



**AGENDA
PUBLIC WORKS/SAFETY COMMITTEE
TUESDAY, MARCH 11, 2025
5:30 PM
DESTIN CITY HALL ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A) February 11, 2024 Minutes**
- 4. APPROVAL OF AGENDA**
- 5. NEW BUSINESS**
 - A) Committee Training, Council Member Trammel**
 - B) 2024 Annual Report/2025 Work Plan**
 - C) Beach at Mountain Crosswalks**
 - D) E-Bikes**
- 6. CONTINUING BUSINESS**
- 7. DISCUSSION**
 - A) Member Comments:**
 - Chair Jim Wood**
 - Vice Chair John Green**
 - Tom Weidenhamer**
 - Marcie Bell**
 - Curtis Smith**
 - Tammy Weidenhamer**
- 8. STORMWATER / FLOODPLAIN QUESTIONS & COMMENTS FROM THE PUBLIC**
- 9. 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)

**PUBLIC WORKS/PUBLIC SAFETY
COMMITTEE MEETING MINUTES
DESTIN CITY HALL ANNEX CHAMBERS
TUESDAY, FEBRUARY 11, 2025 - 5:30 PM**

1. CALL TO ORDER & PLEDGE OF ALLEGANCE:

Chairman Wood called the Public Works/Public Safety Committee to order on Tuesday, February 11, 2025, at 5:30 p.m. at the City Hall Annex Chambers, with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present

James T. Wood, Jr.
Tom Weidenhamer
Curtis Smith
Marcie Bell
Tammy Weidenhamer

Members Absent

John Green

Staff

Kim Montgomery Deputy City Clerk
Joe Bodi, Deputy Public Works Director
Danae Kesterson PW Admin. Asst.

3. APPROVAL OF MINUTES:

➤ **January 14, 2025**

Motion by Committee member Tom Weidenhamer, seconded by Committee member Tammy Weidenhamer to approve the minutes of the January 14, 2025 meeting as written, the motion passed with a vote of 4-0.

4. AGENDA AMENDMENT:

Motion by Committee member Weidenhamer, seconded by Committee member Bell to amend the agenda to add Council member Trammell presentation to the agenda.

5. NEW BUSINESS:

A) Committee Responsibilities and Handbook

Mr. Bodi briefly provided the members with the current updates he made to their committee handbook that were discussed at their previous meeting in January. He also informed them the year's paving projects are also provided.

B) Council member Sandy Trammell

Provided insight into several items of importance:

- Ensure that they keep a record of all goals that are accomplished no matter how small or large and they are reported to Council.
- Approval of the agenda to be added as first order of business after roll call.

- Discussed the necessary timeline they need to provide staff for all items in order to get them on the next agenda for discussion.

C) Road Resurface and Striping Priorities

Chairman Wood instructed the members to look over the list and they will work on it later in the year and to keep it in their manual.

D) Crosswalk on Beach Drive, vicinity of Mountain/Seaview

Chairman Wood mentioned and the need to have a Rapid Flashing Beacon installed at the vicinity of Mountain Drive/Seaview and Beach Drive and briefly explained how someone was crossing the road in the vicinity at was clipped by a vehicle.

Motion by Chairman Wood to request to have a set of Rapid Flashing Beacons installed at the crosswalk for Mountain Drive and Beach Drive, similar to what has been installed at several other crosswalk locations in the city. Committee member Bell provided the second.

In discussion, Committee member Tammy Weidenhamer questioned the cost of the beacons. Mr. Bodi stated he is not positive of the exact cost but believes they are in the neighborhood of \$10-\$15k. Chairman Wood pointed out that the funds for these type of items comes out of their yearly budget set aside from the ½ cent sales tax allocated to the city. He explained further for her information, that the Council set aside \$100k for this committee to recommend these type of project needs for consideration. There was a brief discussion regarding the placement of the crosswalk. Mr. Bodi explained that he would work on a couple of different mockups for placement and bring them to their next meeting for discussion.

Chairman Wood announced that since they would be reviewing possible solutions, he would withdraw his motion at this time and once a decision is made, he would make the appropriate recommendation to Council.

E) Annual Work Plan

The Chairman spoke of the need to have their report on the agenda for their next meeting for everyone's review and discussion. There was a brief discussion on the process for their work plans.

6. CONTINUING BUSINESS:

➤ Stormwater/Floodplain Public Comments

Chairman Wood opened the floor for public comments on this item. With no one coming forward, he closed the public discussion on the topic.

7. MEMBER DISCUSSION ITEMS:

➤ **Committee Member Smith** – Spoke of the holdup the Destiny homeowners Four Prong Lake project is experiencing for the permits from the Army Corp of Engineers, and how they obtained a grant with help from the city's Projects & Grants Manager Jeff Cozadd and mentioned how this has been ongoing for close to 2 years, trying to get the permit.

➤ **Committee Member Bell** – Questioned when and how this committee was initially created and what would happen to the Half Cent Penny Tax Task Force if this committee was discontinued. After a discussion on the topic, it was determined that the committee was created through the City Charter and if it ever was dissolved, the Council would be who would determine how and what to spend the funds on.

➤ **Committee member Tammy Weidenhamer** – Questioned what the schedule is to get their agenda items into staff in order to make the upcoming meeting agenda. In discussion, the decision to have them presented to staff by the last Tuesday of the month.

8. ADJOURNMENT:

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

Adopted and approved this _____ day of _____ 2025.

James T. Wood, Jr. Chairman

Kim Montgomery, Deputy City Clerk



COMMITTEE ORIENTATION

CITY OF DESTIN

Training Objectives

- Code of Ethics
- Government in the Sunshine
- Robert Rules of Order (Parliamentary Procedure)
- Calendar of Annual Activities – Committee Calendar
- Understanding committees' roles, responsibilities, and guidelines.
- Committee Handbook with Standard Rules for All Committees
- Understanding Framework for Formulating Annual Workplans

CODE OF ETHICS

- ❑ Represent the interest of all citizens represented by the City of Destin
- ❑ Not use the City Council or service on the committee for personal advantage or individual advantage of friends
- ❑ Approach all committee issues with an open mind, prepared to make best decision for the whole city
- ❑ Do nothing to violate trust of those who appointed or those served
- ❑ Focus effort on the mission of the committee and not personal goals
- ❑ Never exercise authority as a committee member except when acting in a meeting with a full committee, or as delegated by the City Council.
- ❑ Support and promote committee decisions once consensus is reached.

Government in the Sunshine

- Meetings must be open to the public
- Reasonable notice of meetings must be given
- Minutes of the meeting must be taken
- Applicable to any gathering, whether formal or casual, or any means (e-mail, telephone, etc.) of two or more members of the same board or committee to discuss some matter on which foreseeable action will be taken by the public board or council.

Roberts' Rules of Order

Parliamentary Procedure

- Parliamentary Procedure – It is a set of rules for conduct at meetings that allows everyone to be heard and to make decisions without confusion.
- Members express themselves in the form of a motion.
 - ❖ Motions are made and seconded prior to discussion.
 - ❖ Stick to the agenda and the discussion topic at hand.
 - ❖ Motions must be carried by a majority
 - ❖ Approved motions are the committee's guide to their work objectives and focus



Roberts' Rules of Order

Parliamentary Procedure

1. Stick to the agenda and the discussion topic at hand.
2. Motions are made and seconded prior to discussion.
3. Motions must be carried by a majority.
4. Approved motions are the committee's guide to their work objectives and focus.

Committee Calendar

- **February/March:** Committees prepare annual report and workplan.
- **April:** Annual reports and workplans submitted to council for approval.
- **December (even-numbered years following council elections):** Council selects new committee members
- **December (following council elections) -** Committees elect new chairs and vice chairs

Committee Roles

Committee Chair

- ☐ Conducts meeting in accordance with *Roberts' Rules of Order*
- ☐ Keeps committee on track/on agenda
- ☐ Calls or cancels meetings
- ☐ Sets agenda
- ☐ Guides work addressed through committee's workplan
- ☐ Represents committee at City Council to present committee recommendations, annual report and annual workplan

Staff Liaison

- ☐ Contacts committee members when necessary
- ☐ Publishes agenda
- ☐ Assist in preparing final reports, work plans, recommendations developed and endorsed through a motion and majority approval
- ☐ Inform Clerk's Office of vacancies, changes to committee
- ☐ Flow of information to appointed officials
- ☐ Update/Provide copy of committee handbook to new members

Role of Committee Members

- Plan, implement, and measure the progress of its work plan and objectives
- Work through formal motions and consensus to develop and advance their plans
- Do the research, contact outside sources as needed, plan for speakers, etc. ,write draft reports and recommendations



Annual Workplans

Organizational Objective

Strategic Objective from Strategic Plan

Or

Objective from Comprehensive Plan

Or

Council Directive



Annual Workplans

What do you want to accomplish?

What is the end product you expect to see?

How do you know if you are successful?

How can you measure that success?

Is this a one-year project or multi-year?



Annual Workplans

List individual steps to accomplish the objective

What resources will you need to accomplish each task?

Determine a timeline for completion of each task

Annual Workplans

Stakeholders

List *internal* stakeholders (those within the organization that have a vested interest in this objective)

Examples: City Council, Recreation Department

List *external* stakeholders (those in the community that have a vested interest in this objective)

*Examples: pre-school children and their parents,
home owners*

Annual Workplans

COMMITTEE MOTION

- Chairs or Vice-chairs will sign and present annual reports and annual work plans to Council *as representatives of their committee*
- *Prior to submittal, all work plans and reports must be approved by majority of the committee after a formal motion*



Questions?

DESTIN PUBLIC WORKS/SAFETY COMMITTEE



WORK PLAN FOR FISCAL YEAR 2025

Respectfully Submitted,

11 Mar 2025

James T. Wood Jr.
Chairman, PW/S Committee

John Green
Vice Chairman, PW/S Committee

Public Works/Safety Committee

The Public Works/Safety committee is comprised of seven (7) members, each serving four-year terms consecutive with that of the Councilor making the nomination. The committee members elect a new Committee Chairperson and Vice Chairperson following new city elections once new committee members are chosen at the first available meeting.

MEETING DATE/TIME: The second (2nd) Tuesday of each month at 5:30 p.m. The meeting location is the City Hall Annex facility across Commons Drive from the main City Hall facility (the current City Council Meeting location).

STAFF LIAISON: Public Services Department

MISSION STATEMENT: The Public Works/Safety committee's purpose is to identify and review various functional areas relating to public works and safety, including street construction and maintenance, public parking areas and sidewalks, City rights-of-way, and the like; assess the need for projects relating to matters of public safety including, but not limited to, traffic signals, streetlights, crosswalks and emergency management information; and to staff recommendations to City Council. The committee's objectives shall be based upon implementation of the City's Comprehensive Plan. An additional mission assigned by the City Council is to serve as the City Surtax Committee making recommendations to the City Council on use of funds from the recent Okaloosa County ½ cent sales tax referendum.

Florida Sunshine Compliance: The Public Works / Safety Committee as an advisory committee to the Destin City Council is required by law to operate within Florida Governmental Sunshine Laws. The practical impact of the law is to limit all of your conversations with fellow committee members on topics currently or potentially coming before the committee to the meeting itself and no conversations outside of the meetings. Additionally, and purely as a recommendation, when e-mailed by staff as a meeting/issue topic, never select "reply to all" as other committee members may have been addressed on the original e-mail. Selecting "reply to all" is not in itself a violation; but may inadvertently lead to comments between committee members that could then be construed as violations of the law.

How to Join the Committee: <https://www.cityofdestin.com/FormCenter/City-Clerk-9/Committee-Volunteer-Application-57> (fill and submit the application on-line).

Committee Goals and Strategies:

Goal 1: Provide Destin's citizenry with a venue for raising community issues in the public works and safety arenas. **Strategy:** Conduct meetings on the second Tuesday of each month, conduct research and analysis, prioritize and provide recommendations to the Destin City Council.

Goal 2: Review citywide public works projects for efficiency, cost, effect on safety and consistency with City of Destin Mobility Plans and other applicable documents.

Strategy: Review 5 - Year Pedestrian Facilities Plans: Pathways Master Plan, sidewalk plan, road resurfacing plan, roadway restriping plan and evaluate alternatives and prioritize for implementation. Review individual assigned areas for issues and improvements

Goal 3: Develop, manage and implement a process that allow for citizens to request speed humps, stop signs and other regulatory/traffic calming options be added to neighborhoods. **Strategy:**

- Develop the processes for review
- Ensure posting on the city website
- Review, conduct analysis, prioritize and make recommendations to City Council

Note: In order to facilitate these actions, we will ensure proper equipment on hand, calibrated and deployed as needed to collect stealth speed data, crash data etc. and collaborate with the Okaloosa County Sheriff's Office in order to fully understand issues.

Goal 4: Review, update, implement policy leading to improved safety for Pedestrian and LSV operations citywide: **Strategy:**

- Annually review city LSV operations and pedestrian safety issues
- Submit recommendations to policy changes
- Recommend additional Pedestrian Flashing HAWK systems for use
- Add additional crosswalk striping where appropriate

Goal 5: Review each of our areas of responsibility for safety, damage and other concerns on a monthly basis: **Strategy:** Ensure a continual review of issues, reporting, tracking and ultimately reporting to Council on success.

Goal 6: Serve as an advisory committee to the Destin City Council recommending projects for funding from the recent Okaloosa County ½ cent sales tax referendum. Approximately 10% of the annual funds will be set aside for committee project recommendations. **Strategy:** Ensure fiscal prudence applied to spending and that overall spending is within budget constraints.

Goal 7: Provide an avenue for citizen concerns and input on stormwater management issues including: Localized flooding issues, Drainage system failures, City wide Stormwater Master Plan Update, Stormwater Utility Fee adoption. **Strategy:** Provide a

dedicated public comment period in each scheduled meeting for citizen input

Committee Motions of Significance and the status of each:

[illegible]

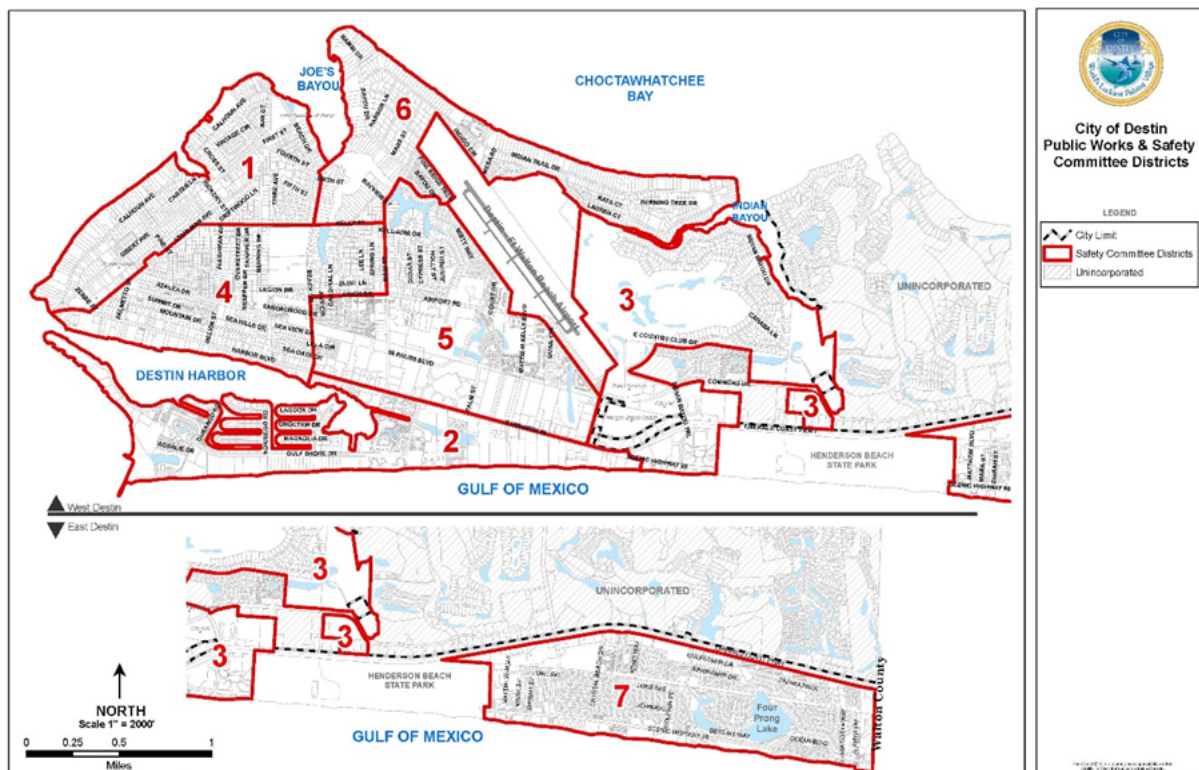
PUBLIC WORKS/PUBLIC SAFETY COMMITTEE

James T. Wood Jr – Chairman / John Green – Vice Chairman
Tom Weidenhamer, Marcie Bell, Curtis Smith, Tami Weidenhamer, Sam Perman

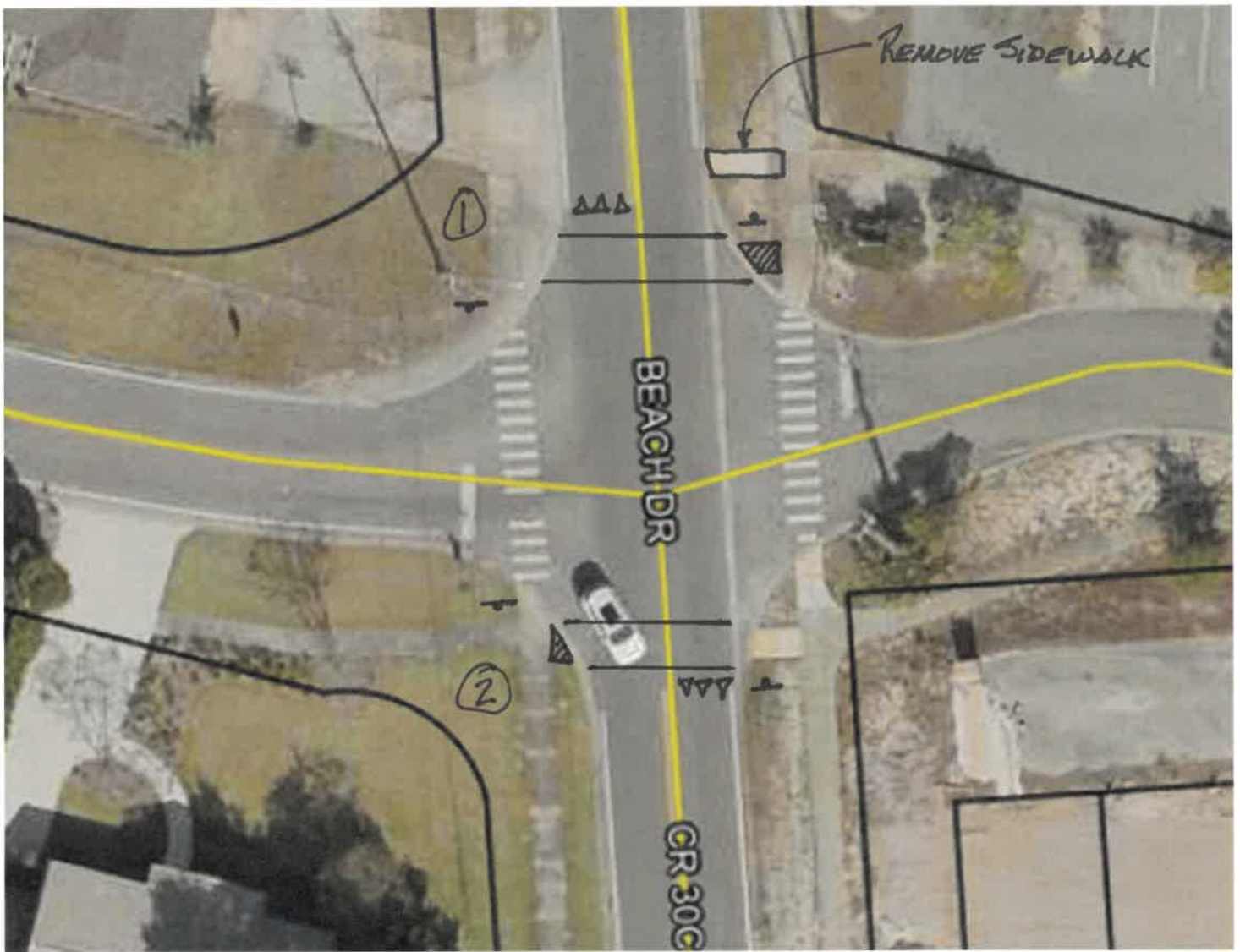
CITY OF DESTIN PUBLIC WORKS/PUBLIC SAFETY COMMITTEE AREA ASSIGNMENTS AS OF Mar 2025

- Review assigned area at least monthly for any safety concerns.
- Review area for proper signage, condition of roads, sidewalks, bike paths, medians, streetlights, drainage, etc.
- Review any citizens/homeowners' association concerns/recommendations.
- Report concerns/recommendations at monthly committee meetings.

Area Map



1. Tom Weidenhamer / 2. Marci Bell / 3. Curtis Smith
4. Tami Weidenhamer / 5. Jim Wood / 6. John Green / 7. Sam Perman



- CROSSWALK STRIPING SHALL BE SPECIAL EMPHASIS STYLE PER FDOT STANDARD PLANS 711-D1
- RAPID FLASHING BEACONS.
- LOCATIONS OPTIONS 1 & 2.

DEFINITIONS-

BICYCLE.—Every vehicle propelled solely by human power, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include a scooter or similar device.

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.

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.

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.

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A Discussion on E-Bike Usage in Destin FL



Why Ask the Question?

- Perception of issues.
- Local Citizen Complaints.
- My personal observations/Discussions w/Staff
OCSO Personnel.
- City Council request.

Florida State Law

As per section 316.008(7)(a), Florida Statutes, *A county or municipality may enact an ordinance to permit, control, or regulate the operation of vehicles, golf carts, mopeds, motorized scooters, electric bicycles, and electric personal assistive mobility devices on sidewalks or sidewalk areas when such use is permissible under federal law. The ordinance must restrict such vehicles or devices to a maximum speed of 15 miles per hour in such areas.*

Generally, state law provides that 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. However, the City remains able to regulate e-bikes within the City subject to the requirements of state law, which we can discuss as needed.

Classes of E-Bikes

- (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**.

Facts/Assumptions

- **Fact:** E-Bikes although motor vehicles do not require driver's licenses or insurance.
- **Fact:** OCSO radars are pretty much ineffectual in e-bikes (cone too large).
- **Fact:** Although in many cases fitted with horns and lights, neither are being used when approaching pedestrians on the path.
- **Fact:** Destin has chosen to build multi-purpose paths Versus Bike lanes on many city streets.
- **Fact:** Most manufactured e-bikes have speedometers and horns/lights where speeds can be set by the rider.
- **Assumption:** E-Bikes are driving faster than 15 mph as allowed under state law on multi-purpose paths (enforce).

Facts Bearing on the Issue

- **Fact:** E-Bikes do not slow or stop at neighborhood ingress/egress locations, (confusion on who has ROW).
- **Fact:** OCSO has plenty of data on cars hitting bicycles, but none on bicycles hitting pedestrians.
- **Fact:** If you move e-bikes to roadway and write an ordinance for enforcement, exceptions need to be identified (motorized wheelchairs, scooters etc.).
- **Fact:** Cars outweigh e-bike/rider by a factor of 10+.

.....Therefore, putting e-bikes on roadways without bike lanes is potentially a bigger safety risk than what we currently face with them on the multi-purpose paths.

This is a Problem!

Illegal bike by FL Statutes



Roll over image to zoom in

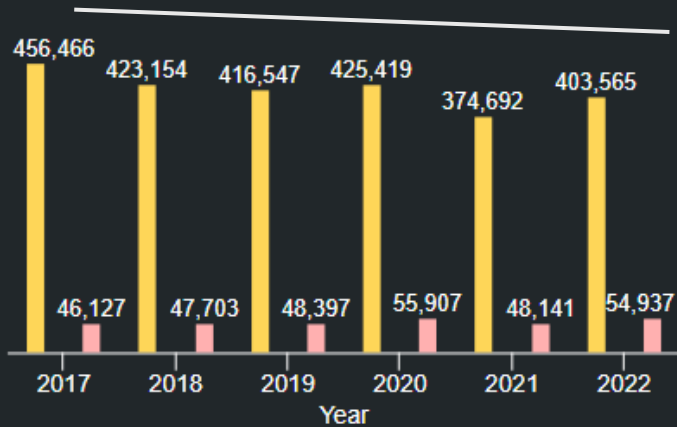
Peak 5000W-Electric-Bike for Adults-Men, Dual-Motor-Ebike
40-46MPH-Hunting-Ebike, 52V 30AH Long Range Dirtbike,
26" Fat-Tire-Electric-Bicycle, Full Suspension Mountain Bike
for Off-Road Snow Sand

[Visit the PHNHOLUN Store](#)

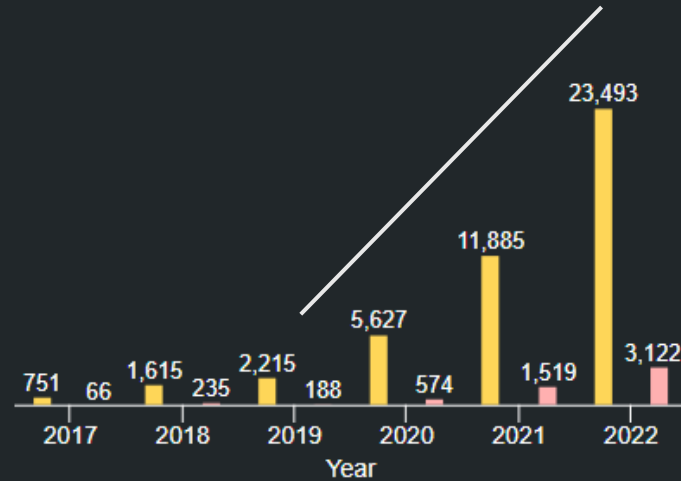
4.8 ★★★★★ ▼ 27 ratings | [Search this page](#)

Injury and hospitalization trends in the U.S. by year

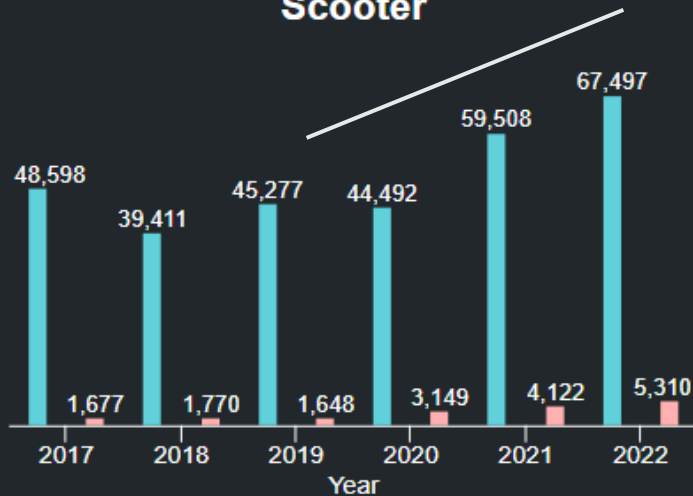
Bike



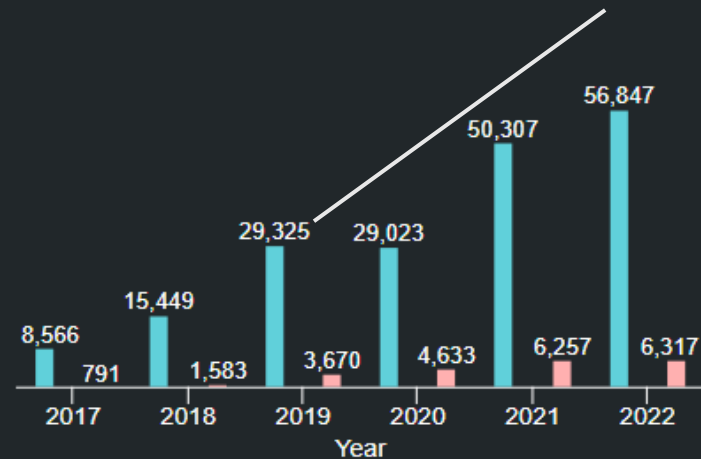
eBike



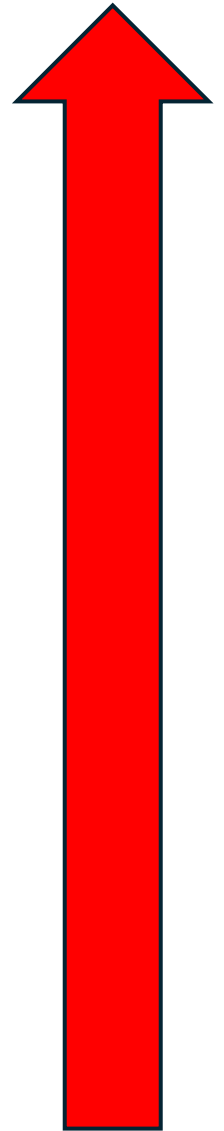
Scooter



eScooter



■ Estimate of individual injuries in the U.S.
■ Number of hospitalizations in the U.S.



Dated
7 Mar 2025/JTW

Safety Steps

How can you avoid e-bike or e-scooter injuries?

- Wear a helmet.
- Follow road rules.
- Slow down.
- Ride defensively.
- Reflect.
- Call out.

Biggest Issues in Destin

- Vision Triangles limited.
- Faster speeds allows for shorter reaction times.
- E-Bike riders not cognizant of car patterns around median cuts (neighborhoods).
- E-Bikes on sidewalk can come from either direction, on roadway must follow traffic pattern.
- Poor car driver attention (distractions).
- Poos use of attention devices (lights/horns etc.).
- Speed enforcement impossible.
- Lack of bike lanes on roadways.

If an Actual Problem, What are Potential Solutions

- Outlaw all together – State law allows them.
- Outlaw rentals ORDINANCE NO. 20-18-LC to include Ebikes).
- Use Airport Road as a test case and narrow lanes, add 5-foot bike lanes and move e-bikes to the roadway (\$\$\$\$).
- Write local ordinance limiting speed on multi-purpose paths to 15 mph (education/enforcement). Already law.
- Provide community education on use of e-bikes (Facebook, Nextdoor.com, Churches, Selected Employers, etc.).
- Do nothings await safety issues arise (maybe there will Be none).
- Bike Helmets for all.

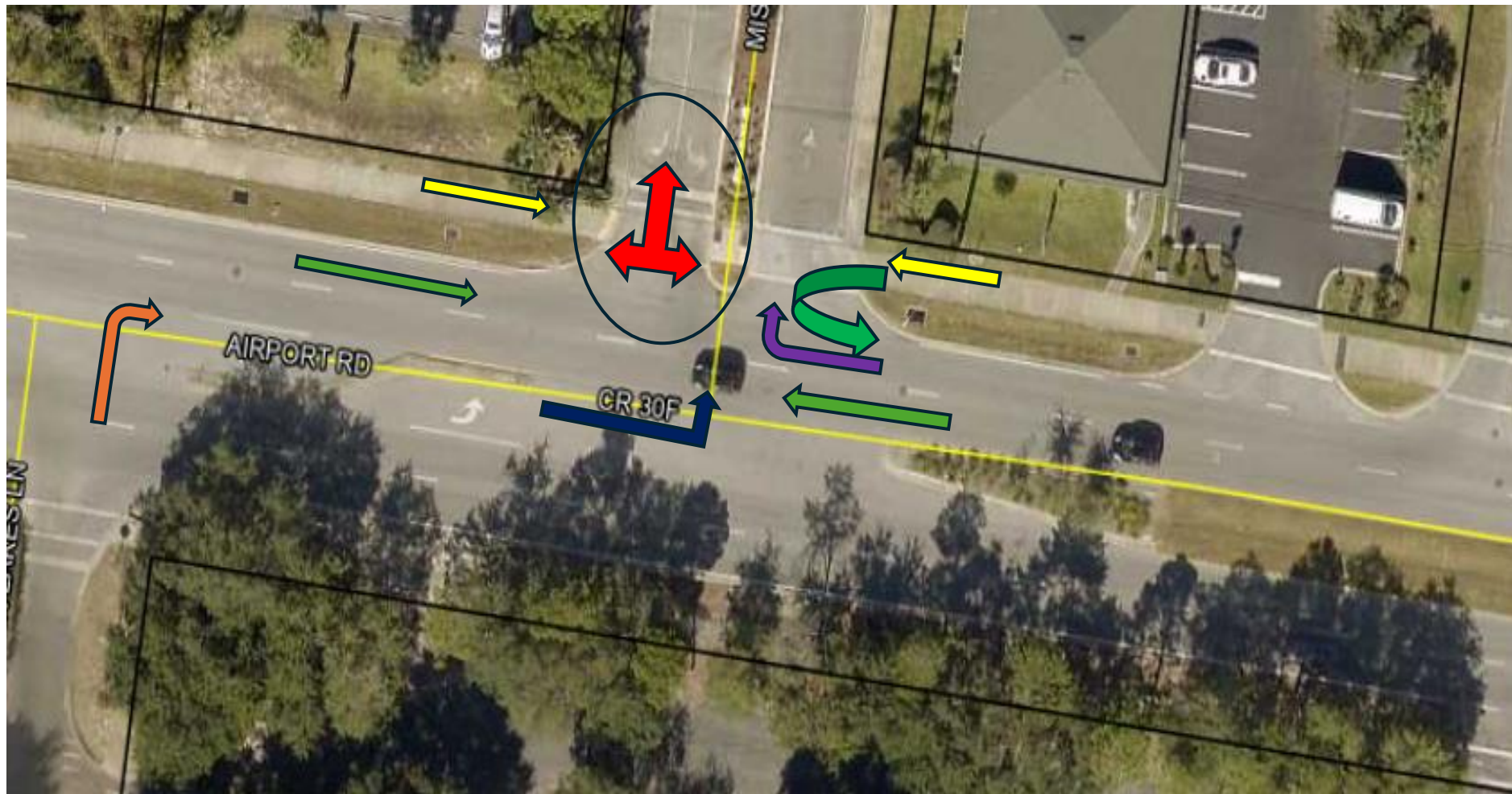
If an Actual Problem, What are Potential Solutions

- Directional multi-path riding (only on roadways).
- Speed/no battery upgrades/sticker program – if larger than 750 watt you become a moped/motorcycle (on street, DL/helmet).
- Lights on at all times.
- Horn/bell/other audible sound for approaching e-bikes.
- Peddling required, no motor only, motor is designed as a pedal assist. Motor up to 15mph, as a pedal assist only.
- Watch subdivision/median openings (sidewalk markings) ADA Impact (rumble strips/stop signs at median cuts).
- Education: central at Community Center (advertised), languages, PSAs etc.

Here is What I am Thinking

- PH 1: Update Ordinance 20-18-LC to include e-bike to ensure consistency with e-scooters that were previously banned.
- PH 1: Work with Destin City PIO to develop targeted training PSAs in Spanish and Portuguese.
- PH 2: Active spot checks by OCSO and Code Compliance to check batteries, lights, speedometers etc.
- PH 3: Control devices at neighborhood ingress/egress points.
- PH 3: Directional riding on paths to match adjacent roadways.

Harbor Breeze Subdivision Entrance on Airport Road



ORDINANCE NO. 20-18-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING ARTICLE 3 "DEFINITIONS" OF THE LAND DEVELOPMENT CODE; AMENDING ARTICLE 8 OF THE LAND DEVELOPMENT CODE TO PROHIBIT MOTORIZED SCOOTER RENTAL BUSINESSES, OFFICES, AND OTHER RELATED LAND USES WITHIN THE CITY OF DESTIN; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

BACKGROUND RECITALS

WHEREAS, the City of Destin is a tourist destination frequented by tens of thousands at a time; and

WHEREAS, while drawn to the City by the beach, visitors look for other forms of amusement off the beach as well; and

WHEREAS, several decades ago rental scooters began operating in the City and provided an entertaining means of touring the City; and

WHEREAS, over the years the rental of scooters has proven itself to be a popular form of amusement; and

WHEREAS, as the popularity of rental scooters increased the behavior of scooter operators became noticeably dangerous as traffic violations were more common among rental scooter than other vehicles; and

WHEREAS, irresponsible driving behavior by scooter renters has become so common that it frequently affects visitors and residents who are all-to-often forced to modify their own behavior or routes of travel to compensate for this irresponsible behavior, or else fall victim to a motor vehicle accident involving a renter scooter; and

WHEREAS, because neither safety equipment nor insurance are required under state law for motor scooters, parties to a motor vehicle accident involving a motor scooter (especially a rented motor scooter) are at risk of greater damages than in a conventional motor vehicle accident as the scooter driver is entirely unprotected (physically and fiscally) from the effects of the collision and the other party is left without adequate compensation for the losses sustained; and

WHEREAS, the typical reckless and often illegal driving behavior of rental operators create an impracticable strain upon law enforcement resources and siphons those valuable resources from other important police work; and

WHEREAS, the City is fortunate to enjoy a robust and growing tourism and more recently local and regional retail economy which has resulted in the expansion of major roads and connectors and even more significant increases in the number of vehicles on those roads because the City is linear, being approximately 7 miles long but only one-mile-wide with only two parallel major thoroughfares, all of which combined has resulted in increased congestion on City streets; and

WHEREAS, the materially increased congestion and size of City roads and intersections of roads have made it increasingly dangerous for inexperienced operators of rented scooters to operate and, frequently play, in the streets; and

WHEREAS, additionally the increased congestion has created greater and greater incentives for the operators of rented scooters to take short cuts through parking lots, on pedestrian sidewalks, on the pier board-walk, and generally through private or quasi-public property where through traffic of any kind is inappropriate, and frequently when those areas are occupied by pedestrians; and

WHEREAS, the limits of the City's infrastructure capacity, resources to police dangerous, disrespectful and, frequently simply mindless, behavior of the rented scooter drivers, combined with the sheer volume of rented motor scooters on the street have materially and adversely impacted the tourists' experiences and the residents' quality of life; and

WHEREAS, the City of Panama City Beach completely prohibited scooter rentals within the City. After a Bay County Circuit Court upheld the City's ordinances, Classy Cycles appealed. Subsequently, the First District Court of Appeals upheld the ruling. A request for Supreme Court intervention was denied. Each court found that the City's home rule powers enabled it to regulate the public's safety and its right to restrict certain vehicles in congested areas; and

WHEREAS, despite the popularity of the rented-scooters and the benefit of this amusement to the tourism industry which is the lifeblood of the City, the Council regrettably finds that a prohibition is in the best interests of the City, is of great public need, and is the most reasonable measure available to the Council to protect the health, safety and welfare of the community and the reputation of the City as a safe and comfortable tourist destination and the benefit to the public outweighs the loss to the affected parties; an

WHEREAS, the City possesses home rule powers to legislate on any matter not

inconsistent with general law or special law, and is specifically authorized to create and implement a plan of zoning uses, and to amend the list of uses that are permitted or prohibited; and

WHEREAS, in order to deny access to the rented-scooter resource the City in the exercise of its police power is prohibiting the conduct of renting a scooter anywhere within the city; and

WHEREAS, the City Council finds and determines that prohibiting the rental of scooters within the City will eliminate the problems associated with the behavior of the operators of those scooters; and

WHEREAS, a public hearing has been conducted after due public notice by the Local Planning Agency and its recommendations reported to the City Council; and

WHEREAS, a public hearing has been conducted by the City Council after due public notice.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AS FOLLOWS:

NOTE: Language in all sections of this ordinance that is ~~strike-thru~~ is language proposed to be deleted, underline language is language to be added, language that is not in strike-thru or underlined is not to be changed. The symbol *** represents sections of the Land Development Code that have been skipped and remain unchanged.

SECTION 3. AMENDMENT OF ARTICLE VIII OF THE LAND DEVELOPMENT CODE.

Article III of the Land Development Code is hereby amended as follows:

Article III- DEFINITIONS

Motor Scooter or Scooter - Any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground and shall include a moped as defined in FS 316.03(41) (2019), and any other two or three wheeled, self-propelled vehicle for

which state law does not require proof of financial responsibility (see Chapter 324, Florida Statutes (2019)).

Motor Scooter Rental or Scooter Rental - the provision, rental, hire, or delivery of a Motor Scooter for any valuable consideration or the solicitation of that service or good.

Article VIII of the Land Development Code is hereby amended as follows:

Article VIII- TRANSPORTATION

Sec. 8.11.00. Prohibition and attrition of the rental of motor scooters.

The act of providing, renting, or delivering a motor scooter, or the solicitation of that service or good, or the rental or hire of a motor scooter, within the City is prohibited.

SECTION 4. INCORPORATION INTO THE CODE OF ORDINANCES. This ordinance shall be incorporated into the City of Destin's Code of Ordinances and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 5. CONFLICTING PROVISIONS. Special Acts of the Florida Legislature applicable to the incorporated area of the City of Destin, City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

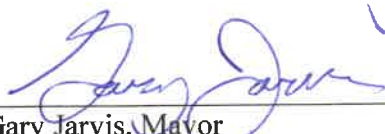
SECTION 6. SEVERABILITY. If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 7. EFFECTIVE DATE. This ordinance shall become effective upon its

adoption by the City Council and signature by the Mayor.

ADOPTED THIS 21ST DAY OF DECEMBER
2020.

By:



Gary Jarvis, Mayor

ATTEST:

The form and legal sufficiency of the foregoing has
been reviewed and approved by the City Land Use
Attorney, for the City of Destin, only.



Rey Bailey, City Clerk

Kimberly Kopp, City Land Use Attorney

First Reading: DECEMBER 7, 2020
Second Reading: DECEMBER 21, 2020