020

Initiated: 06/15/2016

Compliance: 06/27/2016
Closed: 06/30/2016

Case number
CE-2016-7690

Address
17305 SW 88 AVE
PALMETTO BAY FL 33157

Description

House being prepared for stucco, overhang and roof added to shed no permits

Status
Completed

Responsible party: Led E &W Jacquelyn Barabe
Owner: Led E &W Jacquelyn Barabe
Parcel number: 3350330160140

Initiated: 06/15/2016

Compliance: 06/23/2016
Closed: 06/23/2016

Case number
CE-2016-7691

Address
7682 SW 169 ST
PALMETTO BAY FL 33157

Description

Failure to maintain property

Status
Pending

CE Case

<u>Case number</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>
	Responsible party: Wen Liu Owner: Wen Liu Parcel number: 3350350060110		Initiated: 06/15/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7692	<u>Address</u> 7301 SW 165 ST PALMETTO BAY FL 33157	<u>Description</u> Failure to maintain property	<u>Status</u> Completed
	Responsible party: George R Lage Owner: George R Lage Parcel number: 3350260230150		Initiated: 06/15/2016 Compliance: 06/27/2016 Closed: 06/27/2016
<u>Case number</u> CE-2016-7693	<u>Address</u> 18099 S DIXIE HWY PALMETTO BAY FL 33157	<u>Description</u> Storage container no permit	<u>Status</u> Pending
	Responsible party: Tiffer Corporation Owner: Tiffer Corporation Parcel number: 3350320310020		Initiated: 06/20/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7694	<u>Address</u> 8265 SW 145 ST PALMETTO BAY FL 33158	<u>Description</u> Overgrown swale and property	<u>Status</u> Pending
	Responsible party: Youn Ho &W Young Woo Kim Owner: Youn Ho &W Young Woo Kim Parcel number: 3350220330010		Initiated: 06/22/2016 Compliance: Closed:
<u>Case number</u> CE-2016-7695	<u>Address</u> 7940 SW 143 ST PALMETTO BAY FL 33158	<u>Description</u> Inoperable vehicle on property	<u>Status</u> Pending
	Responsible party: Arbee &W Angela Bernstein Owner: Arbee &W Angela Bernstein Parcel number: 3350220280390		Initiated: 06/22/2016 Compliance: Closed:

CE Case

Case number
CE-2016-7696

Address
17104 SW 79 CT
PALMETTO BAY FL 33157

Description

Window openings blocked
in, garage door replace
with windows, and west
side door

Status
Pending

Responsible party: Niorge Aragon

Owner: Niorge Aragon

Parcel number: 3350340100260

Initiated: 06/24/2016

Compliance:

Closed:

Case number
CE-2016-7697

Address
18145 SW 95 CT
PALMETTO BAY FL 33157

Description

Shed on the NW
corner of the
property installed
with no permits

Status
Pending

Responsible party: Eduardo & Perez

Owner: Eduardo & Perez

Parcel number: 3350330100090

Initiated: 06/24/2016

Compliance:

Closed:

Case number
CE-2016-7698

Address
18145 SW 95 CT
PALMETTO BAY FL 33157

Description

Tow truck being store
at the property

Status
Completed

Responsible party: Eduardo & Perez

Owner: Eduardo & Perez

Parcel number: 3350330100090

Initiated: 06/24/2016

Compliance: 06/28/2016

Closed: 06/28/2016

Case number
CE-2016-7699

Address
18145 SW 95 CT
PALMETTO BAY FL 33157

Description

Failure to remove vines

Status
Pending

Responsible party: Eduardo & Perez

Owner: Eduardo & Perez

Parcel number: 3350330100090

Initiated: 06/24/2016

Compliance:

Closed:

Case number
CE-2016-7700

Address
18054 SW 83 CT
PALMETTO BAY FL 33157

Description

Failure to maintain pool
and pool barrier

Status
Pending

CE Case

Case number
CE-2016-7705

Address
7800 SW 164 ST
PALMETTO BAY FL 33157

Description

Trash pile on property

Status

Pending

Responsible party: Rochelle Lopez

Owner: Rochelle Lopez

Parcel number: 3350270270050

Initiated: 06/27/2016

Compliance:

Closed:

Case number
CE-2016-7706

Address
13845 SW 79 CT
PALMETTO BAY FL 33157

Description

Overgrown property and
swale and trash pile

Status

Pending

Responsible party: Otto R &W Josefa M Carr

Owner: Otto R &W Josefa M Carr

Parcel number: 3350220010170

Initiated: 06/28/2016

Compliance:

Closed:

Case number
CE-2016-7707

Address
9200 SW 156 ST
PALMETTO BAY FL 33157

Description

Trash located around
west side of property

Status

Pending

Responsible party: Gsd Incorporated

Owner: Gsd Incorporated

Parcel number: 3350280160400

Initiated: 06/28/2016

Compliance:

Closed:

Case number
CE-2016-7708

Address
8940 SW 156 ST
PALMETTO BAY FL 33157

Description

Overgrown property and
swale

Status

Pending

Responsible party: Tdgroup Holdings I Llc

Owner: Tdgroup Holdings I Llc

Parcel number: 3350280010050

Initiated: 06/29/2016

Compliance:

Closed:

Case number
CE-2016-7709

Address
17750 SW 80 CT
PALMETTO BAY FL 33157

Description

Failure to maintain
property

Status

Pending



Manager's Report

UPDATE ON WEBPAGE

Edward Silva

From: Olga Cadaval
Sent: Friday, July 08, 2016 2:02 PM
To: Corrice Patterson; Darby Delsalle; Desmond Chin; Fanny carmona; Missy Arocha; Serralta, Gadyaces S. (gsserralta@mdpd.com); Wesley Maltby
Cc: Edward Silva; Jackie Calzadilla
Subject: New Website Project- IMPORTANT

Importance: High

Dear Department Directors,

Our website vendor has started the process of migrating content from our existing website to the new site. Staff has been reviewing all 357 webpages to determine which ones are no longer relevant and should not be transferred to the new website. As we continue this review process, you will receive links to information, pages and/or documents and will be asked to review the information for accuracy. We ask that you please review the information and respond within 2 working days with the new information and/or updated document. Any additional time that we take in this process will prolong the website launch date which is currently scheduled for the end of October.

Please contact or see me if you have any questions. Thank you.

Sincerely,

Olga Cadaval, PHR
Human Resources Director
305-259-1235



Public Records Disclosure: Florida has very broad public records laws. Most written communications to or from local officials regarding official business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.



Manager's Report

LOCAL MITIGATION STRATEGY UPDATE

Quarterly Meeting

Thank you to those who attended our June quarterly meeting in Homestead. We had 34 people participate, representing 26 agencies. Thank you to the City of Homestead and Linda Blanco, Homestead's Building Official, for hosting us in their beautiful City Hall. The building is a LEED Silver certified and offers amenities to the employees including shower facilities to encourage biking to work and working out during the day. The building is rated for Category 5 hurricanes and contains their Emergency Operations Center that will host their satellite municipalities and the Miccosukee Tribe representatives.

We started the meeting with announcements:

- Miami-Dade Emergency Management is conducting the 2016 Evacuation Survey and we asked that everyone help get the word out to the public. We made postcards with the survey information available (and I have more if you need them). You can also post the following link on your websites.

<http://www.miamidade.gov/hurricane/>



This site will also provide information for the public so this is

a great link to refer your constituents to for information. As of today we have had 783 completed surveys. We are aiming for 2500 so we can have a good representation of our community. We are running high on the government employee side for the surveys so your help in getting the public to take it is appreciated.

We also stressed the continuation of the "Drain and Cover" campaign that Miami-Dade Department of Solid Waste is promoting to educate residents on what they can do to help reduce mosquito breeding and protect themselves from getting bit. You can find educational material at

<http://www.miamidade.gov/solidwaste/mosquito-control.asp>

- We continue to work on the Community Rating System program. Congratulations to The Village of Pinecrest who is entering the program as a Class 8 and effective October 1 their residents will see a 10% discount on their flood policies as they are renewed. Cutler Bay is awaiting their final reviews to see what their score will be. Miami Springs and Medley are also working on entering the program. Thank you to everyone for their support the CRS initiative and helping to save your constituents money. Please let me know if you need any documentation so I can get it for you as soon as able.

LMS Calendar

<http://www.miamidade.gov/fire/mitigation.asp>

Next LMS Quarterly Meeting:

Date: September 21, 2016

Time: 9:30-11:30 am

Location: TBD

All Working Group Members and the public are welcome to attend.

SubCommittee Meetings:

None at this time

Future Quarterly Meetings:

December 14, 2016

March 15, 2017

June 21, 2017

- Rob Molleda from the National Weather Service Miami presented on all things hurricanes. Even though we have already had three names storms (and a new depression over the weekend) this is not necessarily an indicator for how the rest of the season will be. El Niño is gone and La Niña is here. With La Niña is typically less wind shear which could help promote formation more. We can also expect rainfall to be near to and just above normal and temperatures to be about 1° warmer. Our stormiest weather in terms of thunderstorms and rain can be expected from mid-May to early July. Hotter temperatures with some dry periods (with Saharan dust) are expected early July through mid-August and from late August through mid-October we may see highly variable precipitation. Rob stressed the threat of storm surge and noted that during Hurricane Andrew that the surge was about 17 feet in south Miami-Dade and during the 1926 storm there was 2 feet of sand on Collins Avenue. Starting in 2017 the watches and warnings will start to be issued for storm surge to help communities be better aware.

Rob talked about the tracking cones of hurricanes and reminded everyone that that only shows where the eye of the storm will be 2/3 of the time. This does NOT account for the wind fields and storm surge and 1/3 of the time the eye of the storm may be outside of the cone. Once we get within 3-4 days of a storm we need to look at the local conditions that will impact us.

- Jose Palacios from Peninsular Insurance Bureau Adjusters talked about the insurance perspective. Jose said from the insurers' side they are identifying and mobilizing as many adjusters as possible to respond to the areas that may be or have been impacted by an event. He spoke about how the insurance companies try to spread the risk to disasters and after Hurricane Andrew and the storms of 2004-2005 many insurance companies left Florida and the Citizens Hurricane Insurance program grew. Re-insurance grew as an industry, this is a practice where insurance companies seek insurance from other companies to spread the risk. He talked about the insurance discount program for homeowners who implement mitigation measures that can include roofing straps, window and door protection. You can go to this website for a calculator on potential savings. <http://www.floridadisaster.org/wisc/> Jose also said that there may be changes as to how people can get flood insurance as private insurers are looking into offering this as well.
- Tiffany Troxler, the Director for the FIU Sea Level Solution Center, spoke to the group about integrating educational institutions into mitigation. Dr. Troxler has been very proactive in working to help educate communities about the risk of sea level rise, mitigation and the community rating system. To improve understanding of localized flood conditions and develop information for baseline monitoring of flooding and flood mitigation improvements, municipalities can coordinate with the Florida International University Sea Level Solutions Center (slsc.fiu.edu) to develop an activity for collecting this information. We will help coordinate students to support data collection and documentation with on-site measurements and use of our Eyes on the Rise application (eyesontherise.org), created by the FIU School of Communication and Journalism and GIS Center.

For King Tide flooding events expected this fall, FIU will be organizing an event on October 16, 2016 - Sea Level Solutions Day. As part of this event, we will be

conducting flood monitoring activities and may be able to include locations from your area. Other dates can also be considered. Please contact Brad Schonhoff or Tiffany Troxler via slsc@fiu.edu if you are interested to organize a flood monitoring activity.

The meeting was adjourned. We will see everyone in September.

FIMA Announces Availability of Benefit Cost Analysis Tools for Drought and Ecosystem Services

FEMA has developed [Benefit Cost Analysis \(BCA\) Tools and Guidance](#) to calculate benefits for climate resilient mitigation activities, including drought mitigation, ecosystem services, and pre-calculated benefits for cost-effectiveness evaluation of soil stabilization, flood diversion, and reforestation projects in wildfire impacted areas to support expedient implementation of post-wildfire mitigation actions. The tools and guidance include:

- Aquifer Storage and Recovery BCA Calculator Tool
- Ecosystem Service Benefits Calculator
- Supplemental BCA Guidance for Floodwater Diversion and Storage Projects
- Supplemental BCA Guidance for Floodplain and Stream Restoration Projects
- Pre-calculated benefits for post-wildfire mitigation actions

If you require the Microsoft Excel version of either of the calculator tools, or if you have any questions on details of the Benefit Cost Analysis (BCA), visit the [BCA website](#), contact the BCA Helpline at 1-855-540-6744 or bchelp@fema.dhs.gov.

These additional BCA Tools are available for Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), and the Flood Mitigation Assistance (FMA) for which the application period is open on or after the date of the May 12, 2016. Please note that not all mitigation activities are eligible under all three programs. For example, wildfire mitigation is eligible under HMGP and PDM, but not FMA.

The [Climate Resilient Mitigation Activities](#) are available for HMPG funding resulting from a major disaster declared on or after September 30, 2015, and for competitive PDM and FMA funding for which the application period opened on or after September 30, 2015.

Residential Hurricane Wind Retrofit Fact Sheet

In preparation for the opening of Hurricane Season 2016, FEMA has developed a new Fact Sheet on wind retrofit projects. Wind retrofits are enhancements made to strengthen roofs, walls, doors and windows to minimize damage to homes from wind and wind-driven rain caused by high wind events such as hurricanes. FEMA offers two Hazard Mitigation Assistance (HMA) grants that provide funds for cost-effective wind retrofit projects: Hazard Mitigation Grant Program (HMGP) and Pre-Disaster Mitigation (PDM).

The Wind Retrofits Fact Sheet provides an overview of wind retrofit projects and the streamlined process for determining the cost effectiveness of wind mitigation projects. The Fact Sheet compliments FEMA's guidance P-804: [Wind Retrofit Guide for Residential Buildings](#) (2010), which provides guidance for

selecting and implementing wind retrofit projects for homes in all coastal regions, and FEMA's [Cost Effectiveness Determination for Residential Hurricane Wind Retrofit Measures Funded by FEMA](#) (2015), which provides a simplified pre-calculated benefits methodology for determining cost effectiveness that can be used instead of the traditional Benefit-Cost Analysis (BCA).

The [Residential Hurricane Wind Retrofits Fact Sheet](#) is available from the FEMA website.

HMA Cost Share Guide

FEMA has developed a [Hazard Mitigation Assistance Cost Share Guide](#) for Applicants and Subapplicants applying for FEMA's Hazard Mitigation Assistance (HMA) grants: Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), and Flood Mitigation Assistance (FMA).

The Cost Share Guide compliments the [HMA Guidance](#) by providing an overview of the cost share requirements for each program and examples of various approaches for cost share strategies, such as donated resources, for the non-Federal cost share.

The Cost Share Guide is available from the FEMA website: [Hazard Mitigation Assistance Cost Share Guide](#).

Elevation Certificates for submittal for Community Rating System Communities

The FEMA 2015 Elevation Certificate is now available from FEMA (<https://www.fema.gov/media-library/assets/documents/160>). It is a fillable PDF form. For CRS purposes, this form should be used from now on, however, both the 2012 and 2015 Elevation Certificates can be accepted until December 31, 2016. After December 31, 2016, only the 2015 EC form will be accepted. Fillable PDFs allow surveyors to sign ECs without printing them. We encourage communities to submit these fully-digital ECs to ISO for CRS purposes. This will increase the efficiency of the EC review process.

Survey Says

I enjoy looking through the survey results to see the trends and responses. Here is a sneak peek at the responses so far:

- 33157 is in the lead with 56 response followed by 33186 and 33176 with 43 and 34 responses respectively.
- One of the interesting things we are seeing is how people are accessing the internet. Cell phones lead the way with 94% followed by laptops and computers at home with 90%. We even had someone identify that they are using their smart TV. Is your website is smartphone friendly?
- Reasons people might not evacuate: 32% their job, 22% their pet and 18% traffic.

[How prepared are your extended family, friends and neighbors? Take the survey and find out.](#)

<http://www.miamidade.gov/hurricane/>

As always if you have any questions, ideas or concerns please feel free to email me at perkins@miamidade.gov or call me at 305-468-5429.



Manager's Report

SOUTHEAST FLORIDA CLEAN CITIES COALITION MEETING



MEETING AGENDA

Friday, July 22, 2016

9:30 AM - 12:00 noon

SOUTH FLORIDA REGIONAL COUNCIL

3440 Hollywood Boulevard, Suite 140

Hollywood, Florida 33021

- | | | | |
|------|-----------------|--|----------------------------------|
| I. | (9:30 - 9:40) | Welcome & Introductions..... | Patricia Asseff, Chair |
| II. | (9:40 - 10:00) | Update on Coalition Activities | Sofia Thordin, Student Intern |
| III. | (10:00 - 11:30) | New Perspectives in the Natural Gases: Panel Discussion
Moderator | Patricia Asseff, Chair |
| | | On Their Fleet: Thinking Green..... | Waste Management, Dawn McCormick |
| | | Opportunities in CNG..... | Steve Josephs, ampCNG |
| | | Role of LNG in Freight Transportation..... | Alex Vohr, New Fortress Energy |
| | | Utility Update on CNG..... | Kenneth Hernandez, TECO Energy |
| | | Committed to More: Environmental Responsibility..... | Duane Lippincott, UPS |
| IV. | (11:30 - 11:50) | Discussion | |
| V. | (11:50 - Noon) | Other Business | |
| VI. | Noon | Adjourn | |

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least five (5) days before the workshop/meeting by contacting: South Florida Regional Planning Council, 3440 Hollywood Blvd, Suite 140; Hollywood, Florida 33021; 954.985.4416. If you are hearing impaired or speech impaired, please contact the Council using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021

954.985.4416 Phone, 954.985-4417 FAX

Website: www.sefloridacleancities.org Email: sfadmin@sfrpc.com



Miami-Dade's Natural Wonders Await Clean Award Decisions

Miami-Dade County is the fortunate home to over two million acres of National Park land. A diminutive fraction of the land is Biscayne National Park coastal area, surrounded by the sapphire waters of the Atlantic. Ten miles offshore rest coral reefs which protect the mainland from the tumult of hurricanes. A few feet below earth's surface trickles the Biscayne Aquifer, providing freshwater to millions of people. The park's proximity to Florida's most populous metro area, its ecological value, and its aging vehicle fleet are compelling challenges which the Coalition and the Park Service hope address through the Clean Cities/National Parks Initiative.



Biscayne National Park Reef



The Initiative supports transportation projects that educate park visitors on the benefits of cutting petroleum use and vehicle emissions, with the end goal of addressing climate change. A funding proposal submitted by Southeast Florida Clean Cities this spring detailed a plan to trade obsolete petroleum-powered mowers, skid steer, forklift, and UTVs for propane and electric upgrades. While watercrafts make up a hefty portion of Biscayne's fleet, this

proposal would be able to assure that 90% of its land vehicles would run on alternative fuels. In addition, the application calls for two electric charging stations. One will be for the Park's new vehicles; the other will be publicly available to advance electric vehicle connectivity among other National Parks in South Florida. Lastly, the proposal details a visitor education component to reach Biscayne's 500,000 annual guests. The outreach would use Clean Cities Coalition resources like the Green Rides Toolkit in order to demonstrate how alternative fuels, parks, and climate change are interconnected.



Miami Skyline as seen from Biscayne Bay's Boca Chica

The boundless river of grass that is Everglades National Park is also in the mix. Propane mowers, electric UTVs, and charging stations are on the wish list. Park officials believe that introducing this electric charging network to the region's parks will draw visitors from an overlooked niche while educating EV doubters about the state's growing charging infrastructure. Finally, Big Cypress National Preserve and the Dry Tortugas are seeking funds through Southeast Florida Clean Cities to support alternative fuels and visitor education.

Hats Off to the City of Coral Gables in Taking a Big Electric Step Forward



2016 is the Year of the EV for the City of Coral Gables! Automotive Director Steve Riley has recently received the City's order of twenty new Nissan Leafs to be used by employees for City business. Additionally, this purchase package includes ten Level 2 charging stations which will be installed for the public on local streets and in city garages as well as four fast chargers for the City's new Leafs.

Southeast Florida Clean Cities Featured in MotorWeek

PBS' MotorWeek highlighted Southeast Florida Clean Cities and its stakeholders on a recent segment. Featured were Broward County's Paratransit propane fleet and City Furniture's CNG delivery fleet. Participants included Paul Strobis, Paratransit Director for Broward County; Patty Asseff, Clean Cities Chair; and Shaun Feraco, City Furniture Director of Operations.

Broward County Transit replaced 100% of its paratransit fleet with propane autogas in 2014 making it the largest such purchase in our nation's history at that time. The County committed to transforming their 138-van fleet following extensive research and networking with Clean Cities partners that facilitated the transition into propane. Amerigas, a Clean Cities partner, is the propane provider for Broward County. Broward Paratransit consumed over one million gallons of propane the first year with a savings of \$700,000. Strobis indicates the County has saved 3.4M pounds of CO₂. The County intends to apply for the Alternative Fuel Infrastructure Tax Credit for 2015 and 2016 to help finance this infrastructure which may include new propane fueling stations.



Motor Week, City Furniture, and Clean Cities staff promoting CNG



Broward County Paratransit powering with propane autogas

At the Broward County filming, Coalition Chair Commissioner Asseff, focused on the importance of collaboration, cooperation, and communication in public private partnerships. Southeast Florida Clean Cities helps connect stakeholders like Broward County and Amerigas who work together towards petroleum independence.

City Furniture is one of the Coalition's most active members, with 63 trucks operating on bi-fuel CNG/gas, and five dedicated CNG trucks. City Furniture's fleet was awarded by the Coalition in 2014 for Outstanding CNG Leadership and is ranked #19 in North America's top 100 green fleets. Operations Director Shaun Feraco reported a 23% increase in miles driven with a simultaneous 32% fuel savings from 2014 to 2015! Their Clean Cities partnership assists them in keeping informed about opportunities like state and federal rebates and promotes networking with stakeholders like City of Sunrise, their CNG provider. The company completed their own CNG fueling station in 2014 with 50 time-fill pumps and they plan to transition the rest of the fleet to CNG very soon.

Taking Green Ideas for a Ride with Broward County Public Schools

Southeast Florida Clean Cities started a new Idle Reduction campaign last summer with the Miami-Dade County Public Library System. This campaign uses the IdleBox toolkit from the US Department of Energy and is highlighted by a US Environmental Protection Agency edition of the Magic School Bus series, titled the Magic School Bus Gets Cleaned Up. Our spring 2016 semester session took place at the Pembroke Pines Elementary School as 90 third graders participated in this three-session event in January 2016. Children read the book aloud to one another, completed a word quiz in groups,



Coalition Intern Natalia Neira educating students

and drew pictures of what they learned in the activity. Children and faculty also enjoyed viewing a plug-in hybrid vehicle in the school parking lot at the end of the session.

We thank Ms. April Schentrup, School Principal and Ms. Mariette Donate, school counselor for allowing SE Florida Clean Cities to spread the word about idling reduction and keeping our air clean. Thank you also to all the third grade teachers for participating and encouraging students to learn and care more about the environment and the air they breathe.

Clean Cities Does Earth Day 2016

The Southeast Florida Clean Cities Coalition participated in several Earth Day celebrations in South Florida earlier this year.

City of Sunrise Earth Day highlighted local programs at public, private, and non profit levels. It involved neighboring businesses, family events, and fun activities. Clean Cities participated along with Weston Nissan and displayed a 2016 Nissan Leaf and offered ride-and-drives to educate the public about electric cars, policy incentives, price rebates.



Visitors admire the Nissan Leaf

Florida International University hosted an Earth Day tabling event with local South Florida organizations, student clubs, and the FIU Office of Sustainability on February 19th from 11am-3pm. Students stopped by to learn as well as to inquire about fuels, EVs, and the coalition.

Clean Cities Spring Meeting 2016



Members and stakeholders met on April 8th for a Clean Cities meeting focusing on electric cars and their future in Florida. Speakers included Florida Power and Light, General Motors, Nissan, and the City of West Palm Beach who all shared their knowledge, programs, and initiatives to make electric cars more accessible. Students from Embry Riddle Aeronautical University that comprise the Eco Eagles Team were featured guest speakers, detailing the design of this year's 2016 Chevrolet Camaro which is powered by E85 and an electric battery. Local companies exhibited electric vehicle charging sta-

tions prior to the meeting and an EV display following the meeting included stakeholders' EVs, a new Ford CMax from Margate Ford Autonation, and the Embry Riddle Eco CAR2, last year's competition vehicle, the 2013 hybrid Chevrolet Malibu which took 5th place in the national university competitions. In the weeks that followed this meeting, the Eco Eagles competed in the national EcoCAR3 competition with this year's Camaro which maintained its muscle car power while reducing emissions and won third place for Florida's Embry Riddle!



Upcoming Meetings and Events

Southeast Florida Clean Cities Meeting: Focus on Natural Gas
National Drive Electric Week Event in West Palm Beach
Southeast Florida Clean Cities Meeting: Focus on Propane Autogas

July 22, 2016
September 2016
Autumn 2016

Where the Rubber Meets the Road: Tire Strategies to Save Fuel

What vehicle tire strategies and technologies are available to save fuel?

It's easy to understand why tires are essential to a vehicle, but tires also play an important role in your vehicle's fuel economy. Tires affect resistance on the road and, therefore, how hard the engine needs to work to move the vehicle. By maintaining proper tire inflation or investing in low rolling resistance or super-single tires, you can improve your vehicle's fuel economy. Whether you drive a light-duty (LDV) or heavy-duty vehicle (HDV), there is a tire strategy or technology to help you increase your miles per gallon (mpg).

Proper Tire Inflation: Properly inflated tires increase fuel economy, last longer, and are safer. Oak Ridge National Laboratory estimates that you can improve your gas mileage by up to 3.3% by keeping your tires inflated to the proper pressure. In fact, under-inflated tires can lower gas mileage by up to 0.3% for every one pound per square inch drop in pressure in all four tires. It is especially important to keep an eye on tire pressure in cold weather because when the air in the tire becomes cold, the tire pressure decreases.

You can find the proper tire pressure for your vehicle on a sticker located on the driver's side doorjamb or in the owner's manual. Also, check to see if your vehicle is equipped with a tire pressure monitoring system (TPMS), which will illuminate a dashboard light when the tire inflation in one, multiple, or all tires reaches a certain pressure threshold. Fleet managers, in particular, may consider using telematics with a TPMS to assist their drivers with maintenance. Even if a vehicle has a TPMS, however, it is still good practice to manually check your vehicle's tire pressure in order to ensure all of your tires are properly inflated.

Low Rolling Resistance Tires: Rolling resistance is the energy lost from drag and friction of a tire as it rolls over a surface. This phenomenon is complex, and nearly all operating conditions can affect how much energy is lost. For conventional and hybrid electric passenger vehicles, it is estimated that about 3%-11% of their fuel is used just to overcome tire rolling resistance, whereas all-electric passenger vehicles can use around 22%-25% of their fuel for this purpose. For heavy trucks, this fuel consumption can be around 15%-30%.

Installing low rolling resistance tires can improve vehicle fuel economy by about 3% for LDVs and more than 10% for HDVs. In LDVs, a 10% decrease in rolling resistance can increase fuel efficiency by 1%-2%. Investing in low rolling resistance tires makes economic sense, as the fuel savings from the use of these tires over the life of the vehicle can pay for the additional cost of the fuel-efficient tires. Most new passenger vehicles are equipped with low rolling resistance tires, but keep rolling resistance in mind when replacing tires.

Super-Single Tires: Reducing vehicle drag can provide significant fuel economy improvements. One way HDVs can reduce drag is by replacing traditional dual tires with one super-single tire—also called a wide-base or single-wide. In Class-8 heavy-duty vehicles, this can save fuel by reducing vehicle weight and rolling resistance. A super-single tire is not as wide as two tires, so there is a slight aerodynamic benefit as well, further improving vehicle efficiency. (Article courtesy of Clean Cities Blog) Clean Cities Technical Response Service Team: technicalresponse@icfi.com, 800-254-6735

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Manager's Report

SW 136TH STREET BICYCLE LANE SURVEY UPDATE

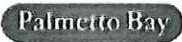
Edward Silva

From: Edward Silva
Sent: Friday, July 08, 2016 3:27 PM
To: Council
Cc: Sary Garcia; Olga Cadaval; Corrice Patterson
Subject: FW: SW 136th Street road widening project

Please do not respond to the group!!!

Councilwoman Siegel Lara, the surveying group is surveying the street for locations of trees and other items in the right of way. They are paying for the surveyor and this is part of a comprehensive look to tie in bicycle lanes/paths from Old Cutler Road to the transit way. The road is scheduled to be re-milled and finished inclusive of widening of the bridges, Pinecrest and ourselves have asked them to look at adding the bicycle lane/path to the scope of work. Once the surveying work is completed we still need to get together, discuss options, cost sharing, resident input and direction from Council on how to proceed. At no time has there been any indication from the County on widening the road or any reconfiguring. The bicycle lanes/path have been mentioned in the Manager's report [previously as well. Should any Councilperson have any further questions feel free to contact me.

Respectfully,

Edward Silva
Village Manager
Village of Palmetto Bay
305-259-1234


Florida has very broad public records laws. Most written communications to or from local officials regarding official business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Larissa Siegel Lara
Sent: Friday, July 08, 2016 1:33 PM
To: Edward Silva
Cc: Corrice Patterson
Subject: Fwd: SW 136th Street road widening project

Hi Ed,

Could we get more information on the 136 street widening project?

Sincerely,

Larissa Siegel Lara
Council member, Seat 3
Village of Palmetto Bay
lsiegellara@palmettobay-fl.gov
305-259-1234

Begin forwarded message:

From: Larissa Siegel Lara <lsiegellara@palmettobay-fl.gov>
Date: July 8, 2016 at 1:31:03 PM EDT
To: Edward Glab <ewgjr66@gmail.com>
Cc: Lily NG-Soares VP <graftec@infolinkmiami.com>, Aurelia Hutton <aureliahutton@bellsouth.net>, Martha Yepes <MSYep@aol.com>, Vlad Golik <vgolik@kw.com>, Huntson Lam <huntson@gmail.com>, Curt Mcquire <curtmcquire@gmail.com>, Frank Sancho <frank.sancho@hp.com>, Justin Firestone <Justin@FirestoneManagementGroup.com>, Maria Mijares <mmijares@fostercompany.net>, Karen Scott <kscott@fostercompany.net>
Subject: Re: SW 136th Street road widening project

Good afternoon Ed,

I will work with the manager to get more details. I'll let you know what we know next week. Hope everyone has a good weekend.

Sincerely,

Larissa Siegel Lara
Council member, Seat 3
Village of Palmetto Bay
lsiegellara@palmettobay-fl.gov
305-259-1234

On Jul 8, 2016, at 11:18 AM, Edward Glab <ewgjr66@gmail.com> wrote:

To Tuscany Estates HOA Board: I just called Miami Dade Country Transportation and Public Works in inquire about the widening of SW 136th Street east from U.S. 1 toward Old Cutler. I was referred to Carla Damien, PAO for Transportation (786-469-5420). She was not in, so I spoke to Carolina el Busto (786-469-5365). She promised to see what she could do to find out more about the project and get back to me.

The surveyors I spoke to today (I spoke to others a few days ago as well), said that our property line of Tuscany Estates is the ficus, not the sidewalk, but it is unlikely that the street would be widened right up to the ficus. The surveyor thought the County would, at a minimum, leave the sidewalk in place and probably a few feet of grass—perhaps out to the palm trees. However, this is all speculation at this point. The surveyors told me that the plats in this area were incomplete, incorrect and/or missing and that is why this survey has been going on for two weeks.

Widening the street will affect our gated entryway. To remain within code, we might wind up having to move the call box further in toward the gates. Hard to say right now. The bottom line is that we should definitely NOT spend any money to repave anything outside the gates because that property does not belong to our community. It is Miami-Dade right-of-way. To widen 136th the county would

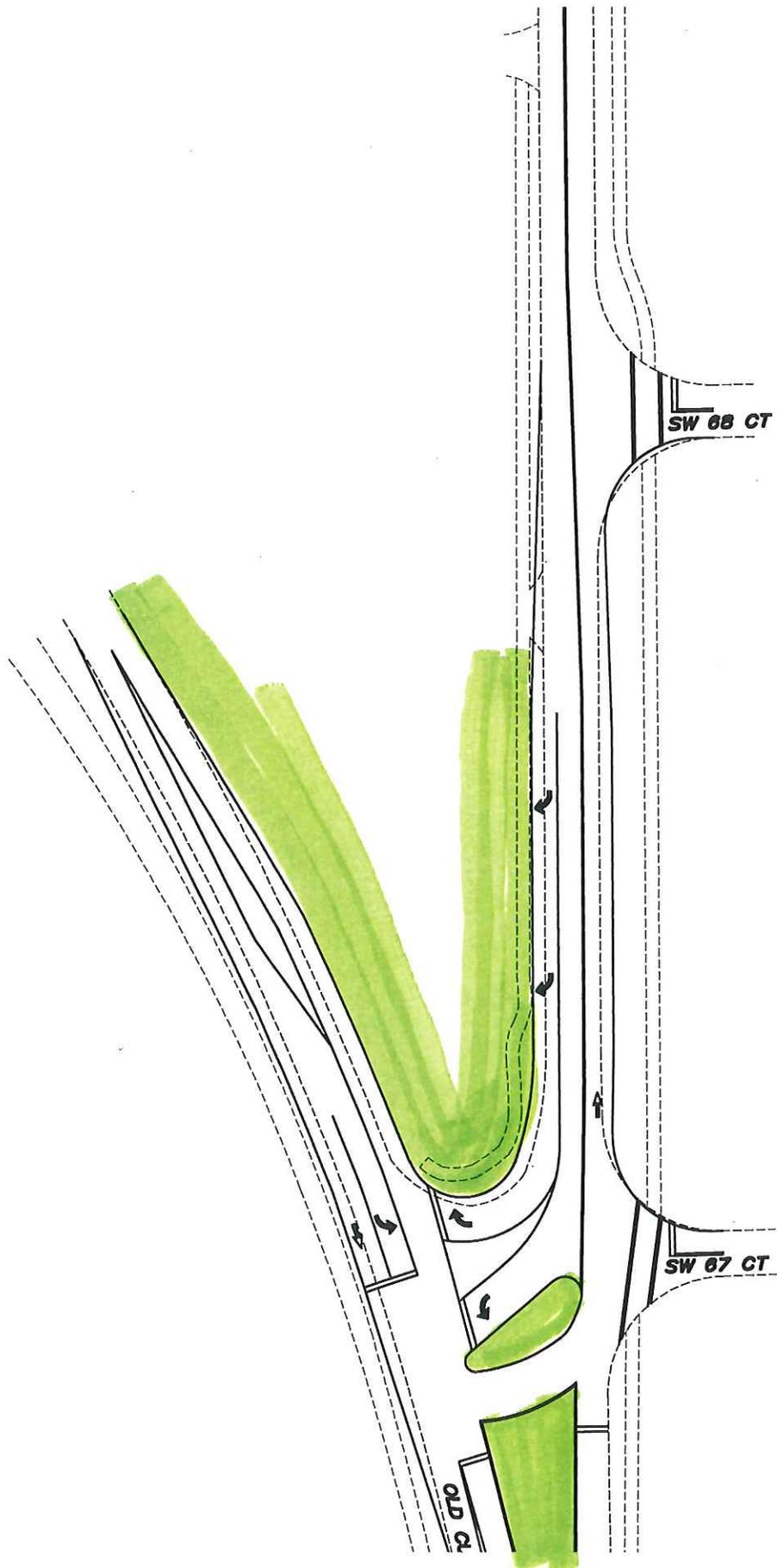
have to relocate a fire hydrant and a sewer manhole cover, the latter being at the entryway to our community.

It is very important for us to know the details of this project since it could affect our status as a gated community and cost us money to relocate the call box. Therefore, I am copying Larissa Siegel Lara on this note to see if she can perhaps find out more details about the project to widen SW 136th. Relocating and reconfiguring the entryway would require a special assessment.

Ed Glab

President

Tuscany Estates HOA





Manager's Report

P3 GUIDELINES



Partnership *for* Public Facilities and Infrastructure Act Guidelines Task Force

Final Report and
Recommendations



July 1, 2014

Task Force Membership



Chair: Craig J. Nichols, Secretary
Department of Management Services



Vice Chair: Frank C. Attkisson, Chair,
Osceola County Board of County Commissioners



Michael H. Olenick, Vice President of Corporate
Affairs and Chief Compliance Officer, Morganti Group



George M. Burgess, Chief Operating Officer,
Becker & Poliakoff, P.A.



John B. "Jay" Smith II, Vice President and
Owner, Ajax Building Corporation



Sonya C. Little, Chief Financial Officer,
City of Tampa



Andy Tuck, Chair, Highlands County
School Board; member, State Board
of Education



The Honorable Rick Scott, Governor
State of Florida
PL-05 The Capitol
Tallahassee, FL 32399-0001

The Honorable Don Gaetz
President, The Florida Senate
409 The Capitol
Tallahassee, FL 32399-1100

The Honorable Will Weatherford
Speaker, Florida House of Representatives
420 The Capitol
Tallahassee, FL 32399-1300

Dear Governor Scott, President Gaetz, and Speaker Weatherford:

In 2013, the Legislature passed and Governor Scott signed into law House Bill 85 to authorize the use of public-private partnerships by local governments, citing the public need for the construction or upgrade of facilities that are used predominantly for public purposes and stating that it is in the public's interest to provide for the construction or upgrade of such facilities and to encourage investment in the state by private entities.

The law established the Partnership for Public Facilities and Infrastructure Act Guidelines Task Force to study the public-private partnership process outlined in law and make recommendations for the Legislature's consideration for purposes of creating a uniform process for establishing public-private partnerships. Governor Scott appointed six members to the task force, chaired by the Secretary of the Department of Management Services in accordance with the law. Task force membership, per the law, includes one county government official, one municipal government official, one district school board member, and three representatives of the business community. I would like to thank the Governor for his thoughtful appointment of six highly qualified individuals.

Working together to ensure the greatest possible flexibility to public and private entities contracting for the provision of public services, the task force held 10 meetings to study the law, understand how governmental entities around the world have implemented public-private partnerships, and to hear from interested parties and stakeholders.

In accordance with section 287.05712, Florida Statutes, the Partnership for Public Facilities and Infrastructure Act Guidelines Task Force submits the following recommendations for your consideration.

Please do not hesitate to contact myself or Marlene Williams for additional information at 850-487-7001 or Marlene.Williams@dms.myflorida.com.

Sincerely,

CRAIG

Craig J. Nichols,
Chair, Partnership for Public Facilities and Infrastructure Act Guidelines Task Force
Agency Secretary, Department of Management Services

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INTRODUCTION

As local governments around the world are in search of alternative options to finance and deliver projects and infrastructure initiatives, public-private partnerships (P3s) are an increasingly attractive solution. Public-private partnership projects are contractual agreements formed between public and private-sector entities that allow for greater private sector participation in both the delivery and financing of public projects. The transportation sector has historically been the most common industry to utilize P3s, but the use of P3s has expanded into other areas of public infrastructure such as water and wastewater, education, health care, building construction, parks and recreation and technology.

There are many different P3 models with varying levels of public and private responsibility and financial risk. Public-private partnerships are becoming a common tool to bring together the strengths of both sectors. When executed well, P3 projects benefit both the public and private sectors. In addition to maximizing efficiencies and innovations of private enterprise, P3s can provide much needed capital to finance government projects, thus freeing critical public funds for core services and programs. However, P3 projects do not provide a one-size-fits-all solution to the funding challenges local governments are facing, but are a tool local governments should consider, particularly when faced with budget constraints.

During its first meetings, the task force sought to understand the P3 marketplace, how other governments implement P3 projects, and, most importantly, the needs of those entities that would engage in public-private partnerships. The task force heard extensive testimony from city, county and school board representatives with the clear message that Florida is ready for more public-private partnership projects but the structure provided needed to foster local government involvement without overly dictating process. To better understand the best practices needed to successfully implement P3 projects and attract investors, the task force heard from other states and governments, including Canada and the United Kingdom, which both have well-developed P3 processes and markets. National P3 associations spoke about key factors – encouraging competition, strong interim and comprehensive agreements, and thoughtful partnerships with quality vendors. Private investment companies provided testimony that a clear process for engaging in P3 projects was vital to attract private investment into Florida’s P3 marketplace. These are all factors the task force considered in developing its recommendations.

Throughout the task force’s meetings, the key question became: how does this body develop recommendations that support the framework needed to attract private sector involvement while still giving local governments the flexibility to implement local projects to meet local needs? As a body, we believe the recommendations included in this report meet this goal. With the right parameters in place, Florida is well on its way to being an environment that further fosters public and private entities working together to provide the infrastructure and facility solutions Floridians need.

Background

In the 2013 Regular Legislative Session, the Florida Legislature enacted HB 85, which was signed into law as Chapter 2013-223, Laws of Florida, and incorporated into law as section 287.05712, Florida Statutes (F.S.). The law grants responsible public entities the authority to engage in public-private partnership projects for the development of a wide range of public-use facilities or projects that serve a public purpose.

The law defines “responsible public entity” as “a county, municipality, school board, or any other political subdivision of the state; a public body corporate and politic; or a regional entity that serves a public purpose and is authorized to develop or operate a qualifying project.”

In order for a project to use the public-private partnerships delivery method, it must meet the definition of “qualifying project.” Under the law, “qualifying project” is broadly defined as:

1. A facility or project that serves a public purpose, including, but not limited to, any ferry or mass transit facility, vehicle parking facility, airport or seaport facility, rail facility or project, fuel supply facility, oil or gas pipeline, medical or nursing care facility, recreational facility, sporting or cultural facility, or educational facility or other building or facility that is used or will be used by a public educational institution, or any other public facility or infrastructure that is used or will be used by the public at large or in support of an accepted public purpose or activity;
2. An improvement, including equipment, of a building that will be principally used by a public entity or the public at large or that supports a service delivery system in the public sector;
3. A water, wastewater, or surface water management facility or other related infrastructure; or
4. Notwithstanding any provision of this section, for projects that involve a facility owned or operated by the governing board of a county, district, or municipal hospital or health care system, or projects that involve a facility owned or operated by a municipal electric utility, only those projects that the governing board designates as qualifying projects pursuant to this section.

General procurement provisions for public-private partnership projects

The public-private partnerships law establishes requirements to which responsible public entities must adhere, including reviewing and approving proposals received pursuant to this section of law. For reference, the following provides a high-level overview of the public-private partnerships procurement process.

Proposal receipt and notice

A proposal may be either requested by a public entity or submitted by a private entity on an unsolicited basis.

Proposals received by the responsible public entity (RPE) in response to a public solicitation are received, reviewed and either accepted or rejected on a proposal-by-proposal basis.

The process for unsolicited proposals is slightly different. The RPE may establish a reasonable application fee for the submission of an unsolicited proposal under this section. The fee must be sufficient to pay the costs of evaluating the proposal and the RPE may engage the services of a private consultant to assist in the evaluation.

Once an RPE receives an unsolicited proposal for a P3 project and the public entity intends to enter into a comprehensive agreement for the project, the public entity must publish notice in the Florida Administrative Register and a newspaper of general circulation at least once a week for two weeks stating that the public entity has received a proposal and will accept other proposals for the same project.

The timeframe within which the public entity may accept proposals shall be determined by the public entity on a project-by-project basis based upon the complexity of the project and the public benefit to be gained by allowing a longer or shorter period of time within which other proposals may be received; however, the timeframe for allowing other proposals must be at least 21 days, but no more than 120 days, after the initial date of publication.

After the public notification period has expired in the case of an unsolicited proposal, the RPE shall rank the proposals received in order of preference and sequentially negotiate a comprehensive agreement, beginning with the highest-ranked firm.

For both solicited and unsolicited proposals, the responsible public entity must perform an independent analysis of the proposed public-private partnership before the procurement process is initiated or before the contract is awarded. This analysis must demonstrate the project's cost-effectiveness and overall public benefit.

Project approval

The RPE may approve the development or operation of an educational facility, a transportation facility, a water or wastewater management facility or related infrastructure, a technology infrastructure or other public infrastructure, or a government facility needed by the RPE as a qualifying project, or the design or equipping of a qualifying project that is developed or operated, if:

1. There is a public need for or benefit derived from a project of the type that the private entity proposes as the qualifying project.
2. The estimated cost of the qualifying project is reasonable in relation to similar facilities.
3. The private entity's plans will result in the timely acquisition, design, construction, improvement, renovation, expansion, equipping, maintenance, or operation of the qualifying project.

Additionally, for both solicited and unsolicited proposals, before approving a proposed project, the RPE must determine that the proposed project:

- ❶ is in the public's best interest;
- ❷ is for a facility that is owned by the RPE or for a facility for which ownership will be conveyed to the RPE;
- ❸ has adequate safeguards in place to ensure that additional costs or service disruptions are not imposed on the public in the event of material default or cancellation of the agreement by the responsible public entity;
- ❹ has adequate safeguards in place to ensure that the RPE or private entity has the opportunity to add capacity to the proposed project or other facilities serving similar predominantly public purposes; and

- will be owned by the responsible public entity upon completion or termination of the agreement and upon payment of the amounts financed.

Interim or comprehensive agreement

Before developing or operating the qualifying project, the selected private entity must enter into a comprehensive agreement with the RPE. Before entering into or in connection with a comprehensive agreement, the public entity may enter into an interim agreement with the private entity authorizing the private entity to begin project activities such as project planning. Any interim or comprehensive agreement must define the rights and obligations of the RPE and the private entity.

RECOMMENDATIONS

Section 287.05712, F.S., established the Partnership for Public Facilities and Infrastructure Act Guidelines Task Force to study the public-private partnership process outlined in law and make recommendations for the Legislature's consideration for purposes of creating a uniform process for establishing public-private partnerships.

The task force has developed 29 recommendations for the Legislature's consideration.

In reviewing and developing these recommendations, it became clear that these recommendations were best ordered in three groups:

- recommendations relate to the eight items specified for consideration by the law;
- best practices recommendations, which were developed after study of other states and governments that have implemented a P3 process for infrastructure; and
- recommendations relating to the clarification of section 287.05712, F.S., for ease of implementation by responsible public entities.

Items specified for consideration

Section 287.05712, F.S., includes the following eight items required for task force consideration:

1. Opportunities for competition through public notice and the availability of representatives of the responsible public entity to meet with private entities considering a proposal.
2. Reasonable criteria for choosing among competing proposals.
3. Suggested timelines for selecting proposals and negotiating an interim or comprehensive agreement.
4. If an accelerated selection and review and documentation timelines should be considered for proposals involving a qualifying project that the responsible public entity deems a priority.
5. Procedures for financial review and analysis which, at a minimum, include a cost-benefit analysis, an assessment of opportunity cost, and consideration of the results of all studies and analyses related to the proposed qualifying project.
6. The adequacy of the information released when seeking competing proposals and providing for the enhancement of that information, if deemed necessary, to encourage competition.
7. Current exemptions from public records and public meetings requirements, if any changes to those exemptions are necessary, or if any new exemptions should be created in order to maintain the confidentiality of financial and proprietary information received as part of an unsolicited proposal.
8. Recommendations regarding the authority of the responsible public entity to engage the services of qualified professionals, which may include a Florida-registered professional or a certified public accountant, not otherwise employed by the responsible public entity, to provide an independent analysis regarding the specifics, advantages, disadvantages, and long-term and short-term costs of a request by a private entity for approval of a qualifying project, unless the governing body of the public entity determines that such analysis should be performed by employees of the public entity.

The task force reviewed each item in detail, designating a task force member to each item specifically accountable to research, gather input, and develop recommendations on that individual subject. The task force offers the following recommendations for Legislative consideration.

Ensuring the public-private partnership process, in particular when unsolicited proposals are involved, provides for an adequate level of competition

Item 1, Item 3

The public-private partnerships law (section 287.05712, F.S.) provides for notice process and timelines for public and potential competing proposers. The best prospect for success in generating competing proposals is the amount of time and the extent that it is publicly advertised. Because this law is intended to encourage innovative partnerships between responsible public entities and private entities, public entities should be encouraged to maintain an open dialogue with private entities regarding the need for infrastructure improvements.

Discussion on this item included ensuring opportunity for competition through public notice and the availability of representatives of the responsible public entity (RPE) to meet with private entities considering a proposal.

Recommendation:

The task force reviewed this item and determined that current law is sufficient to provide an adequate level of competition regarding public notice, as noticing requirements in place ensure public advertisement. Current laws in place governing open meetings and procurements are sufficient to cover public-private partnerships.

Criteria for choosing among competing proposals

Item 2

Section 287.05712, F.S., provides that in reviewing and evaluating proposals, the RPE may consider factors that include, but are not limited to, professional qualifications, general business terms, innovative design techniques or cost-reduction terms, and finance plans. Additionally, before approving a project, the RPE must determine that the proposed project is in the public's best interest.

Discussion on this item focused on ensuring that responsible public entities utilize public resources effectively while ensuring RPEs have the flexibility to rank and select proposals as determined at the local level, including application of a local preference or other adopted preference.

Recommendation:

The task force reviewed this item and determined that current law in place governing the selection of proposals for public-private partnerships is adequate. Responsible public entities should retain the flexibility to rank and select proposals as determined at the local level, including consideration of qualifications and experience, project characteristics, project benefit, and other factors.

Acceptance of unsolicited proposals timeframe

Item 3

Paragraph 287.05712(4)(b), F.S., specifies that an RPE must notice and accept other proposals for the same project following the receipt of an unsolicited proposal it intends to pursue. Such notice shall be published in the Florida Administrative register and a newspaper of general circulation at least once a week for two weeks. The law states the RPE may determine the timeframe within which the public entity may accept other proposals on a project-by-project basis, based upon the complexity of the project and the public benefit to be gained by allowing a longer or shorter period of time; however, such timeframe must be at least 21 days but no more than 120 days after the initial date of publication.

Discussion focused on ensuring that the timeline for competing proposals solicited in response to an unsolicited proposal was sufficient to ensure competing proposers have time to develop a quality competing proposal, particularly in the case of a complex proposal.

Recommendation:

The task force reviewed this item and determined that, given the intent to allow the RPE flexibility to determine the timeframe within which to accept other proposals, the task force recommends the Legislature consider allowing the RPE the flexibility to extend the timeframe beyond 120 days after the initial date of publication, should a project have the complexity to warrant such an extension. This extension must be granted by the elected body or other authorized representative of the RPE.

Length of time a responsible public entity (RPE) can review a proposal

Item 3

Responsible public entity representatives should have the flexibility to perform adequate review of submitted proposals to ensure the best allocation of public resources. From a private entity perspective, it was noted that the review period should have a time limit for any pricing included in the proposal.

Recommendation:

The task force reviewed this item and determined current law allows for flexibility in the timing of RPE review. This flexibility in current statute allows an RPE to fully review and vet both simple and complex proposals in the time needed for deliberate decision making. The task force recommends any pricing submitted in a proposal should include the timeframe for which such pricing is valid.

Accelerated selection and review and documentation timelines for proposals involving a qualifying project prioritized by the RPE

Item 4

Discussion regarding this item focused on whether an RPE should have the option to accelerate proposals they deem a priority, if specified accelerated timelines should be developed, and the scenarios that would prompt expedited process. How will the RPE ensure public access to project information?

How can the RPE ensure expediting timelines does not deter competition?

Recommendation:

The task force reviewed this item and determined that accelerated selection and review and documentation timelines are appropriate and should be considered for proposals involving a qualifying project that the RPE deems a priority. Following noticing requirements established in the law, RPEs should be given the flexibility to determine such accelerated timelines and the process by which projects are selected for accelerated review.

Information released when seeking competing proposals and requests for additional or enhanced information

Item 6

If unsolicited proposals were exempt from public record, the RPE would be required to develop its own solicitation documents to solicit competing proposals. Discussion regarding this item considered what project information should be released when soliciting competing proposals. The quality of information released in soliciting competing proposals is key to ensuring competition.

Recommendation:

The task force reviewed this item and determined that RPEs should be given the flexibility to develop their own documentation to solicit competing proposals. An RPE should consider using the same project information for soliciting public-private partnerships as it does for standard construction projects. Alternatively, the RPE may request the private entity provide a redacted copy of the proposal without confidential information that may be released should the project be accepted and the RPE need to solicit competing proposals. The private entity shall not deem its entire proposal proprietary and confidential or trade secret.

Exemption from public records requirements for unsolicited proposals

Item 7

An unsolicited proposal may identify proprietary business information and is not currently exempt from public records requirements. Because unsolicited proposals may contain proprietary information and trade secrets, such as patent-pending designs and financing terms, if such information is made publicly available before the RPE makes a decision, competitors could determine the creative financing used to fund these projects. The harm that may result from the release of such information may outweigh any public benefit that may be derived from the disclosure of the information.

Recommendation:

The task force recommends the Legislature consider establishing an exemption from public records requirements for proprietary and confidential and trade secret information provided in proposals for public-private partnerships. The task force recommends such an exemption be temporary, with the proposal becoming publicly accessible after a period of time. The task force voted to support legislation (HB 1051 and SB 1318) filed in the 2014 Regular Legislative Session that would accomplish such an exemption and encourages such an exemption be reviewed by the First Amendment Foundation. The private entity shall not deem its entire proposal proprietary and confidential or trade secret.

Financial review and analysis, including use of qualified professionals to conduct an independent analysis of a proposal

Item 5, Item 8

In accordance with the law, an RPE is required to perform an independent analysis of the proposed public-private partnership before the procurement process is initiated or before the contract is awarded. This analysis must demonstrate the project's cost-effectiveness and overall public benefit.

Additionally, before signing a comprehensive agreement, the RPE must consider: a reasonable finance plan; the project cost; revenues by source; available financing; major assumptions; the internal rate of return on private investments, if governmental funds are assumed in order to deliver a cost-feasible project; and a total cash-flow analysis beginning with the implementation of the project and extending for the term of the agreement. If considering an unsolicited proposal, the RPE may engage a private consultant for this review and require from the private entity a technical study prepared by a nationally-recognized expert with experience in preparing analysis for bond rating agencies.

Recommendation:

The task force reviewed this item and determined that requirements in current law governing the financial review of proposals for public-private partnerships are adequate. Responsible public entities are encouraged to engage professional consultants as needed for advice to support internal personnel and staff.

Guidance regarding application fee for the submission of an unsolicited proposal

Item 5, Item 8

The public-private partnerships law allows an RPE to establish a reasonable application fee for the submission of an unsolicited proposal. The law states the fee must be sufficient to pay the costs of evaluating the proposal. The RPE may engage the services of private consultants to assist in the evaluation.

Discussion regarding this item focused on ensuring that such fees be related to actual, reasonable costs of reviewing the proposal. It is fundamental that such fee is for cost recovery, but not revenue generation.

The task force reviewed the fee acceptance process of the Florida Department of Transportation, particularly since its process had been successfully implemented since 1997. Chapter 14-107.0011, Florida Administrative Code, provides the following:

“(1) An initial fee of \$50,000 payable to the responsible public entity (RPE) shall accompany any unsolicited public-private facility proposal. Unsolicited proposals received without the initial fee shall not be accepted.

(2) Payment shall be made by cash, cashier’s check, or any other non-cancelable instrument. Personal checks will not be accepted.

(3) If the initial fee is not sufficient to pay the RPE’s costs of evaluating the unsolicited proposal, the RPE shall request in writing additional amounts required. The public-private partnership or private entity submitting the unsolicited proposal shall pay the requested additional fee within 30 days. Failure to pay the additional fee shall result in the proposal being rejected.”

Recommendation:

The task force recommends the Legislature consider a flat submission fee of \$50,000 payable to the RPE for each unsolicited proposal. This fee shall be used to evaluate the unsolicited proposal. If the initial fee is not sufficient to pay the RPE’s costs to evaluate the proposal, the RPE must request in writing additional amounts required. The private entity shall pay such fee or result in the proposal being rejected. This recommendation follows the Florida Department of Transportation’s practice and promulgated administrative code for FDOT public-private partnerships.

Best Practices

In its research of the implementation of public-private partnerships by other governmental entities, the task force identified specific efficiencies, best practices, and guidance that could maximize the value of private-sector engagement and impact of public-private partnership projects. The task force offers the following recommendations for Legislative consideration.

Provide support for responsible public entities and encourage the use of public-private partnerships at the local level

Public-Private Partnerships are complex arrangements that seek to balance the responsibilities, risks and rewards of both the public and private entity. Because each project is structured to accommodate and leverage the strengths of both parties and meet the public's needs, every P3 project is unique. Similarly, each responsible public entity is unique in staffing and expertise in utilizing the P3 delivery model. Successful partnerships require careful analysis and design, in addition to successful execution. Public- and private-sector entities engaged in public-private partnerships around the world are increasingly using experienced advisors for project support and to ensure project outcomes.

Because the public-private partnership delivery method is relatively new for Florida RPEs, and because such projects require expertise and public resources that may not reside in a RPE, the task force finds there is a need to provide support to RPEs in their use of public-private partnership projects. Such an entity could provide service as simple as general resource support, such as acting as a depository for best practices, previous contracts, and other resources. Alternatively, the entity could be given more specific authority to provide financial analyses, such as value-for-money analyses and calculation of public cost comparators, and professional project support to RPEs relating to public-private partnership transactions, including, but not limited to, tax planning, valuation, risk analysis, construction practices, accounting treatment, change management, and project management. This support would encourage and facilitate RPEs to engage in public-private partnership projects while also attracting private sector involvement. The support entity could attract investors in Florida's public-private partnerships market by acting as a statewide point of contact for public-private partnership projects and, for example, widely advertising RPE projects. As a best practice, other states and countries utilizing public-private partnerships are establishing such advisory entities.

Recommendation:

The task force recommends the Legislature consider authorizing a state agency or other established state entity the additional responsibility to assist RPEs in developing and engaging in public-private partnerships. This entity could engage, identify, or contract with professional vendors to assist in the financial analysis and other services needed to develop solicited proposals and to assess and review solicited and unsolicited proposals to ensure state and local funds are expended wisely. Such support should be an optional, available resource for use by RPEs.

Model guidelines

As a best practice, other states that have authorized the use of public-private partnerships have determined that model guidelines must be updated periodically to ensure their relevance.

Recommendation:

The task force recommends the Legislature consider requiring a support entity develop model guidelines for RPE use that should be updated or reviewed at least bi-annually.

Develop best practices guidance for use by responsible public entities

The model guidelines of other states specifically include best practice guidance for responsible public entity use. This guidance can also include a checklist and other resources to assist RPEs in the delivery of public-private partnership projects. Learning from other public entities that have implemented public-private partnerships, such resources are invaluable for smaller RPEs that may not have the same staff resources as larger RPEs.

Recommendation:

The task force recommends best practices guidance be included in the model guidelines that are developed by a support entity for RPE use. General guidance may include checklists or other resources to provide further assistance to RPEs.

Notice to affected local jurisdictions

In several instances during the public-private partnerships procurement process, a responsible public entity is required to provide notice regarding a project to “affected local jurisdictions.” Affected local jurisdictions are defined as a county, municipality, or special district in which all or a portion of a qualifying project is located.

An RPE must provide notice in the following instances:

1. When soliciting competing proposals for an unsolicited proposal it intends to pursue, the RPE must provide a copy of the published notice to affected jurisdictions (paragraph 287.05712(4)(b), F.S.).
2. The RPE must notify each affected local jurisdiction by furnishing a copy of the proposal to each affected local jurisdiction when considering a proposal for a qualifying project. The affected local jurisdiction then has 60 days after receiving the notice to submit in writing any comments to the RPE and to indicate whether the facility is incompatible with the local comprehensive plan, the local infrastructure development plan, the capital improvements budget, any development of regional impact processes or timelines, or other governmental spending plan. The RPE must consider the comments of the affected local jurisdiction before entering into a comprehensive agreement with a private entity (subsection 287.05712(7), F.S.).

Though this type of notice would be beneficial for transportation projects, the benefit of such notice for facility projects is unclear. For expedited projects an RPE deems a priority, the timeline for receiving feedback from other affected jurisdictions could delay project timelines. Further, such notice is often completed through the standard permitting process.

Recommendation:

The task force recommends the Legislature consider removing the requirements for a RPE to provide additional notice to affected local jurisdictions when engaging in a public-private partnership project as authorized in section 287.01512, F.S.

Judicial validation

It is not uncommon for a dissenting citizen to file a legal challenge with respect to the undertaking of major public projects by units of local government. Any legal uncertainty or challenge to any aspect of the authorization and implementation of a public-private partnership structure seriously undermines the ability to attract private sector participation and impairs the timely implementation of public projects. With respect to bond financed projects, Chapter 75, F.S., provides an optional process for expedited judicial review and resolution of all legal issues, with a direct appeal to the Florida Supreme Court. Such an optional procedure for expedited judicial review and resolution of legal issues with respect to P3 projects would be very beneficial to the ability of RPEs to timely implement P3 projects and attract potential private sector participants.

Recommendation:

The task force recommends the Legislature consider amending section 287.05712, F.S., to include an optional validation process for public-private partnership project financing similar to the process provided by Chapter 75, F.S., with respect to bond financings.

Ground lease allowance

Subparagraph 287.05712(4)(d)5., F.S., requires an RPE determine, prior to project approval, that the project “Will be owned by the responsible public entity upon completion or termination of the agreement and upon payment of the amounts financed.”

Ownership may not be in the RPE’s best interest. One common structure is for the governmental unit to ground lease property to a private entity on which a facility will be constructed and leased, in whole or in part, back to the governmental unit. The provision should be clarified to clearly permit a ground lease for a period of time longer than the lease-back period.

Recommendation:

The task force recommends the Legislature consider amending subparagraph 287.05712(4)(d)5., F.S., to state:

“5. Will be owned by the responsible public entity either upon completion or upon expiration or termination of the agreement (including the expiration or termination of any ground lease from the responsible public entity to the private entity with respect to the qualifying project) and upon payment of the amounts financed.”

Requirement for “most efficient pricing”

Subparagraph 287.05712(6)(b)2., F.S., requires an RPE, during the project qualification and acceptance process to “Ensure the most efficient pricing of the security package that provides for the performance and payment of subcontractors.” It is unclear how the RPE ensures the most efficient pricing to meet this requirement.

Recommendation:

The task force recommends the Legislature consider revising the requirement in subparagraph 287.05712(6)(b)2., F.S., to state that the RPE must “Ensure the most efficient pricing of the security package that provides for the performance and payment of subcontractors.”

Transfer of obligations

Subparagraph 287.05712(6)(b)3., F.S., requires that provision is made for the transfer of the private entity’s obligations if the comprehensive agreement is terminated or a material default occurs. A transfer of obligations is not universally appropriate in the event of a termination or default. In many instances, the appropriate remedy is termination of the agreement and the rights and obligations of the private entity.

Recommendation:

The task force recommends the Legislature consider revising the requirement in subparagraph 287.05712(6)(b)3., F.S., to state that the RPE must “3. Ensure that the comprehensive agreement addresses termination on material default.”

Revision of priority basis appropriation language

Paragraph 287.05712(11)(d), F.S., which relates to Financing, provides that “A responsible public entity shall appropriate on a priority basis as required by the comprehensive agreement a contractual payment obligation, annual or otherwise, from the enterprise or other government fund from which the qualifying projects will be funded. This required payment obligation must be appropriated before other non-contractual obligations payable from the same enterprise or other government fund.”

It is common for lease agreements by which Florida local governmental entities lease property as lessee to provide that the lease obligation is “subject to annual appropriation.” Under Florida law, such a provision provides the local governmental unit the discretion, on an annual basis, whether or not to continue the lease and causes the obligation to be one year obligation. As an obligation of 12 months or less, an annual appropriation obligation is not subject to referendum approval under Article VII, Section 12 of the Florida Constitution. The first sentence of subsection 11(d), by mandating appropriation, draws into question the ability of an RPE to retain discretion whether or not to appropriate under an annual appropriation obligation. Arguably, the phrase “as required by the comprehensive agreement” would permit the parties to agree that the RPE may retain discretion whether or not to appropriate on an annual basis, although it is not free from doubt.

Another common financing structure used by Florida local governments is to secure financing obligations with a covenant to budget and appropriate funds sufficient to pay the obligation from legally available non-ad valorem revenues after satisfying funding obligations for essential governmental services of the local government unit. The qualification that the appropriation obligation is from revenues available after satisfying funding obligations for essential governmental services is viewed as necessary to comply with Florida case law precedent in order not to have an indirect pledge of ad valorem taxing powers and to avoid the potential that a court exercising its equitable powers would not require a governmental unit to appropriate funds for the payment of debt, leaving it with insufficient funds to provide essential governmental services of the governmental unit. The second sentence would prevent an RPE from using this common financing technique, as it would obligate an appropriation prior to appropriations for “non-contractual obligations,” which would encompass many funding obligations for essential governmental services. Subsection 11(d), F.S., at best, calls into question the ability of local governmental units to use two very common financing techniques and is not necessary to provide a binding payment obligation on behalf of RPEs.

Recommendation:

The task force recommends the Legislature consider revising paragraph 287.05712(11)(d), F.S., to read as follows:

“(d) A responsible public entity shall comply with its financial and payment obligations in accordance with the terms of the comprehensive agreement and shall appropriate sufficient funds to satisfy such obligations from the sources and in the manner provided in the comprehensive agreement, subject to the express terms and conditions of the comprehensive agreement, including, without limitation, any prioritization of security or payment, conditional or discretionary appropriation undertakings and existing and reserved contractual obligations and rights appropriate on a priority basis as required by the comprehensive agreement a contractual payment obligation, annual or otherwise, from the enterprise or other government fund from which the qualifying projects will be funded. This required payment obligation must be appropriated before other non-contractual obligations payable from the same enterprise or other government fund.”

Authorization of State University System use of public-private partnerships

Authorization of the State University System to engage in public-private partnerships was not included in Chapter 2013-223, Laws of Florida, now incorporated into law as section 287.05712, F.S. The task force finds these public entities could benefit from the construction or upgrade of facilities that are used predominantly for public purposes and it is in the public's interest to provide for the construction or upgrade of such facilities.

Recommendation:

The task force recommends the Legislature consider specifically authorizing the State University System to utilize public-private partnerships as a project delivery method.

Clarifications

In its review of section 287.05712, F.S., the task force was made aware of several provisions in need of further clarification. The task force provides the following recommendations for Legislative consideration.

Revenue return requirement

Subsection 287.05712(10), F.S., provides that a public-private partnership agreement entered into pursuant to this section may authorize the private entity to impose fees to members of the public for the use of the facility. The law provides several provisions that apply to the agreement, including paragraph (e), which states: "A negotiated portion of revenues from fee-generating uses must be returned to the public entity over the life of the agreement."

The requirement that the RPE receive a portion of revenues over the life of the contract may not be universally appropriate or desirable. In many instances, fees are sufficient to pay only a portion of the costs of operation and maintenance, financing costs and return on investment to the private entity.

Recommendation:

The task force recommends the Legislature consider amending paragraph 287.05712(10)(e), F.S., to state:

"A negotiated portion of revenues from fee-generating uses may must be returned to the public entity over the life of the agreement."

Clarify applicability of mandatory procurement requirements relating to public-private partnerships

Paragraph 287.05712(15)(c), F.S., provides that the public-private partnership statute does not waive the requirements of section 287.055, F.S., relating to the Consultant's Competitive Negotiation Act (CCNA), which applies to the acquisition of professional architectural, engineering, landscape architectural, or surveying and mapping services.

Private entities interested in bidding or submitting a proposal for a public-private partnership frequently pair or team with other companies to share strengths and resources. The task force has discussed the importance of a strong and cohesive private and public team as a key factor in project success. Under the current law, if the team requires a professional service covered by the CCNA, this team member must be selected in accordance with CCNA selection law.

Recommendation:

The task force recommends the Legislature consider removing paragraph 287.05712(15)(c), F.S., to clarify that the requirements of section 287.055, F.S., do not apply to projects delivered using the procurement methods in Section 287.05712, F.S.

Clarify the intent of paragraph 287.05712(4)(c), F.S., relating to an RPE that is a school board

Paragraph 287.05712(4)(c), F.S., states: “A responsible public entity that is a school board may enter into a comprehensive agreement only with the approval of the local governing body.” School boards are not subject to governance by a local governing body.

Recommendation:

Since school boards are not subject to governance by a local governing body, the task force recommends the Legislature consider striking paragraph 287.05712(4)(c), F.S., from law.

Clarify definition of responsible public entity relating to school boards

Paragraph 287.05712(1)(j), F.S., defines “responsible public entity” as “a county, municipality, school board, or any other political subdivision of the state; a public body corporate and politic; or a regional entity that serves a public purpose and is authorized to develop or operate a qualifying project.”

Under Florida law, “school districts” are the local government units that provide public primary education. The governing bodies of school districts are referred to as “school boards.”

Recommendation:

The task force recommends the Legislature consider amending the definition of “responsible public entity” in paragraph 287.05712(1)(j), F.S., to reference school district, rather than school board.

Clarify definition of responsible public entity to specify special districts and the Florida College System

Paragraph 287.05712(1)(j), F.S., defines “responsible public entity” as “a county, municipality, school board, or any other political subdivision of the state; a public body corporate and politic; or a regional entity that serves a public purpose and is authorized to develop or operate a qualifying project.”

This definition could be interpreted to not include special districts or the Florida College System.

Section 1.01, F.S., which is the Definitions section of the Florida Statutes and applies broadly to statute, provides the following definition:

(8) The words “public body,” “body politic,” or “political subdivision” include counties, cities, towns, villages, special tax school districts, special road and bridge districts, bridge districts, and all other districts in this state.

Recommendation:

The task force recommends the Legislature consider amending the definition of “responsible public entity” in paragraph 287.05712(1)(j), F.S., to avoid ambiguity in the interpretation of responsible public entity, to explicitly include special districts and the Florida College System in the definition of responsible public entity.

Consistent use of responsible public entity

Paragraph 287.05712(1)(l), F.S., which provides the definition of “service contract” uses the term “public entity” which is not a defined term.

Recommendation:

The task force recommends the Legislature consider amending the definition of “service contract” in paragraph 287.05712(1)(l), F.S., to use the defined term “responsible public entity.”

Construction section clarification

Section 287.05712(15), F.S., provides:

“(15) CONSTRUCTION. – This section shall be liberally construed to effectuate the purposes of this section. This section shall be construed as cumulative and supplemental to any other authority or power vested in or exercised by the governing board of a county, district, or municipal hospital or health care system including those contained in acts of the Legislature establishing such public hospital boards or s. 155.40. This section does not affect any agreement or existing relationship with a supporting organization involving such governing board or system in effect as of January 1, 2013.

(a) This section does not limit a political subdivision of the state in the acquisition, design, or construction of a public project pursuant to other statutory authority.

(b) Except as otherwise provided in this section, this section does not amend existing laws by granting additional powers to, or further restricting, a local governmental entity from regulating and entering into cooperative arrangements with the private sector for the planning, construction, or operation of a facility.”

Because of the diverse nature, needs and circumstances of RPEs in Florida and the wide variety of projects and structures that could be deemed qualifying projects eligible as public-private partnership projects, RPEs need flexibility to address their particular needs and circumstances and to structure projects and agreements. Florida municipalities and counties have home rule powers that would enable them to implement public-private partnership projects and structures. Many special districts also have broad powers to serve their statutory purposes to serve their statutory purposes and functions. To provide needed flexibility to address diverse and dynamic needs and circumstances and myriad of projects and structures that may be proposed or considered, this statute should be clearly stated as supplemental to existing authority and an alternative authorization, not in derogation of existing authorization similar to that provided in section 159.43, F.S., with respect to industrial development revenue bond financing.

Recommendation:

The task force recommends the Legislature consider amending section 287.05712(15), F.S., including paragraphs (a) and (b) to read as follows:

(15) CONSTRUCTION. –

(a) This section shall be liberally construed to effectuate the purposes of this section.

(b) This section shall be, and be deemed, authority in addition to, and shall provide alternative methods for, any other authority provided by law for the same or similar purposes; and is supplemental to and not in derogation of any powers of any responsible public entity otherwise conferred. The criteria and requirements of this section are applicable only to qualifying projects financed under the authority of this section.

Financing and facility liens

Paragraph 287.05712(11) (c), F.S., which relates to Financing, provides:

“(c) The responsible public entity may use innovative finance techniques associated with a public-private partnership under this section, including, but not limited to, federal loans as provided in Titles 23 and 49 C.F.R., commercial bank loans, and hedges against inflation from commercial banks or other private sources. In addition, the responsible public entity may provide its own capital or operating budget to support a qualifying project. The budget may be from any legally permissible funding sources of the responsible public entity, including the proceeds of debt issuances. A responsible public entity may use the model financing agreement provided in s. 489.145(6) for its financing of a facility owned by a responsible public entity. A financing agreement may not require the responsible public entity to indemnify the financing source, subject the responsible public entity’s facility to liens in violation of s. 11.066(5), or secure financing by the responsible public entity with a pledge of security interest, and any such provision is void.” The intended application of this provision is unclear; however, it seems to be intended to prohibit an RPE from granting a mortgage or security interest on the project and tangible personal property.

Recommendation:

The task force recommends the Legislature consider revising the final sentence of paragraph (c) of subsection 287.05712(11), F.S., to clarify the intent to prohibit an RPE from granting a mortgage or security interest in its real or tangible personal property as follows:

“A financing agreement may not require the responsible public entity to indemnify the financing source, subject the responsible public entity’s facility to liens in violation of s. 11.066(5), or secure financing of by the responsible public entity by a mortgage on or security interest in the real or tangible personal property of the responsible public entity in a manner that could result in the loss of the fee ownership of the property by the responsible governmental unit ~~with a pledge of security interest,~~ and any such provision is void.”

Revenue regulation

Subsection 287.05712(10), F.S., provides that a public-private partnership agreement entered into pursuant to this section may authorize the private entity to impose fees to members of the public for the use of the facility. The law provides several provisions that apply to the agreement, including paragraph (d), which states: “Any revenues must be regulated by the responsible public entity pursuant to the comprehensive agreement.”

It is unclear how RPEs should interpret their responsibility to regulate such fees. Additionally, fees may already be subject to regulation by other governmental entities (such as the Public Service Commission).

If the intent is to require revenues generated by the facility be applied in the manner provided in or permitted by the agreement, this section should be revised.

Recommendation:

The task force recommends the Legislature consider clarifying the intent of this section to assist RPEs in implementing this section. Amend paragraph 287.05712(10)(d), F.S., to state:

“(d) Any revenues shall be applied in the manner required or permitted by the comprehensive agreement.”

Teaming to meet minimum standards for qualifying professional services and contracts

Paragraph 287.05712(6)(a), F.S., mandates that the private entity must meet the minimum standards contained in the RPE’s guidelines for qualifying professional services and contracts for traditional procurement projects. In many instances, the private entity will be a special-purpose entity. It is doubtful that the private entity would meet the public entity’s guidelines, but rather that a member of the private entity’s team, as reflected in its proposal, would meet the criteria.

Recommendation:

The task force recommends the Legislature consider revising paragraph 287.05712(6)(a), F.S., to clarify that the private entity or the applicable party or parties of the private entity’s team proposed to provide the particular professional services must meet the minimum standards contained in the RPE’s guidelines.

RECOGNITION

In developing its recommendations, the task force heard from experts in the field of public-private partnerships, governmental contracting, construction and finance. The guidance, advice, and shared knowledge the following partners provided to the task force was invaluable in the development of task force recommendations. The task force would like to extend its gratitude and sincere thanks to the following people for their tremendous assistance in gathering the information necessary to support this initiative:

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Mr. Scott Dudley, Legislative Director, Florida League of Cities, Inc.

Mr. Chip Fletcher, County Attorney, Hillsborough County

Mr. Bill Graham, former Chairman, The School Board of Palm Beach County, Florida

Mr. Marc-André Hawkes, Consul and Senior Trade Commissioner, Canadian Consulate General

Mr. Chris Kinsley, Finance & Facilities Director, Florida Board of Governors

Mr. Rick Norment, Executive Director, National Council for Public-Private Partnerships

Mr. Michael Parker, Executive Director, Economic and Community Development, City of Tallahassee

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The Honorable W. Gregory Steube, Representative from District 73, Florida House of Representatives

Ms. Melanie Vander Valk, Chair of the Infrastructure Club and Vice Consul for Infrastructure Development, UK Trade & Investment

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