



**AGENDA
PUBLIC WORKS/SAFETY COMMITTEE
TUESDAY, APRIL 11, 2023
5:30 PM
DESTIN CITY HALL BOARDROOM**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A) Approval of minutes of March 14, 2023 Public Works/Safety Committee Meeting**
- 4. NEW BUSINESS**
 - A) Harbor District Paid Parking - Business/Non-Resident Parking Pass**
 - B) Linear Park & 98 Palms Extension Conceptual Plan**
 - C) Twin Lakes HOA Presentation**
 - D) Electric Bicycles/Scooters - State Statutes & Local Ordinance**
- 5. CONTINUING BUSINESS**
 - A) Okaloosa Half Penny Status Update**
 - B) Public Works and Emergency Management Update**
 - C) Stormwater & Floodplain Management Issues - comments from the Public**
- 6. DISCUSSION**
 - A) Jim Wood - Chair**
 - B) John Green - Vice Chair**
 - C) Marcie Bell**
 - D) Sam Perman**
 - E) Curtis Smith**
 - F) John Stephens**
 - G) Tom Weidenhamer**
- 7. PUBLIC COMMENTS** (Comments from the public on any matters considered at the meeting, or on any matters not on the agenda)

Any person requiring a special accommodation at this hearing because of a disability or physical impairment should contact the City Clerk at (850) 837-4242 at least 48 hours prior to the hearing. If a person decides to appeal any decision made with respect to any matter considered at such meeting, such person will need a record of the proceeding and for such purpose may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: April 11, 2023

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 3.A.

TO: Public Works / Public Safety Committee

THRU:

FROM:

DATE:

SUBJECT: Approval of minutes of March 14, 2023 Public Works/Safety Committee Meeting

I. BACKGROUND:

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**
- D. Legislative Sponsor:**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. 3-14-23 pwps

**PUBLIC WORKS/PUBLIC SAFETY COMMITTEE
MEETING MINUTES DESTIN CITY HALL BOARDROOM
TUESDAY, MARCH 14, 2023 - 5:30 PM**

1. CALL TO ORDER & PLEDGE OF ALLEGANCE:

Public Works Director Michael Burgess called the Public Works/Public Safety Committee to order on Tuesday, March 14, 2023, at 5:30 p.m.

2. ROLL CALL:

Members Present

James T. Wood, Jr.
John Green
Tom Weidenhamer
Sam Perman
John Stephens
Marcie Bell
Curtis Smith

Members Absent

Staff

Kim Montgomery Deputy City Clerk
Michael Burgess PW Director
JT Hart PW Deputy Director

3. APPROVAL OF MINUTES: January 10 & February 21, 2023

Motion by Committee member Wood, seconded by Committee member Weidenhamer to approve both January 10, 2023 and February 21, 2023, as amended, passed unanimously, 7-0.

4. PUBLIC COMMENT:

➤ **Catherine Star, 821 Indian Trail**

Mrs. Star requested for the committee to consider installing sidewalks on the north side of Indian Trail from Main Street that connects to Bayou Drive, which does have sidewalks. She spoke of how a lot of families with school age children have moved in the neighborhood recently and there are now two bus stops where anywhere between 8 and 10 children walk to and wait at the stops without any sidewalks, and middle school children also have bus stops in the same area. She explained how connecting would also make it safer for people that are walking or riding their bikes along that area.

The Chairman spoke of how he would like to get some feedback from the property owners on both sides of the road, in a petition format to make sure everyone is in agreement with a sidewalk being installed along that stretch of the road, and spoke of issues that have happened in the past where sidewalks have been requested and some homeowners spoke out how they did not want them.

DRAFT

Mr. Burgess spoke of how the cost for that area is anywhere in the \$130 - \$150k cost range for the sidewalks adding that there was just recently a 30% cost increase so, actually, it would be more. He then stated that they could add these into their sidewalk plan for consideration.

Chairman Wood stated to Mrs. Star that he would first prefer for her to obtain a petition with 60% signatures, or as close as possible to that percentage, in agreement to have the sidewalk installed and connected in the area of question.

Motion by Committee member Stephens to recommend to Council to approve the installation of the sidewalk contingent upon receiving the petition with an aim of 60% in agreement from the citizens where the sidewalk is needed, and adding it to the FY-24 Budget. Committee member Bell provided the second. In discussion, Committee member Bell asked Mrs. Star if she was wanting the sidewalk to stay on the same side of the road as it is now.

According to Mrs. Star, yes, in order to connect it, that would make the most sense. Committee member Bell then asked if they were agreeable to just the 16-homes on that side of the road and not both sides. According to the Chairman, he would agree to for just that same side of the roadway.

Mr. Burgess spoke of how the area has quite a bit of Live Oak trees along that area and the city requires a 10-foot clearance along sidewalks therefore, that may cause a complication to this request and should be considered. Also, any utilities in the immediate area that would also have to be considered for which side of the road would be the best for the sidewalks to be installed.

Committee member Weidenhamer spoke of how part of their charge of being on this committee is Public Safety, meaning the city has appropriate safe walkways for citizens through neighborhoods and emphasized that he doesn't feel the policies should involve consensus input from anyone, when safety of the citizens and especially when children getting to school is a factor.

Committee member Stephens agreed with that statement and amended his motion to remove the 60/40 petition portion of his motion.

Committee member Bell asked aren't sidewalks are covered on some level in the Land Development Code. Mr. Burgess explained sidewalks are required to be installed along the perimeter of the property lines for any new development.

Committee member Green asked which side of the roadway the sidewalk is located on Main Street's connection to Indian Trail, according to Mrs. Star, it is located on the non-water side of the road.

With no further discussion, **Chairman Wood called for the vote and the motion passed 7-0.**

Committee member Stephens asked what the policy is for any trees that may inhibit this request. According to Mr. Burgess, he will have the city's surveyor go out to the location and take a look at the situation and determine if there are any issues and where would the best location for the sidewalks to be installed and any other necessary implements that may need to be included.

5. NEW BUSINESS:

A) Update on Road Re-surfacing, Re-striping, and Sidewalk Priorities

Mr. Burgess explained that as part of the FY budget for this year, there was funds set aside for resurfacing, sidewalk repairs and restriping. This committee, several month ago, recommended to Council for the resurfacing of Scenic 98 from the west loop to Cobia Street.

Resurfacing:

Legion Drive from Main Street to Beach Drive
Calhoun Avenue, a portion of Zerbe Street and Sibert Avenue
Kellaire Drive and Kellaire Court
Main Street from Highway 98 to Airport Road
Third Avenue and First Avenue
Vintage Circle and Vintage Court

Restriping:

Crystal Beach, is currently underway
Benning Drive to Hwy 98
Country Club East
Pine Ridge Trace

ADA Repairs:

ADA Transition Plan is in its final stages for pedestrian facilities, pointing out that the lack of ADA warning devices (yellow or black mats) with about 450 needing to be replaced, at a cost of about \$90k for the project.

Sidewalk Repairs:

Mr. Burgess spoke of the study done by Baskerville Donovan who identified the needs and at this time, they have spent close to \$60k on repairs. He explained how a majority of the ongoing issues are caused from grade changes because of the sand base and tree root intrusion.

B) Additional Lighted Pedestrian Crossing Fixtures, location, recommendation to Council

DRAFT

Mr. Hart explained to the members that the city has recently installed four pedestrian crossing system with the last two being installed on Legion Drive next to Buck Destin Park. The updated costs for the systems, and staff is looking to installing the double lighted systems which are \$5k a piece totaling \$10k overall per system. He also explained that parts for the remaining two systems have been ordered, and these systems will be installed at the crossing near Industrial Park Lane and the mid-block crossing on Legion Drive, and how the remaining surtax monies in the FY23 budget to be used for Traffic Safety Improvements. If the committee agrees, these crossings can be placed at the following beach access crossings in the Crystal Beach area:

- Scenic 98 at Shirah (Turtle Lighting), may require amber filters if necessary.
- Scenic 98 at Barracuda (Turtle Lighting)
- Scenic 98 at Pompano or Tarpon (Turtle Lighting)
- Scenic 98 at James Lee Park, west end (Turtle Lighting)
- Scenic 98 at James Lee Park, at Crab Trap (Turtle Lighting)
- Scenic 98 at James Lee Park, east side (Turtle Lighting) or, can be installed at alternate locations to include:
 - Beach Drive at Spring Lake Drive (by Destin Elementary)
 - Benning Drive at Azalea

Motion by Chairman Wood to recommend Council direct staff to purchase six sets of the double sided pedestrian light sets at \$10k per set, with the determination of where the six out of the eight locations are needed, once they come in, with Committee member Bell providing the second. The motion passed unanimous vote of 7-0.

Committee member Perman spoke of how since the majority of Council and this committee members live on the west side of the city, she suggested that they all should make a trip after dark to Crystal Beach, to sit and visually see how many pedestrians there are crossing the street either going to or coming back off the beach with no lighting or pedestrian crossing lights.

Committee member Stephens stated that he could agree to most of the listed, as long as one is placed on Beach Drive.

C) Misty Way Stormwater Improvements - Ryan Scott

Mr. Scott explained the stormwater issues stems from a drainage area that somehow got removed during construction of the subdivision and what is currently in place now is not adequate because of the fact that it is higher than the pipes for the road. He briefly explained how the drainage was rerouted to the adjacent vacant property however, since that property has been developed, the stormwater for the past three years has had nowhere to properly go and has been flooding the entrance into the subdivision. He suggests that in order to fix it, at the low point of the road, a curb inlet needs to be installed at the low part of the road, with a junction box to turn it at the corner and then replace the sidewalk with ramps, for a total cost of \$58k.

Motion by Committee member Bell, seconded by Committee member Smith to recommend the modification of the drainage as proposed to help alleviate any drainage issues and/or flooding found within the Misty Way roadway and eliminate the need for a swale system on the adjacent property owner's lot. The motion passed unanimously 7-0.

6. CONTINUING BUSINESS:

- **Emergency Management Update – Nothing at this time**
- **Stormwater/Floodplain**

Chairman Wood opened this item to the public to speak on any issues they may have, with no one coming forward, he closed the public on the topic.

7. OLD BUSINESS:

➤ **Member Comments:**

- **Committee member Bell** – Spoke of how eBikes and eScooters are dealt with so differently down south than how they are up here in the panhandle. She mentioned being in Miami recently and how they are all kept in a neat and orderly fashion, but around this area, they are just thrown on the ground anywhere and how messy it looks.

Mr. Burgess briefly explained the different types of eBikes, the speeds, and the how the Florida Statutes govern their speeds. He stated that he will be working with the Land Use Attorney on this subject and once staff is prepared, they will be bringing information to them to discuss.

- **Committee member Smith** – Spoke of the pavement down by The Henderson Construction is failing very quickly and how he is afraid that it will not hold up before the construction is finished.

- **Committee member Green** – Asked if there is way that the Code Compliance staff can be trained to stop and speak to people who are riding their bikes on the wrong side of the road, and educate people the proper side of the roadways to operate their bikes before more people are hit and injured, or killed.

- **Chairman Wood** – Suggested to the members to take advantage of calling and speaking to Mr. Burgess prior to the meetings on any issues of concern that they may come across instead of waiting to speak of it at their meetings.

8. ADJOURNMENT:

Having no further business at this time, the meeting adjourned at 6:30 p.m.

Adopted and approved this _____ day of _____ 2023.

James T. Wood, Jr. Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: April 11, 2023

TYPE OF AGENDA ITEM: Presentation

AGENDA OUTLINE NUMBER: 4.A.

TO: Public Works / Public Safety Committee

THRU: Jeffrey Cozadd, Grants Manager
Michael Burgess, Public Services Director

FROM: Webb Warren, Deputy City Manager

DATE: 4/7/2023

SUBJECT: Harbor District Paid Parking - Business/Non-Resident Parking Pass

I. BACKGROUND: On July 1st, 2020, the city expanded the paid parking program to include beach parking areas south of Highway 98. Prior to this time, the only city paid parking lots were in the harbor district, which are the Zerbe, Marler and Community Center parking lots.

The rates for these parking areas were established as:

Harbor District - \$5 for 24 hours

***Harbor District is defined as the Marler, Community Center and Zerbe/Sibert paid parking lots.**

Beach Areas (includes Gulfshore drive/Norriego Point) - \$5 for 5 hours

By using these flat rates, the amount of administration time administering the parking program was drastically reduced. In addition, a lower percentage of credit card fees were deducted from each transaction due to users not having to renew their parking through additional small and incremental transactions.

In 2021, city staff worked to improve the city's paid parking program through improved physical and digital wayfinding. The Marler parking lot saw significant wayfinding improvements in 2021. For the *100 days of summer year over year (2020 to 2021)*, usage increased by approximately 320%. This was in part due to COVID in 2020, but in large part due to the City's efforts to improve parking wayfinding and the overall paid parking system.

For calendar year 2022, the city provided free resident passes (stickers) for full-time residents. 1,231 passes were issued.

Paid parking revenue decreased 10% from FY2021 to FY2022. This reduction in transactions can likely be attributed to residents utilizing free resident parking in parking lots during FY2022 as well as the result of the beach acquisition interlocal agreement with Okaloosa County which removed parking fees from on premises of the Shore at Crystal Beach. Any future parking developed as part of those parks will be free to all for use.

	2017	2018	2019	2020	2021	2022
Parking Fees	\$5,100	\$41,321	\$81,254	\$158,704	\$474,378	\$425,670

Percentage increase

	709%	97%	95%	199%	-10%
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YOY

In FY2022, the harbor district brought in 47% (\$200,000) of the total paid parking revenue while the beach district brought in about 53% (\$225,000).

In FY2022, the City also established a designated fund for the paid parking program (ATT1). This fund dedicates all parking fund revenues to parking infrastructure.

Ticket fines for unpaid parking in paid parking zones is currently \$33.00.

At the March 4th, 2023 Regular City Council Meeting

A motion was made to direct the City Manager to adjust harbor parking fees to \$20.00 per day, beach parking fees to \$20.00 for 4 hours, and paid parking fines to \$100.00, and to make the appropriate amendment to the fee schedule. In addition, direct the City Manager to present a paid parking revenue report to the council in August. The motion passed 5-1, with Councilmember Destin dissenting. The change in fee structure would take place in mid-May.

II. DISCUSSION: Paid Parking Program Goals (Staff):

1.) To promote the turnover of and accessibility of parking spaces to increase community access to places of interest, while also generating revenue dedicated to parking infrastructure.

2.) Ensure paid parking operations are running successfully with minimal staffing resources and administrative oversight.

- Under the current structure, very minimum staffing resources are necessary to operate the program: Receptionists take in parking pass applications and issue passes, Code Compliance periodically monitors the paid parking lots and prints tickets as well as process appeals of tickets.
- There is no staffing capacity for significant increases in workload or management of the current paid parking program.

3.) Provide Destin resident parking passes for free access to the City's paid parking lots.

4.) Sustain revenue to appropriately fund the Parking Special Revenue Fund which is for all parking related expenses at current and future parking locations as well as expansion of parking lots or purchase of land for future parking facilities, and installation and maintenance of public transit infrastructure (see resolution 2021-03 for full details).

At the March 20th, 2023 Regular City Council Meeting

Motion to direct staff to come up with some parking options for employees in the harbor, bring it before the Public Works/Safety Committee for their review and recommendation to this council passed 5-0.

During this meeting, there was discussion of different ideas to potentially provide different options for businesses and non-residents. Some ideas included reserved spots for businesses or parking passes for non-residents/businesses.

Staff has researched various ways to accomplish Council's directive while working within the program's goals and existing resources. The turnaround for any potential program is short as the goal to implement the proposed fees is mid-May.

- Staff is currently issuing passes for Destin Parking Passes, Joe's Bayou Passes as well as Henderson Beach Passes.
- Staff proposes using a similar system for non-resident/business parking passes for the Harbor District (Marler, Zerbe and Community Center).
- The daily launch fees for Joe's Bayou is changing from \$20 to \$25. The annual non-resident Joe's Bayou Pass fee is \$205.

In accordance with these existing program parameters, staff recommends a non-resident/business parking pass to be \$205 each. These passes would be non-transferrable and non-refundable. Spaces would continue to be first-come, first-serve.

Example of annual cost to non-residents/businesses

Days Per Year Used	Current \$5 for all day	Proposed \$20 for all day	Proposed \$205 Non-Resident Annual Pass
10	\$50	\$200	\$205
20	\$100	\$400	\$205
50	\$250	\$1000	\$205
100	\$500	\$2000	\$205
200	\$1000	\$4000	\$205

Project Implementation Timetable

Public Works/Public Safety Committee Review Briefing - 04/11/2023

City Council Review - 04/17/2023

Order Signs/Stickers - after 04/17/2023

City Council Approval of Schedule of Fees - 05/01/2023

Public Information/Outreach/Signage - after 05/01/2023

Full Implementation of revised Program - by 05/19/2023 (preferably sooner)

A. Link to Strategic Goals / Objectives: Council Objectives

2023 1.10 - Improve parking, explore options (i.e. garage, surface, etc.) - *desirable priority*

Strategic Goals 2026

Financially sound city providing service value

Improve mobility and connectivity

Effective, efficient and aesthetically pleasing infrastructure

B. Effect on Budget (EOB): Undetermined

C. Level of Service (LOS): Increased Level of Service

D. Legislative Sponsor:

III. CONCLUSION:

- Staff recommends creating an annual non-refundable and non-transferable non-resident/business sticker pass at a cost of \$205.
- Staff also recommends a full analysis of the paid parking program at the end of the summer. After assessing the program's results at the end of the year, an RFP (Request for Proposal) could be issued to see what services might be available to enhance Destin's paid parking program and to address any opportunities for improvement found over the 2023 summer.
- Staff does not recommend pro-rating this pass for the remainder of the 2023 calendar year.
- Long-term parking/storage will need to continue to be enforced to ensure no long-term storage of vehicles occurs.
- Spaces would continue to be first-come, first-serve.

IV. RECOMMENDED MOTION: I move to recommend the City Council for the city to offer a non-refundable and non-transferable harbor district parking pass for non-residents and businesses at a cost of \$205 annually.

Attachments:

1. Resolution 2021-03 Special Revenue Fund for Parking Fees

RESOLUTION 2021-03

A RESOLUTION OF THE CITY OF DESTIN, FLORIDA AUTHORIZING THE ESTABLISHMENT OF A SPECIAL REVENUE FUND FOR PARKING FEES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a special revenue fund may be established to account for specific revenue sources that are restricted or committed to expenditures for specified purposes; and

WHEREAS, the City of Destin, Florida (the “City”) desires to maintain a separate bank account for certain revenue received by the City in the forms of fees from customers using City parking lots and parking spaces (the “Parking Special Revenue Fund”); and

WHEREAS, the City desires to use funds from the Parking Special Revenue Fund for all parking related expenditures at existing and future parking locations, including but not limited to installation and maintenance of pay stations, merchant services and other collection expenses, periodic restriping, repaving and signage updates (including virtual and electronic signage) maintenance and utility expenses of parking facilities, purchase of land for public parking purposes, parking lot expansions both vertical and horizontal, installation and maintenance of public transit infrastructure at city parking facilities and for related debt service; and

WHEREAS, the City has adopted its Fiscal Year 2022 Budget (the “2022 Budget”) through the adoption of Ordinance Number 21-18-CN; and

WHEREAS, the city desires to establish an effective starting date of 10/01/2021 for this special revenue fund; and

WHEREAS, the Parking Special Revenue Fund will provide for greater financial transparency to the citizens and ensure that these committed funds are used for their specified purposes; and

NOW, THEREFORE, The City Council of the City of Destin, Florida, does hereby declare and establish the following:

Section 1. Recitals.

- A. The foregoing recitals are true and correct, and incorporated into this Resolution.

Section 2. Establishing the Parking Special Revenue Fund.

- A. The City Manager is hereby authorized and directed to take all necessary and appropriate actions to establish a special revenue fund titled the “Parking Special Revenue Fund” which shall receive all funds in the form of fees from customers using City parking lots.

- B. Funds from the Parking Special Revenue Fund shall be committed only for parking related expenditures at existing and future parking locations, including but not limited to installation and maintenance of pay stations, merchant services and other collection expenses, periodic restriping, repaving and signage updates (including virtual and electronic signage) maintenance and utility expenses of parking facilities, purchase of land for public parking purposes, parking lot expansions both vertical and horizontal, installation and maintenance of public transit infrastructure at city parking facilities, and for related debt service.
- C. Funds from the Parking Special Revenue Fund may be expended for the limited purpose described in Paragraph 2B anywhere throughout the City's municipal limits and these funds are not bound to any particular area, zoning district, or any other geographical land classification, regardless of where the funds originated.

Section 3. Severability.

- A. If any portion of this Resolution is determined by any Court to be invalid, the invalid portion shall be stricken, and such striking shall not affect the validity of the remainder of this Resolution.

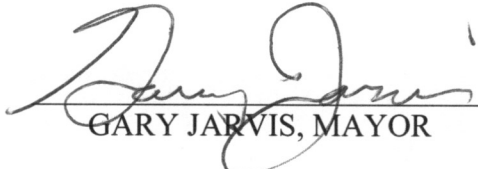
Section 4. Repealer.

- A. Any resolution or policy in conflict with this Resolution shall be considered repealed to the extent of the conflict.

Section 5. Effective Date.

- A. This Resolution shall be effective immediately upon adoption.

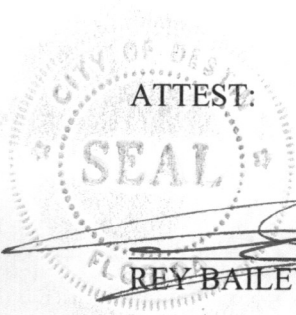
**PASSED AND DULY ADOPTED BY THE CITY COUNCIL OF THE CITY OF DESTIN,
FLORIDA THIS 4TH DAY OF OCTOBER 2021.**


GARY JARVIS, MAYOR

APPROVED AS TO FORM AND LEGAL
SUFFICIENCY FOR THE CITY OF DESTIN


KYLE S. BAUMAN, ESQ., CITY ATTORNEY

ATTEST:



REY BAILEY, CITY CLERK

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: April 11, 2023

TYPE OF AGENDA ITEM: Presentation

AGENDA OUTLINE NUMBER: 4.B.

TO: Public Works / Public Safety Committee

THRU:

FROM:

DATE:

SUBJECT: Linear Park & 98 Palms Extension Conceptual Plan

I. BACKGROUND:

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**
- D. Legislative Sponsor:**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

- 1. Linear Park Agenda-20230411
- 2. PW-PS - Linear Park Road-20230411

CITY OF DESTIN



AGENDA ITEM

COMMITTEE MEETING DATE: April 11, 2023**TYPE OF AGENDA ITEM:** Presentation**AGENDA OUTLINE NUMBER:** XX**TO:** Public Works/Public Safety Committee**FROM:** Ryan Scott, City Engineer**DATE:** April 4, 2023**SUBJECT:** Linear Park & 98 Palms Extension Conceptual Design

I. BACKGROUND: In late 2020, Staff presented a preliminary scope of work for the Proposed Linear Park & 98 Palms Street Extension. Both the Parks & Recreation and the Town Center CRA committees recommended approval of the scope. City Council approved the scope of the project allowing Staff to apply for and obtain grant funding for the design of the linear trail.

Per the Comprehensive Plan, Transportation Corridor Management Plan, Pathways Master Plan, and Town Center CRA Master Plan, the Linear Park and 98 Palms Boulevard extension is a priority City project. A conceptual plan was put together and Staff is looking to move the project forward. There is an executed matching grant for the design of the linear park ONLY.

II. DISCUSSION: As Staff started looking into the full scope of the project, it was determined that Florida Power & Light (FPL), Destin Water Users (DWU), and three residential owners would be impacted by any development of the park and right-of-way. Therefore, their cooperation is needed to bring the entire project to fruition.

A meeting was held with FPL & DWU to discuss what challenges will need to be tackled for this project. It was determined that FPL is planning on installing a new transmission line along the corridor for the linear park and roadway extension. It was also determined that DWU has four existing utility lines and a couple monitoring wells within the designated corridor that will need to be raised and/or relocated as part of the project.

Staff has taken the above-mentioned information into account and redesigned the concept and is currently coordinating with FPL.

III. CONCLUSION: There is a lot of complexity along this corridor due to elevation changes, wetland impacts, existing utility, and ADA compliance issues, to name a few. This roadway and linear park are vital pieces to infrastructure allowing for the Destin residents to move around the City more easily. The connection, specifically, will allow a majority of Destin residents to travel from their homes to shopping all without ever driving on Highway 98. Thus, easing traffic impacts and congestion on the main roads.

Approval of this concept plan will allow Staff to send out A Request for Proposals to start the design of the project. Once a design professional is under contract, Staff will then garner feedback from the Town Center CRA, Public Works/Public Safety, and Parks and Recreation committees as well as the Local Planning Agency to receive their feedback and recommendation before coming back to City Council for final design approval.

IV. STAFF RECOMMENDATION: Staff are requesting feedback on the concept plan that can be incorporated into the design plans.

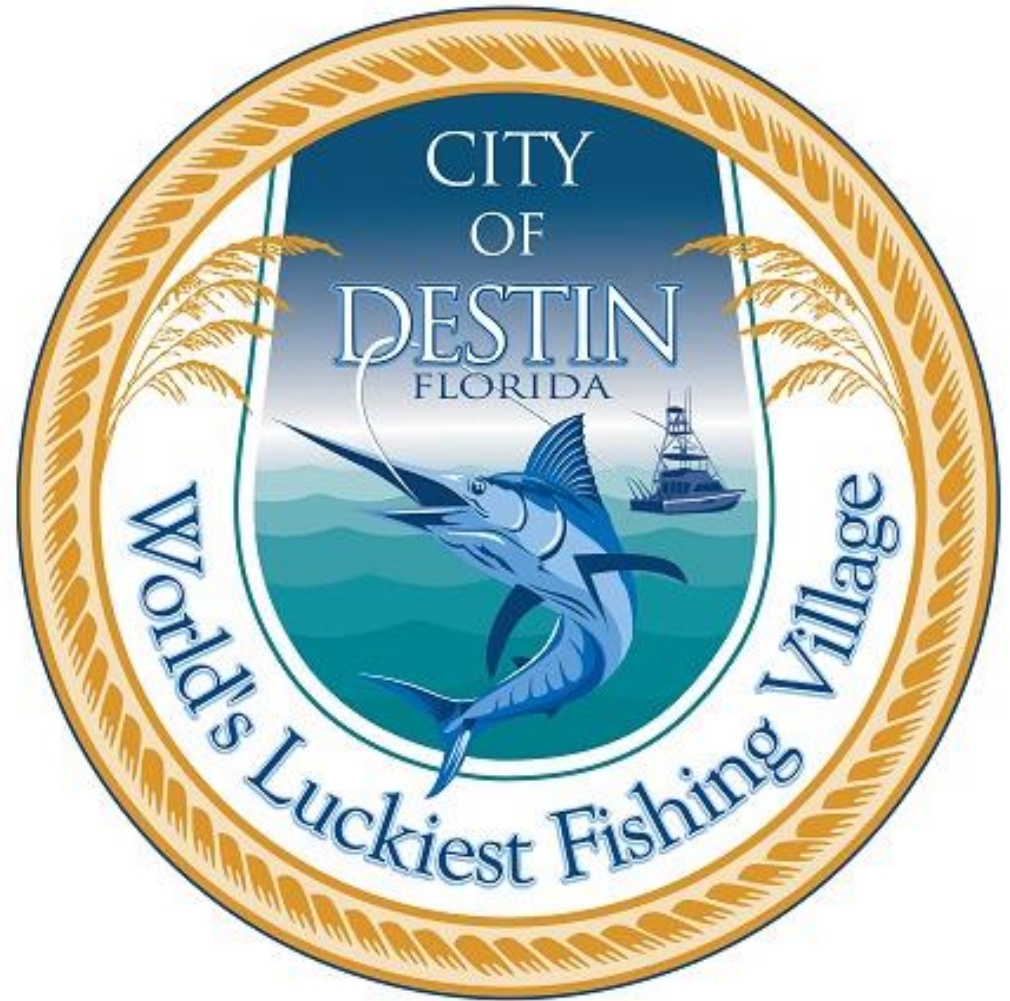
V. RECOMMENDED MOTION: None- Staff is seeking feedback from the Local Planning Agency on the concept plan to be incorporated into the design plan.

Attachments:

1. Linear Park and 98 Palms Extension Concept Plan
2. Linear Park and 98 Palms Extension Concept Layout Presentation

Linear Park & 98 Palms Extension Conceptual Plan

Community Development
Engineering Division



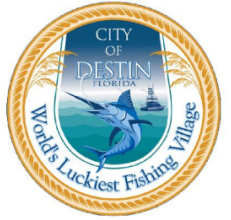
Comprehensive Plan

Background

Chapter 2: Transportation Element (Adopted November 3, 2014)

- **Policy 2-1.1.1:** Pursue Additional Road Corridor Improvements
- **Policy 2-1.1.2:** Relieve Congestion
- **Policy 2-1.1.3:** Maintain New Road Corridor Alignments
- **Map 2-1:** NEEDED Motor Vehicle Transportation Improvements

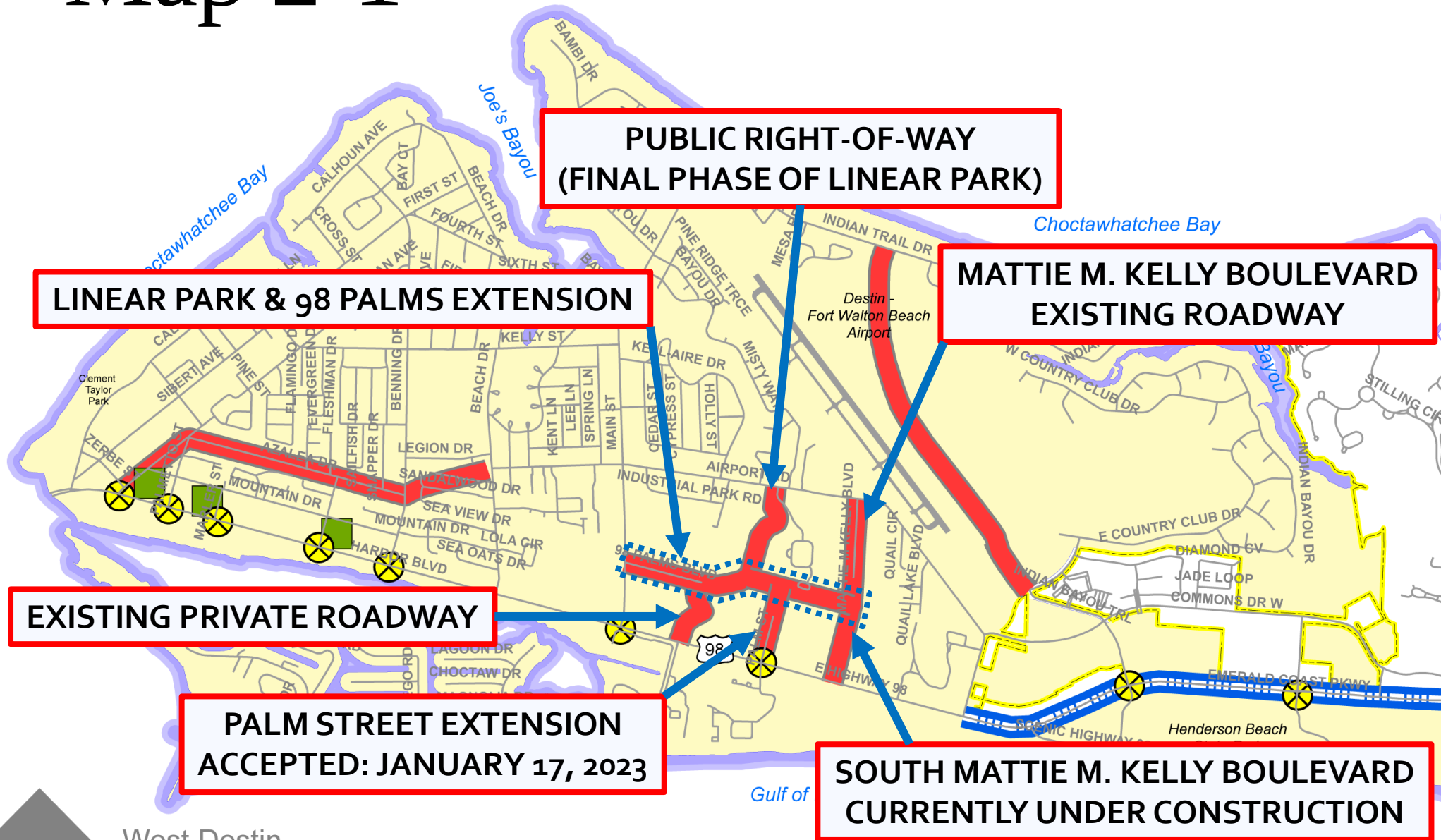
Map 2-1



**Map 2-1
NEEDED
Motor Vehicle
Transportation
Improvements**

Proposed

-  Potential Public Parking
-  Proposed Intersection Improvements
-  New or Reconstruct Urban Collector
-  Widen to 6 Lanes
-  City Limits



Project Requirements

Land Development Code (LDC)

Article 8 – Transportation

- **8.07.02:** Pathways Master Plan
- **Table 8-7B:** Level Two Priority Planned Improvements

Land Development Code

Article 8 – Transportation

- **8.01.00(E)(3)(d)(i)(b):** Transportation Corridor Management Plan
- **8.07.02:** Pathways Master Plan
- **Table 8-7B:** Level Two Priority Planned Improvements

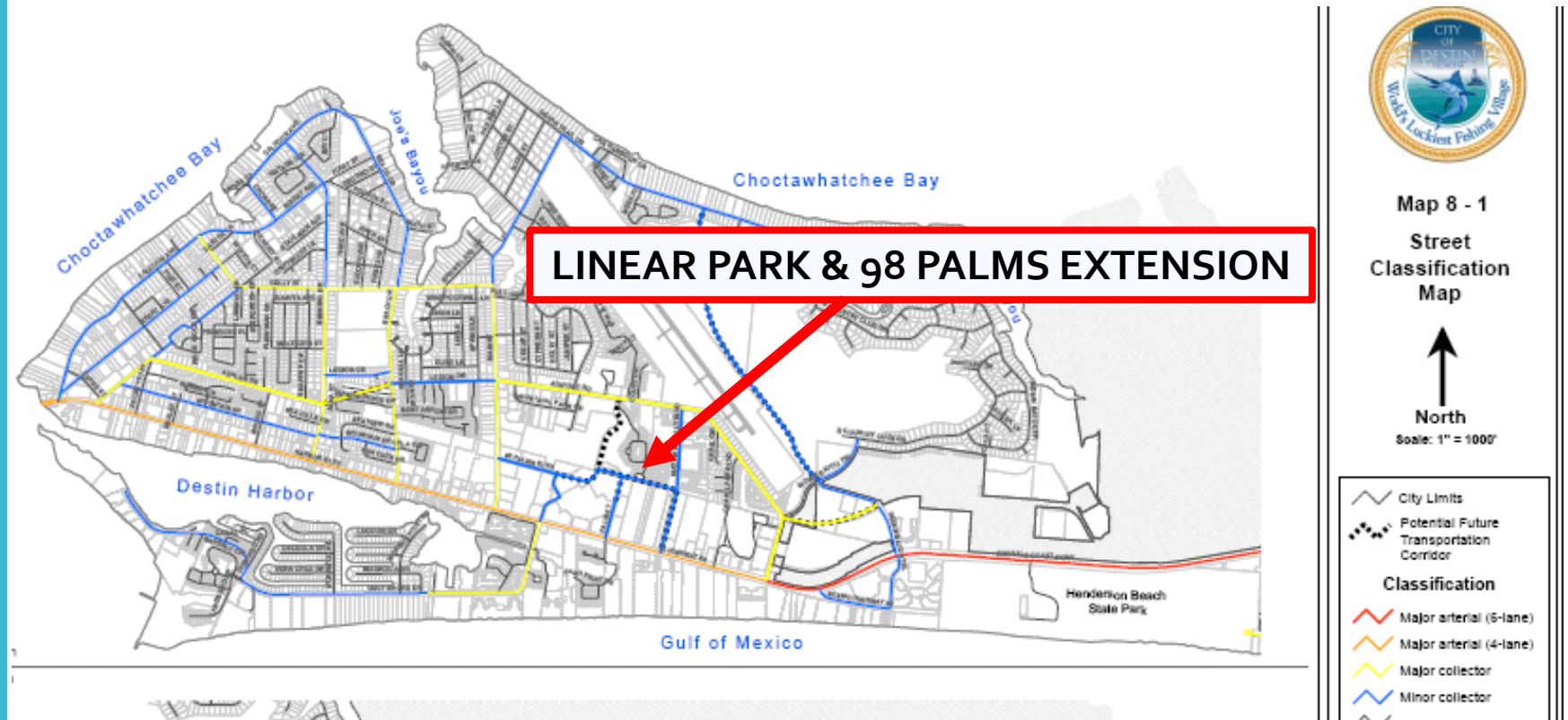
TABLE 8-7B: LEVEL TWO PRIORITY PLANNED IMPROVEMENTS				
PLANNED IMPROVEMENT		LOCATION / DESCRIPTION	PRIORITY	
			RANKING	
MAP CODE	ROADWAY		TOTAL	RANK
	NAMES		POINTS	
MUT-5	Gulf Power Easement	Multi-use trail along the Gulf Power Easement from the west side of Airport Road to the east side of Main Street.	9	24-26

b. The secondary east-west alignment shall begin where 98 Palms Boulevard currently ends and extend eastward to connect with the future extension of Mattie M. Kelly Boulevard. The exact alignment for this roadway shall be established pursuant to Section 8.01.00.E.3.c. The width of the right-of-way for this alignment shall be a minimum of 80 feet.

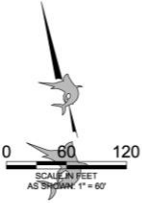
Land Development Code

Article 8 – Transportation

- Map 8-1: Street Map Classification



Project Concept Plan

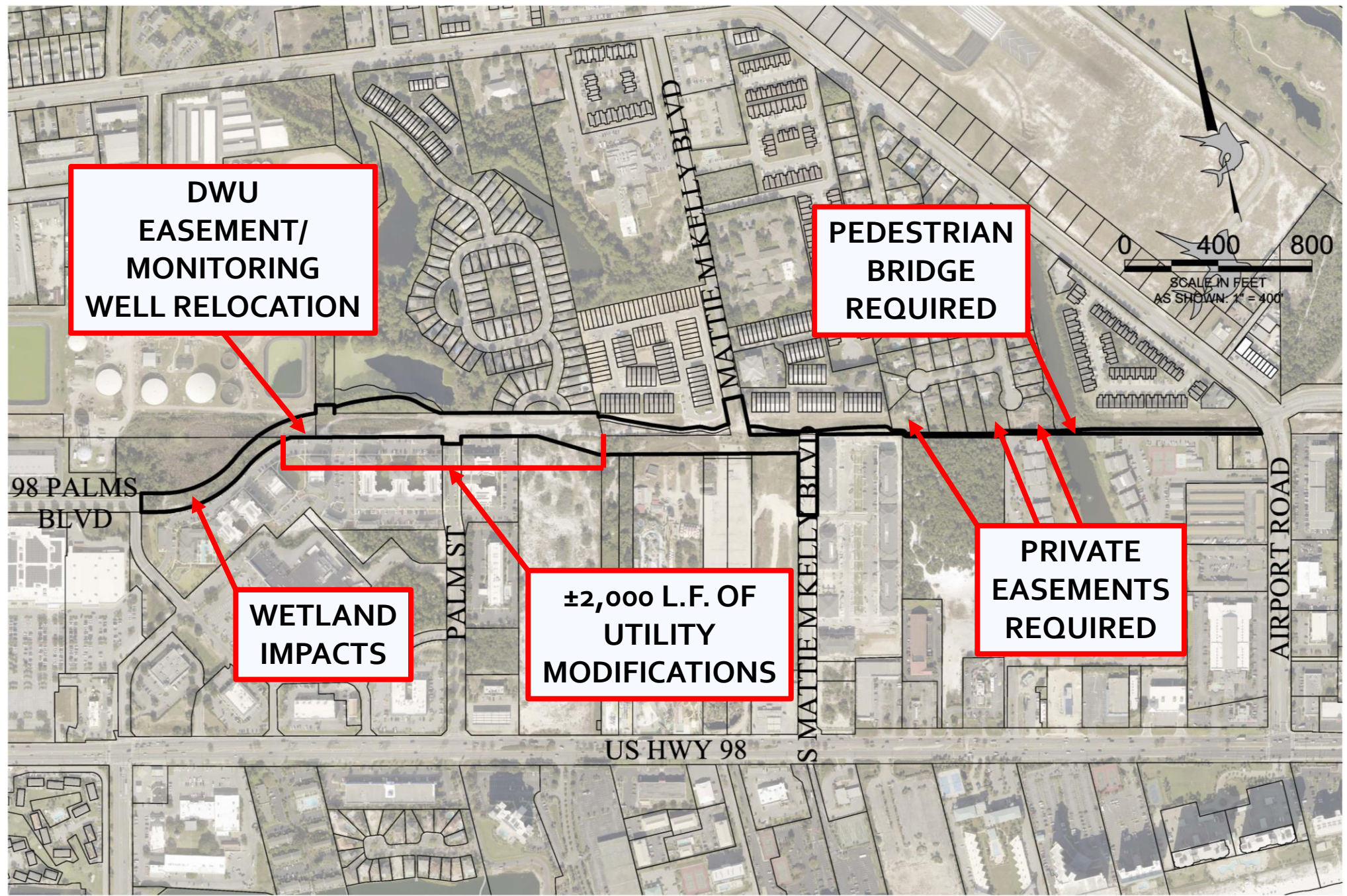


NOT FOR
CONSTRUCTION

Everything is
Figureoutable

Project Issues of Note

- Wetland Impacts
- Roadway Easement from DWU required
- Relocation of DWU infrastructure
- Drastic elevation changes (ADA compliant)
- Retaining walls will be required
- Fill, Fill, Fill
- Easements from private residents
- Impacts to FPL infrastructure
- Stormwater – StormTech type system used at CTC
- Variances will be required



**DWU
EASEMENT/
MONITORING
WELL RELOCATION**

**PEDESTRIAN
BRIDGE
REQUIRED**

**WETLAND
IMPACTS**

**±2,000 L.F. OF
UTILITY
MODIFICATIONS**

**PRIVATE
EASEMENTS
REQUIRED**

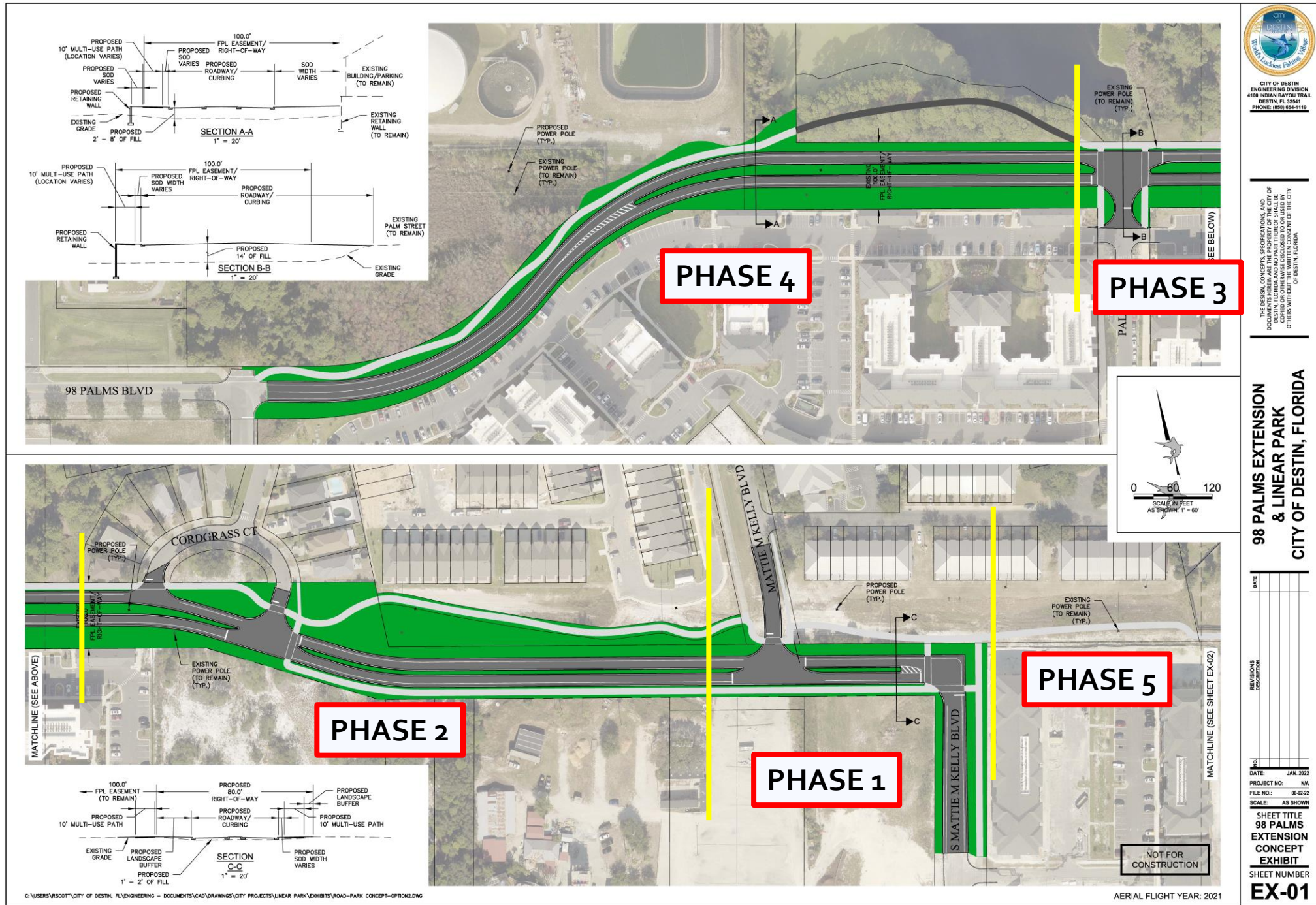
98 PALMS
Blvd
Connection
&
Wetland
Impacts



Palm Street Connection & Jewel Melvin Park



Project Phasing Plan



Grant Information

Project Funding

- Current grant for the design of a Linear Trail **ONLY**.
 - Set to expire in October 2023.
- ~~Request an extension once a designer is selected and a timetable is provided.~~
- The road and trail should be designed together.
 - This will eliminate any future compatibility issues.
 - Will provide a longer-term benefit to the Community.

Project Next Steps



- RFQ was released for a complete road & trail design
- While the RFQ is out Staff will present to:
 - Town Center CRA Advisory Committee (3/16)
 - Public Works/Public Safety Advisory Committee
 - Parks and Recreation Advisory Committee (3/28)
 - Local Planning Agency
- Incorporate feedback and recommendations into the overall design
- Request variance through the Board of Adjustment once all are identified
- Present to all above-mentioned Committees for final approval
- Receive final approval from City Council

Council Action



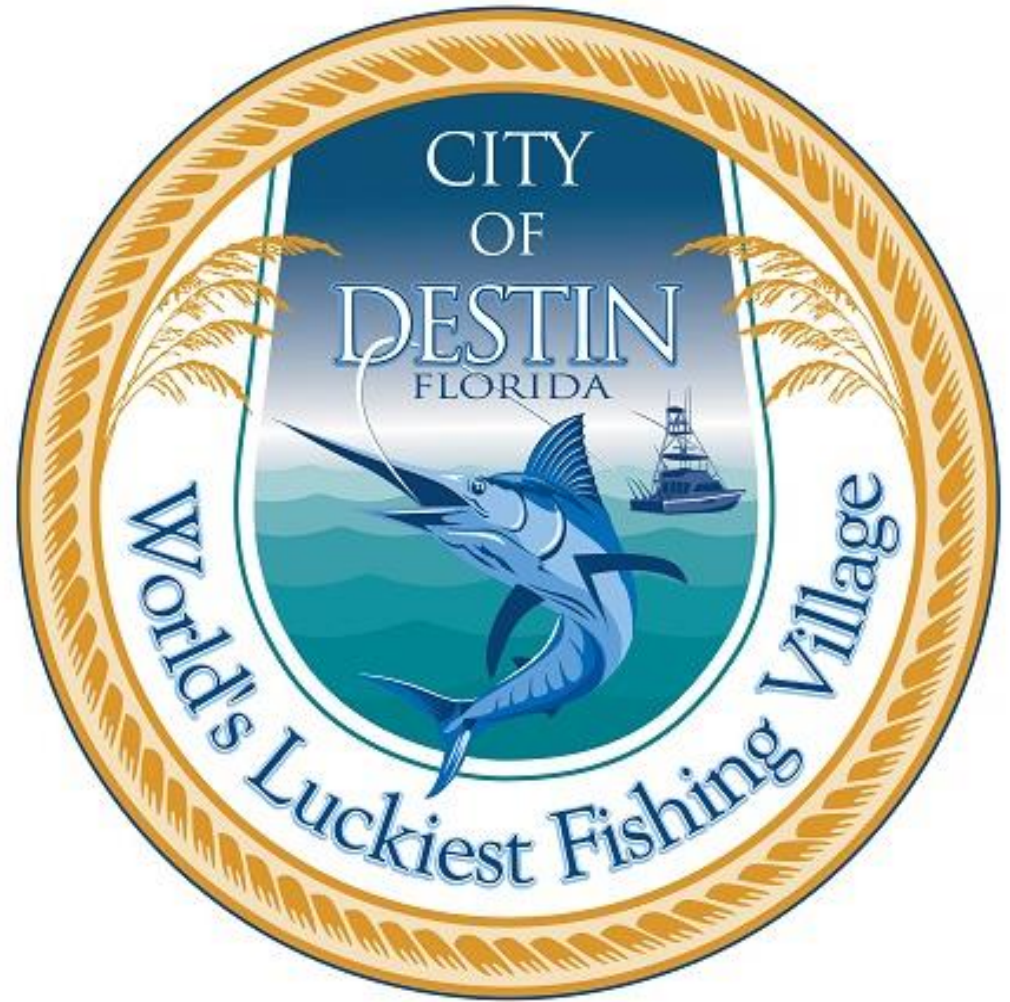
REQUEST FOR PUBLIC WORKS/PUBLIC SAFETY ADVISORY COMMITTEE:

- Provide suggestions to the design and desires from the committee.

NOTE:

- *Once an Engineering Firm is selected with pricing for design, Staff will come back to City Council to discuss additional funding options for the project (if needed).*

Questions?



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: April 11, 2023

TYPE OF AGENDA ITEM: Presentation

AGENDA OUTLINE NUMBER: 4.C.

TO: Public Works / Public Safety Committee

THRU:

FROM:

DATE:

SUBJECT: Twin Lakes HOA Presentation

I. BACKGROUND:

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**
- D. Legislative Sponsor:**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. Twin Lakes HOA Brief

Twin Lakes/98 Palms Thoroughfare Concerns

Mike Irons
Twin Lakes HOA President
21 March 2023

Twin Lakes
neighborhood,
85 homes densely
packed into 13 acres
between Airport Rd
and Big
Kahunas/Winn-Dixie

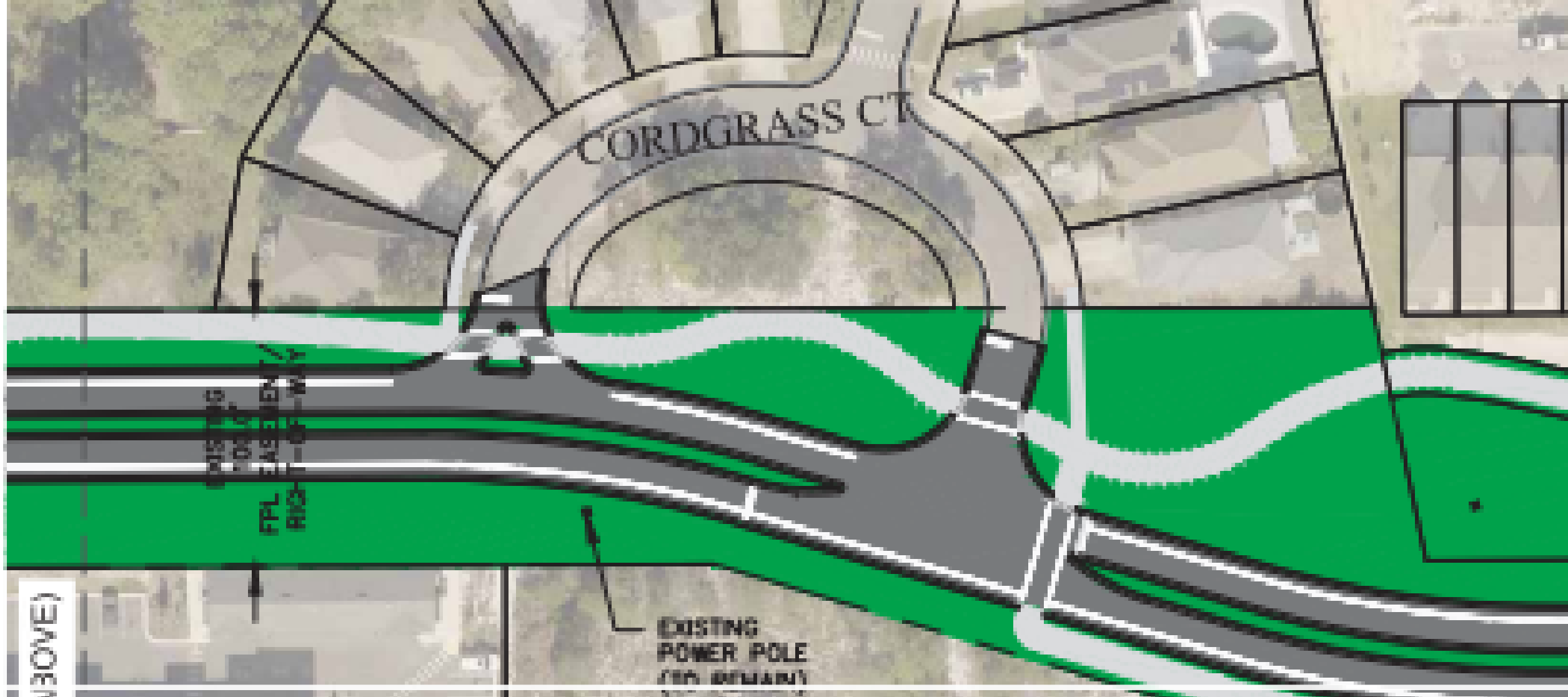


Twin Lakes Lane
any day of the
week

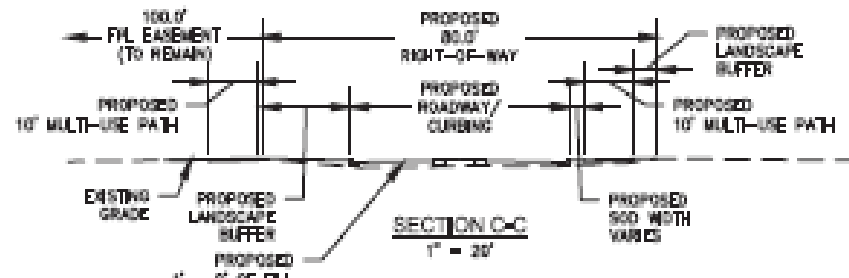


Twin Lakes Lane
any day of the
week



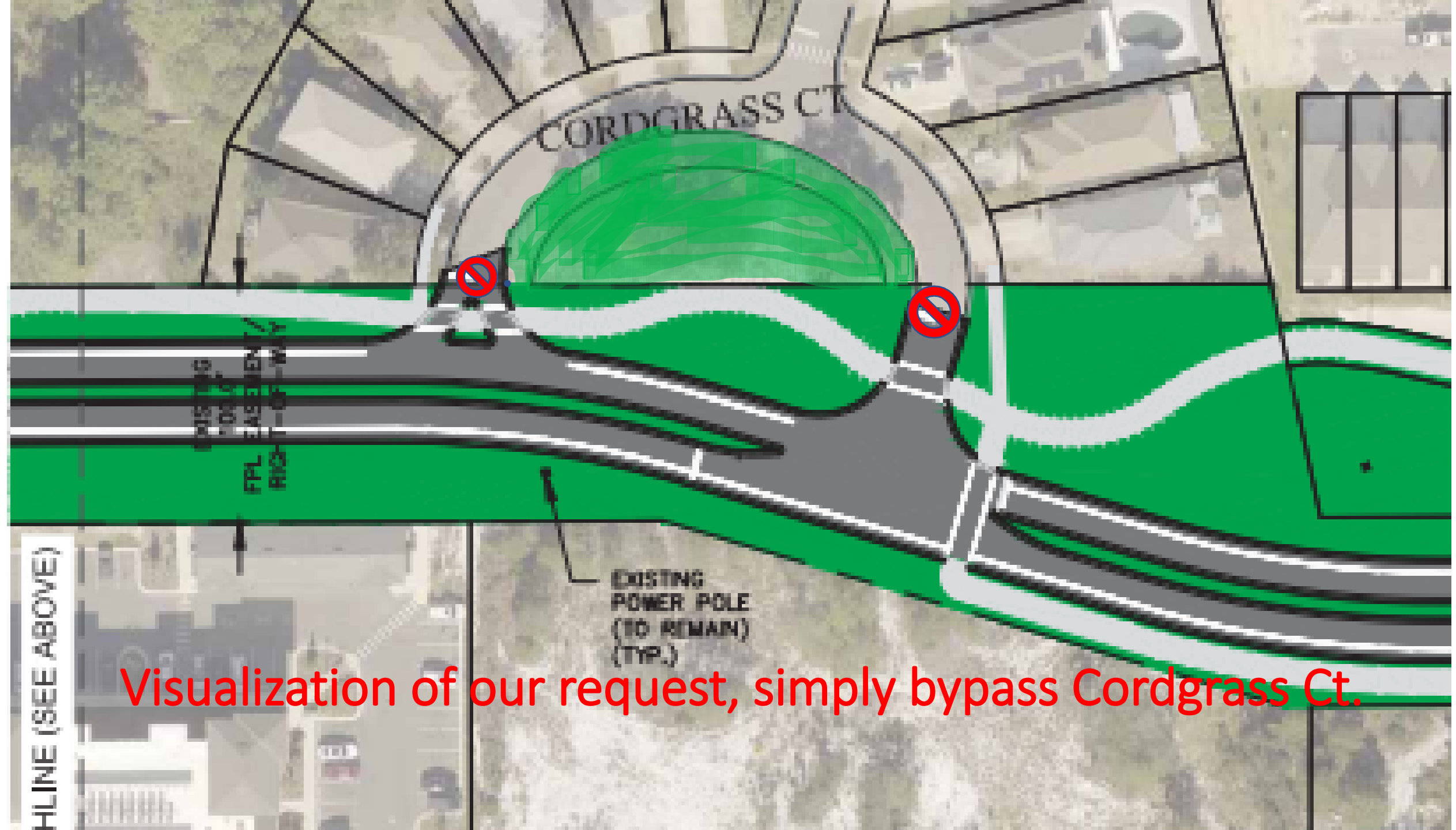


Conceptual plan connects Cordgrass Ct to new 98 Palms extension diverting traffic directly in front of our homes.



Twin Lakes HOA zero cost request

- Twin Lakes has been a single ingress/egress for 20+ years
- Creating a thoroughfare through our neighborhood will wreak havoc on our already crowded streets
- Not one owner in Twin Lakes has expressed a desire to have another outlet from our neighborhood
- Twin Lakes streets are publicly maintained. Our HOA reserves can't afford to privatize and maintain the current infrastructure. We also cannot get a 100% vote to do so.
- **Before investing any design dollars to create a thoroughfare through our neighborhood, we respectfully ask that a thoroughfare NOT be considered in the Master plan.**



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: April 11, 2023

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 4.D.

TO: Public Works / Public Safety Committee

THRU: Lance Johnson, City Manager

FROM: Michael Burgess, Public Services Director

DATE: 04/07/2023

SUBJECT: Electric Bicycles/Scooters - State Statutes & Local Ordinance

I. BACKGROUND: The City Council has charged the Public Works & Public Safety Committee to review the use of electric bicycles on City roadways, sidewalks and multi-use paths.

II. DISCUSSION: Background

Electric Bicycles have been defined in the Florida Statutes and have been subdivided into three classes.

"ELECTRIC BICYCLE.—A bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

- (a) "Class 1 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- (b) "Class 2 electric bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- (c) "Class 3 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.

The use of bicycles and e-bicycles is discussed in two State Statutes. They have been attached as ATT1 and ATT2 respectively.

A. Link to Strategic Goals / Objectives: II. Enhanced Quality of Life and Safety for Families

V. Improve mobility and connectivity

B. Effect on Budget (EOB): None, save for any signage required by any potential Ordinance.

C. Level of Service (LOS):

D. Legislative Sponsor:

III. CONCLUSION:

IV. RECOMMENDED MOTION: I move that the Public Works & Public Safety Committee recommend to City Council that either the City Attorney or Land Use Attorney draft an Ordinance limiting the use of electric bicycles or electric scooters that (to be determined by the Committee).

Attachments:

1. ATT1: FSS 316-2065 Bicycle Regulations
2. ATT2: FSS 316-20655 Electric Bicycle Regulations

Select Year: 2022 ▼ Go

The 2022 Florida Statutes (including 2022 Special Session A and 2023 Special Session B)

Title XXIII MOTOR VEHICLES

Chapter 316 STATE UNIFORM TRAFFIC CONTROL

[View Entire Chapter](#)

316.2065 Bicycle regulations.—

(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle under this chapter, except as to special regulations in this chapter, and except as to provisions of this chapter which by their nature can have no application.

(2) A person operating a bicycle may not ride other than upon or astride a permanent and regular seat attached thereto unless the bicycle was designed by the manufacturer to be ridden without a seat.

(3)(a) A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to his or her person in a backpack or sling.

(b) Except as provided in paragraph (a), a bicycle rider must carry any passenger who is a child under 4 years of age, or who weighs 40 pounds or less, in a seat or carrier that is designed to carry a child of that age or size and that secures and protects the child from the moving parts of the bicycle.

(c) A bicycle rider may not allow a passenger to remain in a child seat or carrier on a bicycle when the rider is not in immediate control of the bicycle.

(d) A bicycle rider or passenger who is under 16 years of age must wear a bicycle helmet that is properly fitted and is fastened securely upon the passenger's head by a strap and that meets the federal safety standard for bicycle helmets, final rule, 16 C.F.R. part 1203. As used in this subsection, the term "passenger" includes a child who is riding in a trailer or semitrailer attached to a bicycle.

(e) Law enforcement officers and school crossing guards may issue a bicycle safety brochure and a verbal warning to a bicycle rider or passenger who violates this subsection. A bicycle rider or passenger who violates this subsection may be issued a citation by a law enforcement officer and assessed a fine for a pedestrian violation, as provided in s. [318.18](#). The court shall dismiss the charge against a bicycle rider or passenger for a first violation of paragraph (d) upon proof of purchase of a bicycle helmet that complies with this subsection.

(4) No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle may attach the same or himself or herself to any vehicle upon a roadway. This subsection does not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer is commercially available and has been designed for such attachment.

(5)(a) A person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing must ride in the bicycle lane or, if there is no bicycle lane on the roadway, as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.
3. When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, turn lane, or substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane. For the purposes of this subsection, a "substandard-width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.

(b) A person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

(6)(a) Persons riding bicycles upon a roadway or in a bicycle lane may not ride more than two abreast except on a bicycle path. Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and must ride within a single lane. Where bicycle lanes exist, persons riding bicycles may ride two abreast if both are able to remain within the bicycle lane. If the bicycle lane is too narrow to allow two persons riding bicycles to ride two abreast, the persons must ride single-file and within the bicycle lane. On roads that contain a substandard-width lane as defined in subparagraph (5)(a)3., persons riding bicycles may temporarily ride two abreast only to avoid hazards in the roadway or to overtake another person riding a bicycle.

(b) When stopping at a stop sign, persons riding bicycles in groups, after coming to a full stop and obeying all traffic laws, may proceed through the stop sign in a group of 10 or fewer at a time. Motor vehicle operators must allow one such group to travel through the intersection before moving forward.

(7) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and a lamp and reflector on the rear each exhibiting a red light visible from a distance of 600 feet to the rear. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section. A law enforcement officer may issue a bicycle safety brochure and a verbal warning to a bicycle rider who violates this subsection or may issue a citation and assess a fine for a pedestrian

violation as provided in s. [318.18](#). The court shall dismiss the charge against a bicycle rider for a first violation of this subsection upon proof of purchase and installation of the proper lighting equipment.

(8) No parent of any minor child and no guardian of any minor ward may authorize or knowingly permit any such minor child or ward to violate any of the provisions of this section.

(9) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

(10) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

(11) No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, may go upon any roadway except while crossing a street on a crosswalk; and, when so crossing, such person shall be granted all rights and shall be subject to all of the duties applicable to pedestrians.

(12) This section shall not apply upon any street while set aside as a play street authorized herein or as designated by state, county, or municipal authority.

(13) Every bicycle shall be equipped with a brake or brakes which will enable its rider to stop the bicycle within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.

(14) A person engaged in the business of selling bicycles at retail shall not sell any bicycle unless the bicycle has an identifying number permanently stamped or cast on its frame.

(15)(a) A person may not knowingly rent or lease any bicycle to be ridden by a child who is under the age of 16 years unless:

1. The child possesses a bicycle helmet; or
2. The lessor provides a bicycle helmet for the child to wear.

(b) A violation of this subsection is a nonmoving violation, punishable as provided in s. [318.18](#).

(16) The court may waive, reduce, or suspend payment of any fine imposed under subsection (3) or subsection (15) and may impose any other conditions on the waiver, reduction, or suspension. If the court finds that a person does not have sufficient funds to pay the fine, the court may require the performance of a specified number of hours of community service or attendance at a safety seminar.

(17) Notwithstanding s. [318.21](#), all proceeds collected pursuant to s. [318.18](#) for violations under paragraphs (3)(e) and (15)(b) shall be deposited into the State Transportation Trust Fund.

(18) The failure of a person to wear a bicycle helmet or the failure of a parent or guardian to prevent a child from riding a bicycle without a bicycle helmet may not be considered evidence of negligence or contributory negligence.

(19) Except as otherwise provided in this section, a person who violates this section commits a noncriminal traffic infraction, punishable as a pedestrian violation as provided in chapter 318. A law enforcement officer may issue traffic citations for a violation of subsection (3) or subsection (15) only if the violation occurs on a bicycle path or road, as defined in s. [334.03](#). However, a law enforcement officer may not issue citations to persons on private property, except any part thereof which is open to the use of the public for purposes of vehicular traffic.

History.—s. 1, ch. 71-135; s. 1, ch. 76-31; s. 2, ch. 76-286; s. 1, ch. 78-353; s. 8, ch. 83-68; s. 5, ch. 85-309; s. 1, ch. 86-23; s. 7, ch. 87-161; s. 21, ch. 94-306; s. 899, ch. 95-148; s. 1, ch. 96-185; s. 2, ch. 97-300; s. 161, ch. 99-248; s. 6, ch. 2010-223; s. 7, ch. 2012-27; s. 6, ch. 2012-181; s. 7, ch. 2020-69; s. 1, ch. 2021-20; s. 5, ch. 2021-180.

Note.—Former s. 316.111.

Select Year: 2022 ▼ Go

The 2022 Florida Statutes (including 2022 Special Session A and 2023 Special Session B)

[Title XXIII](#)
MOTOR VEHICLES

[Chapter 316](#)
STATE UNIFORM TRAFFIC CONTROL

[View Entire Chapter](#)

316.20655 Electric bicycle regulations.—

(1) Except as otherwise provided in this section, an electric bicycle or an operator of an electric bicycle shall be afforded all the rights and privileges, and be subject to all of the duties, of a bicycle or the operator of a bicycle, including s. [316.2065](#). An electric bicycle is a vehicle to the same extent as a bicycle. However, this section may not be construed to prevent a local government, through the exercise of its powers under s. [316.008](#), from adopting an ordinance governing the operation of electric bicycles on streets, highways, sidewalks, and sidewalk areas under the local government's jurisdiction; to prevent a municipality, county, or agency of the state having jurisdiction over a bicycle path, multiuse path, or trail network from restricting or prohibiting the operation of an electric bicycle on a bicycle path, multiuse path, or trail network; or to prevent a municipality, county, or agency of the state having jurisdiction over a beach as defined in s. [161.54](#)(3) or a dune as defined in s. [161.54](#)(4) from restricting or prohibiting the operation of an electric bicycle on such beach or dune.

(2) An electric bicycle or an operator of an electric bicycle is not subject to the provisions of law relating to financial responsibility, driver or motor vehicle licenses, vehicle registration, title certificates, off-highway motorcycles, or off-highway vehicles.

(3) Beginning January 1, 2021, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed in a prominent location to each electric bicycle. The label must contain the classification number, top assisted speed, and motor wattage of the electric bicycle.

(4) A person may not tamper with or modify an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle, unless the label indicating the classification number required in subsection (3) is replaced after such modification.

(5) An electric bicycle must comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission under 16 C.F.R. part 1512.

(6) An electric bicycle must operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied.

(7) An operator may ride an electric bicycle where bicycles are allowed, including, but not limited to, streets, highways, roadways, shoulders, bicycle lanes, and bicycle or multiuse paths.

History.—s. 8, ch. 2020-69; s. 2, ch. 2021-20.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: April 11, 2023**TYPE OF AGENDA ITEM:** Presentation**AGENDA OUTLINE NUMBER:** 5.A.

TO: Public Works / Public Safety Committee

THRU: Michael Burgess, Public Services Director

FROM: Krystal Strickland, Finance Director

DATE: April 3, 2023

SUBJECT: Okaloosa Half Penny Status Update

I. BACKGROUND: The Okaloosa Half Penny Infrastructure Surtax is a 10-year sales tax that is being collected for a 10-year period beginning January 2019. In May 2022, Council made a motion to commit 5% of the Okaloosa Half Penny Infrastructure Surtax for investment in our community by the Public Works and Safety Committee, which is estimated to be \$800,000. These funds are being tracked in project account number "TRSAF".

II. DISCUSSION: Below are highlights of the collections and expenditures to date:

	Public Works/ Safety Committee
Percentage	5%
Est Revs (2019-2029)	\$ 800,000
Revenues Collected to date	\$ 302,943
Actuals Paid to Date	(37,500)
Open Encumbrances	(62,000)
remaining debt to payoff	
Expenditures to date	(99,500)
Net Collections	\$ 203,443
REMAINING	\$ 700,500

The City collects an average of \$140,000 per month of which 5% (\$7000) is earmarked for the Public Works and Safety Committee.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB): This item is informational only. There is \$2500 remaining of the FY 2023 Budget (\$100,000). Budget requests for an amount not to exceed \$200,000 can be entertained for the FY 2024 Draft Budget.

C. Level of Service (LOS):

D. Legislative Sponsor:

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: April 11, 2023

TYPE OF AGENDA ITEM: Presentation

AGENDA OUTLINE NUMBER: 5.B.

TO: Public Works / Public Safety Committee

THRU: Lance Johnson, City Manager

FROM: James Hart, Deputy Public Works Director

DATE: 4 April 2023

SUBJECT: Public Works and Emergency Management Update

I. BACKGROUND: Monthly Report to PW/PS Committee

II. DISCUSSION: Monthly update on recent and future PW & EM activities

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

D. Legislative Sponsor:

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. PW EM Departmental Update Apr 2023

Public Works Update (Mar 2023)

Departmental Update

Currently have two vacancies:

- Maintenance Technician (vacant for over two years, advertised)
- Facilities Maintenance Technician (vacant 6 months, advertised)

Operational Update

Recent & Upcoming Council Agenda Items

- Mar 6 – Regular City Council Meeting/Miscellaneous Asphaltic Services Contract for approval.
Approval for use of recommended ADA mats
- Mar 20 – Regular City Council Meeting/Approved/Authorized
 - Resurfacing of Scenic 98 (west loop – Cobia)
 - Tymco 600ss Street Sweeper
- Apr 3 – Regular City Council Meeting/Approved/Authorized
 - purchase of six more Pedestrian Crossing Systems
 - purchase of two more properties for CTC

Project Update

- US98 Median Improvements (SR293 to County Line), imminent
- All Four Pedestrian Crossing Systems, installed – **Complete**
 - 3 installed on Airport, 4th on Legion.
- Staff working on citywide tree trimming.
- Staff/contractors working on Capt. Royal Melvin Park
- Staff/contractor working on repairing sidewalk hazards.
- Crystal Beach Dr. US 98 to Luke – **imminent**
- ZIIC is installing new Scenic 98 plant material.
- New Dump Truck – mid-late 2023

Emergency Management Update

Operational Update

- Updates to Disaster Preparedness Plan to begin in March of 2023