



AGENDA
PUBLIC WORKS/SAFETY COMMITTEE
TUESDAY, APRIL 8, 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, 2025 Minutes**
 - B) March 11, 2025 Minutes**
- 4. APPROVAL OF AGENDA**
- 5. NEW BUSINESS**
 - A) Update on committee funding - Krystal Strickland**
 - B) Ped Improvement at Airport and Commons - 60% Plans UpDate**
 - C) Road Resurfacing/Restriping Plan Update & Look Ahead**
- 6. CONTINUING BUSINESS**
 - A) E-Bikes**
 - B) Annual Work Plan**
 - C) Project Map**
- 7. DISCUSSION**
 - A) MEMBER COMMENTS:**
 - Chair - Jim Wood**
 - V. Chair - John Green**
 - Tom Weidenhamer**
 - Marcie Bell**
 - Stop Sign - contractor damaged, Gulf Breeze Ct.**
 - Curtis Smith**
 - Tammy Weidedhamer**
- 8. STORMWATER/FLOODPLAIN QUESTIONS AND 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:

<u>Members Present</u>	<u>Members Absent</u>	<u>Staff</u>
James T. Wood, Jr.	John Green	Kim Montgomery Deputy City Clerk
Tom Weidenhamer		Joe Bodi, Deputy Public Works Director
Curtis Smith		Danae Kesterson PW Admin. Asst.
Marcie Bell		
Tammy Weidenhamer		

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 discission, 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

**PUBLIC WORKS/PUBLIC SAFETY
COMMITTEE MEETING MINUTES
DESTIN CITY HALL ANNEX CHAMBERS
TUESDAY, MARCH 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, March 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
John Green

Members Absent

Staff

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

3. APPROVAL OF MINUTES:

➤ **February 11, 2025**

Since a majority of the members have not reviewed the minutes, it was decided to push the approval to their next meeting.

4. AGENDA AMENDMENT:

Motion by Chairman Wood to change the order of the day by moving the eBikes presentation to Item B and pushing everything else down one slot. Committee member Bell provided the second and the motion passed with a unanimous vote of 6-0.

5. NEW BUSINESS:

A) Sunshine Law Presentation/Public Records - Sandy Trammell

- Discussion of the Sunshine Laws and its implications for the members if they are overheard discussing anything relevant to their meetings by the public.
 - Clarification on interactions with members and public officials to ensure unbiased decision-making.
 - Importance of not discussing subjects items outside of a meeting with members of the public
 - Cautionary examples were provided, highlighting past violations and their consequences, including having all personal devices confiscated and possible removal from office with legal repercussions.
 - Making notes of a conversation in an email and sending it to their city

email address of possible Sunshine discussions is an easy way to capture the conversation on the city server for any possible conflicts.

- Discussed ethics standards and avoiding conflicts of interest and how meetings generally follow Robert's Rules of Order.
- Provided guidance on Public Records Act compliance, including maintaining emails, text messages, and social media interactions.
 - Best course of action is to not comment or like any social media posts pertaining to city business.
 - Members were reminded not to use their positions for personal advantage and once and once a motion has passed, even if they are not in agreement and voted against the motion, they need to support it, when it goes forward to City Council.

B) eBikes Presentation – Chairman Wood

Chairman Wood welcomed Captain Jason Fulghum from the Okaloosa County Sheriff's Office and asked him to provide a comprehensive overview of the issues related to e-bike operations, accident trends, and challenges associated with enforcement. He discussed the following:

➤ **Accident Trends:**

- 70% of bicycle and e-bike crashes occur on sidewalks at entry/exit points of roads and driveways.
 - These incidents are often caused by motorists turning without checking for sidewalk traffic.
- Determining fault is complex, but in most cases, vehicle drivers are found at fault.

➤ **Visibility & Obstructions:**

- Driver line-of-sight is often obstructed by signage, landscaping, or infrastructure, contributing to accidents.
- 20% of bike/e-bike accidents occur in designated bike lanes.

➤ **Infrastructure & Safety:**

- FDOT engineers created bike lanes to address collisions from wrong-way bike travel.
 - Capt. Fulghum noted that sidewalks remain safer than bike lanes in some cases but did not advocate for a specific policy direction.

➤ **Enforcement Challenges:**

- Radar enforcement is unreliable due to inability to isolate e-bikes from other traffic. The radar picks up the fastest or largest object within its cone.
- Laser enforcement is also problematic. Deputies had only a 1-in-4 success rate hitting bike handlebars at close range.
- Speeding enforcement on Airport Road is especially difficult due to these limitations.

Capt. Fulghum emphasized the importance of avoiding ordinances that are unenforceable, as it leads to public frustration and misplaced blame on the Sheriff's Office.

➤ **Alternative Enforcement – VASCAR:**

VASCAR (Visual Average Speed Computer and Recorder) was brought up, this is an older method based on time/distance.

Capt. Fulghum acknowledged it could be used but has limitations, including the need for certified equipment and typically requires two officers. He noted that if the city pursues VASCAR, it should cover equipment and certification costs.

➤ **Definitions & Regulations:**

Florida law defines three classes of e-bikes; only Class 3 can go up to 28 mph.

- E-bikes exceeding 28 mph are considered mopeds and are not permitted to use motors on sidewalks.
- Many high-speed bikes marketed as “e-bikes” are actually mopeds under state law.

➤ **Identification and Regulation Suggestions:**

- Difficulty in identifying e-bike class markings while in motion.
- Potential for a city-issued permit or sticker (e.g., orange label) to signify inspection and compliance was suggested.
- If implemented, the Sheriff's Office would help enforce but not conduct inspections or training.

➤ **Support for Local Policy:**

Capt. Fulghum reaffirmed willingness to work with the city on crafting enforceable regulations and that the Sheriff's Office would assist in enforcing a licensing program, if created by the city.

➤ **Pedestrian Safety:**

Capt. Fulghum Noted that in his 32 years of service, he has only seen one case of a bicycle hitting a pedestrian. There have been no reported pedestrian collisions with e-bikes in the referenced five-year study.

➤ **Sidewalk & Roadway Rules:**

E-bikes operating in bike lanes or roadways must follow traffic laws (e.g., stopping at red lights, stop signs).

State law allows cities to regulate e-bike use on sidewalks and can impose stricter limitations if desired.

The Committee Members discussed the practicality of enforcing speed laws on sidewalks. Inconsistent bike lane widths and infrastructure designs as well as concerns for pedestrian safety and shared sidewalk use. The suggestion for city-based e-bike licensing or permitting programs was also discussed.

Chairman Wood then proceeded to launch his Power Point Presentation he created.

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.
 - Speed on sidewalks is limited to 15 mph, presenting conflict with Class 2 and 3 usage.
 - Visual identification of class types is difficult; a possible tagging program was suggested for enforcement visibility.

➤ **Enforcement and Safety Challenges:**

- Speed enforcement is largely ineffective due to limited radar/laser usability and lack of flat surfaces.
- Riders often fail to use onboard features like horns or speedometers.
- Lack of rider education noted—especially around courtesy practices like giving audible warnings on sidewalks.
- Concerns over limited driver sight lines and narrow roadways/sidewalks, particularly around Airport Road.
- e-Bikes far exceeding legal limits (e.g., 5,000-watt battery, 40+ mph).

➤ **Infrastructure Limitations**

- Discussion about wider multi-use paths versus lack of designated bike lanes on many city roads.
 - Consideration of reallocating road width for bike lanes, with anticipated driver resistance.
 - Concerns about visibility issues at ingress/egress points, especially with fast-moving e-bikes reducing driver reaction time.
- **Current Regulations & Legal Considerations:**
- Florida state law does not require licenses or insurance for e-bike riders.
 - Helmets are only required for riders 16 years or younger.
 - The city already prohibits rental of e-scooters; a proposal to extend that ban to eBike rentals was raised.
 - Amazon and other similar websites sells eBikes with a 5k wattage batter that enables it to go 40-45 mph and weighs 100lbs.
 - The implications if someone get clipped by one of these is high, and it's going to hurt that person.
 - Ambiguity exists on whether current code language already includes seated devices like e-bikes.
- **Comparative Municipal Approaches:**
- Examples from Sanibel Island and Fort Myers Beach
 - Sanibel allows only Class 1 bikes on shared paths.
 - Fort Myers recently passed a first reading to limit sidewalk e-bike speeds to 10 mph, with yield requirements to pedestrians when safety is endangered.
- **Equity and Education Concerns**
- Current education efforts through PSAs (including in Spanish and Portuguese) are ongoing but may need expansion.
 - Distracted driving and pedestrian unawareness noted as compounding safety risks.
- **Technical Limitations**
- Limiting based on battery wattage (750-watt max for legal e-bikes).
 - Suggestion to develop a city certification/inspection program to verify and label legal e-bikes for easy field identification.
- **Action Items & Next Steps**
- All participants are encouraged to review the topics discussed and reflect on possible action items, focusing on:
- **Feasibility**
- Cost
- **Implementation of Logistics**
- Responsible departments or staff

- A shortlist of potential policy recommendations will be developed for presentation to the City Council at a future meeting.
- City Attorney (Kim Kopp) will be consulted to assess:

➤ **Legal limits of sidewalk restrictions**

- Ability to regulate or prohibit rentals
- Impact of federal/state funding on limiting e-bike access to multi-use paths

➤ **Outstanding Questions**

- Can the city prohibit e-bike use on sidewalks without jeopardizing grant-funded infrastructure?
- Should the city consider location-based restrictions (e.g., Crystal Beach, Holiday Isle)?
- Can a wattage-based enforcement policy be implemented effectively in the field?
- Would expanding the rental ban to include e-bikes reduce congestion and safety issues?

C) 2024 Annual Report/2025 Work Plan

Chairman Wood spoke of their goals and asked the members to review them and bring back at their meetings anything they feel may need to be added or changed. He will keep track of the motions and present to Council, briefing them on each of the items and the ones that get finalized. He also asked the members to look at their areas of assignments and reminded them of their duties to look out for, and any items that need immediate attention to report them to Public Works.

Mr. Bodi, the Deputy Public Works Director provided the members with their department email address that everyone should use to send their items of concern they see that needs immediate attention, and staff will track those, and they'll be discussed at their next scheduled meeting.

Committee member Smith asked if he could be reassigned to past member Sam Perman's section in Crystal Beach since he is over there the most. Chairman Wood stated that section four (4) will be assigned to the next new member but asked for everyone to keep an eye out for anything when they are over in that area.

D) Crosswalk on Beach Drive/Mountain/Seaview

Mr. Bodi, the Deputy Public Works Director provided the members with optional locations to recommend to the City Council for the crosswalk to be installed. After a brief discussion of the advantages of each, **Chairman Wood made the motion to recommend the crosswalk to be installed at north end of Mountain on Beach Drive with rapid flashing beacons to be installed. Committee member Smith provided the second.** In discussion, Committee member Green stated that he feels that a crosswalk should also be installed at the southern location as well, that was provided by staff. **Committee member Green made a substitute motion to recommend a crosswalk be installed at the southern location as well as a crosswalk installed at the northern end of Mountain Drive on Beach Drive with the rapid flashing beacons at this location. The motion passed with a unanimous vote of 6-0.**

Mr. Bodi, the Deputy Public Works Director asked the members if they were intending to use their budgeted funds to purchase the rapid flashing beacons for this, they would need to make that recommendation to Council to approve the purchase. Committee member Smith asked for assurance that they will be the kind that are actuated by the pedestrian and not stay on all the time. Mr. Bodi assured him that they are indeed the ones to be actuated. **Motion by Committee member Bell, seconded by Chairman Wood, the members voted 6-0, to recommend the City Council approve allocating \$100k for the purchase of the rapid flashing beacons to be installed at the Mountain Drive Beach Drive north crosswalk.**

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** – Asked about the status of the City Engineer position. Mr. Bodi informed the members that the City Manager has made the offer of the position to his top applicant and the applicant is discussing it over with his family, since they would be moving from Shreveport, LA.

➤ **Committee Member Green** – Encouraged the members to read over the rules for the eBikes and know what the rules are. Noting that he feels strongly about some sort of licensing program needs to be in place.

➤ **Chairman Wood** – Mentioned for the members to read the information on e-bikes, work on work plans to bring back to their next meetings and be sure to provide staff with anything they want to bring up on an upcoming meeting agenda by the last Tuesday of the month.

➤ **Committee member Bell** – Stated that she would contact different municipalities and get their information on their eBike regulations and bring back to the next meeting for discussion.

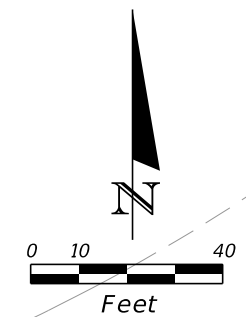
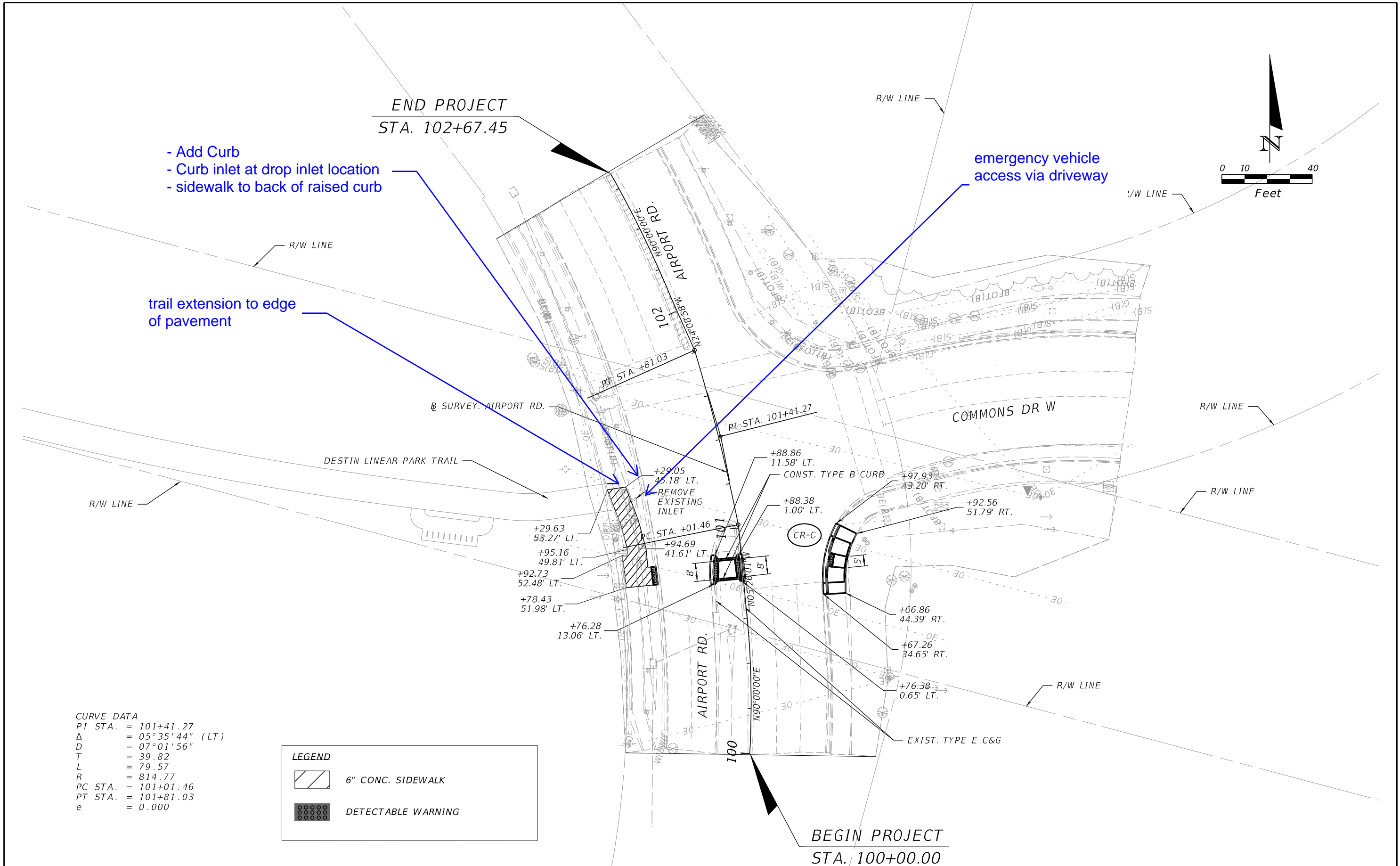
8. ADJOURNMENT:

Having no further business at this time, the meeting adjourned at 7:30 p.m.

Adopted and approved this _____ day of _____ 2025.

James T. Wood, Jr. Chairman

Kim Montgomery, Deputy City Clerk



REVISIONS		ENGINEER OF RECORD		CITY OF DESTIN		ROADWAY PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY		
			MANUEL RICHARDSON, P.E. LICENSE NUMBER: 85563 VOLKERT, INC. 215 FAIRPOINT DRIVE, SUITE B GULF BREEZE, FL 32561	N/A	OKALOOSA		

SIGNAL HEAD DETAIL



650-1-38 1 AS



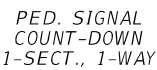
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EXIST. SIGNAL HEAD
(TO BE REMOVED)



650-2-109 4 EA

EXIST. SIGNAL HEAD
(TO REMAIN)
RETROFIT FLEXIBLE
RETROREFLECTIVE
BACKPLATES



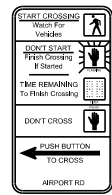
653-1-11 4 AS



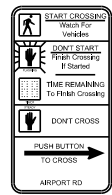
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(TO REMAIN)
RETROFIT FLEXIBLE
RETROREFLECTIVE
BACKPLATES

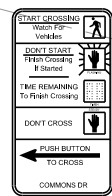
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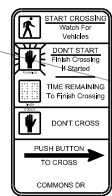
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CONTROLLER TIMINGS

TIMING FUNCTION	1	2	3	4	5	6	7	8
MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	7	15	-	-	-	15	-	7
EXTENSION	-	-	-	-	-	-	-	-
MAXIMUM GREEN 1	16	50	-	-	-	50	-	25
MAXIMUM GREEN 2	-	-	-	-	-	-	-	-
YELLOW CLEARANCE	3.4	4.0	-	-	-	4.0	-	3.4
ALL RED	3.8	2.4	-	-	-	2.4	-	4.9
PEDESTRIAN WALK	-	7	-	7	-	-	-	7
PED. CLEARANCE	-	17	-	22	-	-	-	23
RECALL	-	-	-	-	-	-	-	-

EXIST. CONTROLLER (TO REMAIN)
TIMMINGS TO BE ADJUSTED

1 EA 670-2-40

2 RUNS AT 15 LF
(1-SIGNAL, 1-SPARE)

630-2-12

2 RUNS AT 18 LF
(1-SIGNAL, 1-SPARE)

630-2-11

2 RUNS AT 13 LF
(1-SIGNAL, 1-SPARE)

630-2-12

1 EA 646-1-11

1 EA 665-1-11

2 RUNS AT 35 LF
(1-SIGNAL, 1-SPARE)

630-2-12

PED POLE B
STA. 101+63.86
62.04' RT.

630-2-11 2 RUNS AT 7 LF
(1-SIGNAL, 1-SPARE)
646-1-11 1 EA
665-1-11 1 EA

630-2-12 2 RUNS AT 94 LF
(1-SIGNAL, 1-SPARE)

PED POLE C
STA. 101+01.46
65.59' RT.

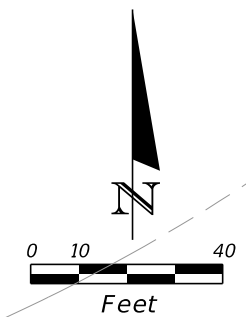
630-2-11 2 RUNS AT 17 LF
(1-SIGNAL, 1-SPARE)
646-1-11 1 EA
665-1-11 1 EA

635-2-11 6 EA

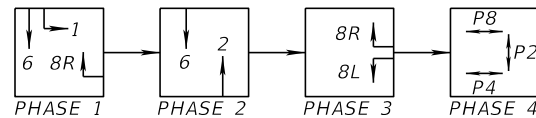
PED POLE D
STA. 100+79.44
45.32' RT.

630-2-11 2 RUNS AT 17 LF
(1-SIGNAL, 1-SPARE)
646-1-11 1 EA
665-1-11 1 EA

630-2-12 2 RUNS AT 69 LF
(1-SIGNAL, 1-SPARE)



SPECIAL S.O.P.



NOTES

- MAJOR ROAD IS AIRPORT RD.
MINOR ROAD IS COMMONS DR W
- POSTED SPEED ON AIRPORT RD.: 35 MPH
POSTED SPEED ON COMMONS DR W: 30 MPH
- EXISTING POWER SERVICE, SIGNAL CABLE, PEDESTRIAN SIGNALS AND DETECTORS SHALL BE MAINTAINED AND RE-UTILIZED UNLESS OTHERWISE SHOWN IN THE PLANS.

Add LPI to proposed movements.

REVISIONS		ENGINEER OF RECORD		CITY OF DESTIN		SIGNALIZATION PLAN	SHEET NO. 4
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY		
				N/A	OKALOOSA		

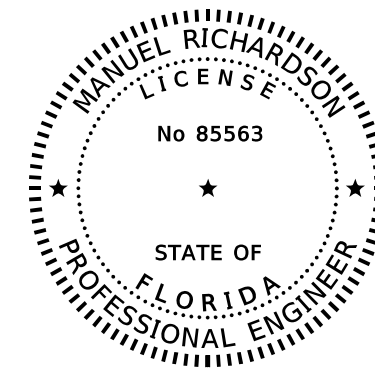
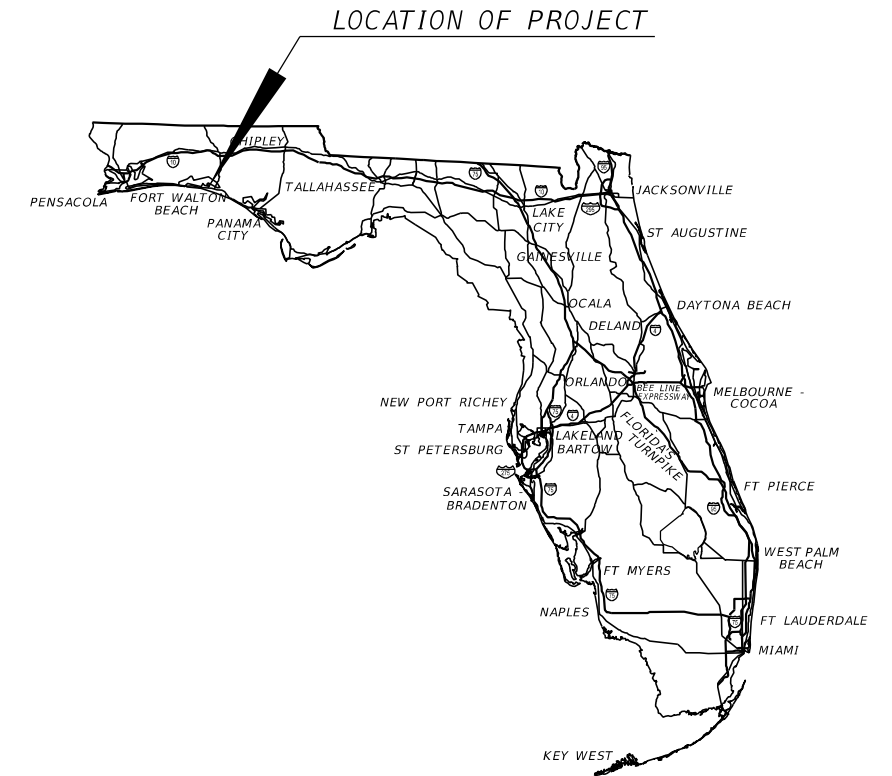
INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	GENERAL NOTES
3	ROADWAY PLAN
4	SIGNALIZATION PLAN
5	SIGNING AND PAVEMENT MARKING PLAN
6	TEMPORARY TRAFFIC CONTROL PLAN

CITY OF DESTIN

OKALOOSA COUNTY

**PEDESTRIAN IMPROVEMENTS AT
AIRPORT ROAD AND COMMONS DRIVE**



THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL
PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED
AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.

**60% Plans
February 2025**

**ROADWAY PLANS
ENGINEER OF RECORD:**

MANUEL RICHARDSON, P.E.
P.E. LICENSE NUMBER 85563
VOLKERT, INC.
215 FAIRPOINT DRIVE, SUITE B
GULF BREEZE, FL 32561

PROJECT MANAGER:

JOE BODI

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
		1

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY 2025-26 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, FY 2025-2026 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>




GENERAL NOTES

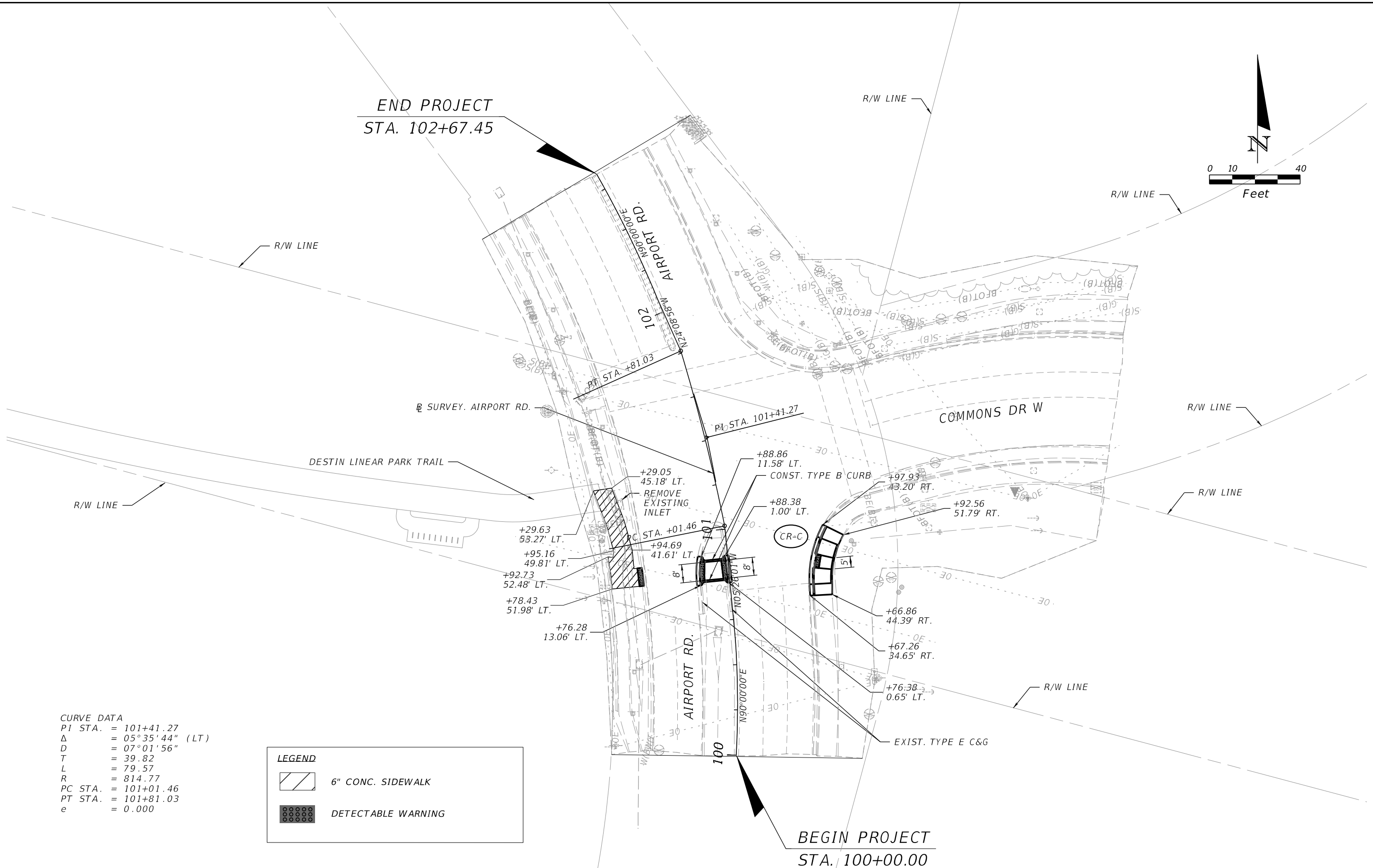
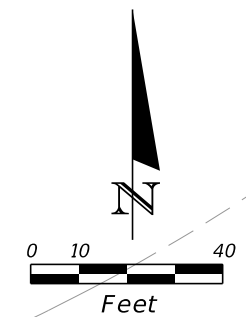
1. ALL SURVEY INFORMATION WAS OBTAINED FROM A LICENSED FLORIDA PROFESSIONAL SURVEYOR AND MAPPER AND UTILIZED AS SUPPORTING DATA IN THE PRODUCTION OF DESIGN PLANS AND FOR CONSTRUCTION ON SUBJECT PROJECT. THE PROFESSIONAL SURVEYOR AND MAPPER OF RECORD IS:

JASON MOSSER, PM
 PROJECT MANAGER
 DIRECT 850-706-2012
 OFFICE 850-638-0790
 1130 HIGHWAY 90
 CHIPLEY FL 32428

2. THE LOCATION(S) OF THE UTILITIES SHOWN IN THE PLANS ARE BASED ON LIMITED INVESTIGATION TECHNIQUES AND SHOULD BE CONSIDERED APPROXIMATE ONLY.



REVISIONS				ENGINEER OF RECORD	CITY OF DESTIN			<p align="center"><i>GENERAL NOTES</i></p>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	2			
				MANUEL RICHARDSON, P.E. LICENSE NUMBER: 85563 VOLKERT, INC. 215 FAIRPOINT DRIVE, SUITE B GULF BREEZE, FL 32561	N/A				OKALOOSA


END PROJECT
STA. 102+67.45



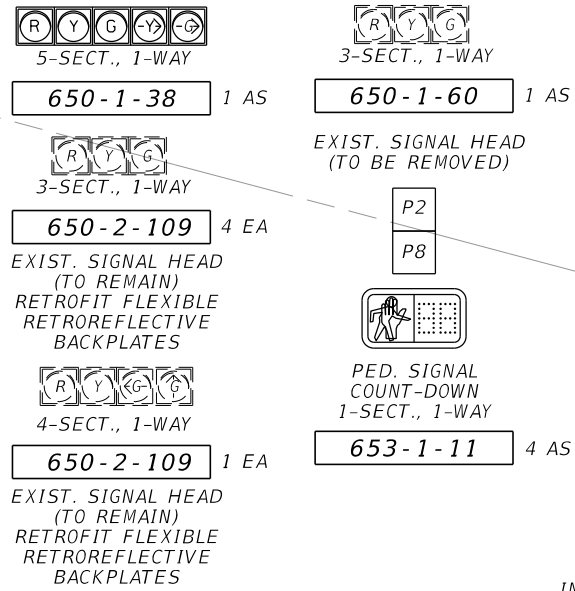
CURVE DATA
 PI STA. = 101+41.27
 Δ = 05°35'44" (LT)
 D = 07°01'56"
 T = 39.82
 L = 79.57
 R = 814.77
 PC STA. = 101+01.46
 PT STA. = 101+81.03
 e = 0.000

LEGEND

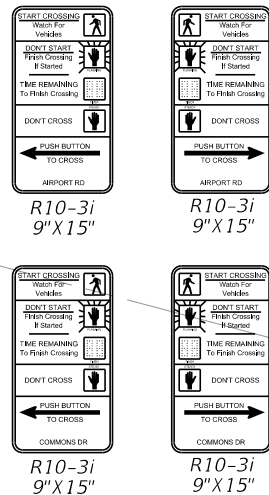
-  6" CONC. SIDEWALK
-  DETECTABLE WARNING

REVISIONS		ENGINEER OF RECORD		CITY OF DESTIN			ROADWAY PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY			3
			MANUEL RICHARDSON, P.E. LICENSE NUMBER: 85563 VOLKERT, INC. 215 FAIRPOINT DRIVE, SUITE B GULF BREEZE, FL 32561	N/A	OKALOOSA			

SIGNAL HEAD DETAIL



PROPOSED SIGNS

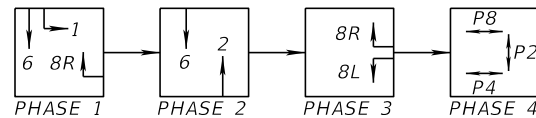


REMOVE EXIST. 3-SECT., 1-WAY TRAFFIC SIGNAL
INSTALL PROPOSED 5-SECT., 1-WAY TRAFFIC SIGNAL

CONTROLLER TIMINGS								
TIMING FUNCTION	1	2	3	4	5	6	7	8
MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	7	15	-	-	-	15	-	7
EXTENSION	-	-	-	-	-	-	-	-
MAXIMUM GREEN 1	16	50	-	-	-	50	-	25
MAXIMUM GREEN 2	-	-	-	-	-	-	-	-
YELLOW CLEARANCE	3.4	4.0	-	-	-	4.0	-	3.4
ALL RED	3.8	2.4	-	-	-	2.4	-	4.9
PEDESTRIAN WALK	-	7	-	7	-	-	-	7
PED. CLEARANCE	-	17	-	22	-	-	-	23
RECALL	-	-	-	-	-	-	-	-

EXIST. CONTROLLER (TO REMAIN)
TIMINGS TO BE ADJUSTED
1 EA 670-2-40

SPECIAL S.O.P.



NOTES

- MAJOR ROAD IS AIRPORT RD.
MINOR ROAD IS COMMONS DR W
- POSTED SPEED ON AIRPORT RD.: 35 MPH
POSTED SPEED ON COMMONS DR W: 30 MPH
- EXISTING POWER SERVICE, SIGNAL CABLE, PEDESTRIAN SIGNALS AND DETECTORS SHALL BE MAINTAINED AND RE-UTILIZED UNLESS OTHERWISE SHOWN IN THE PLANS.

2 RUNS AT 35 LF
(1-SIGNAL, 1-SPARE) 630-2-12

2 RUNS AT 15 LF
(1-SIGNAL, 1-SPARE) 630-2-12

2 RUNS AT 18 LF
(1-SIGNAL, 1-SPARE) 630-2-11

PED POLE A
STA. 100+77.00
42.44' LT.
2 RUNS AT 13 LF
(1-SIGNAL, 1-SPARE) 630-2-12
1 EA 646-1-11
1 EA 665-1-11

PED POLE B
STA. 101+63.86
62.04' RT.
630-2-11 2 RUNS AT 7 LF
(1-SIGNAL, 1-SPARE)
646-1-11 1 EA
665-1-11 1 EA

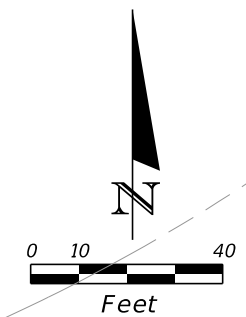
630-2-12 2 RUNS AT 94 LF
(1-SIGNAL, 1-SPARE)

PED POLE C
STA. 101+01.46
65.59' RT.
630-2-11 2 RUNS AT 17 LF
(1-SIGNAL, 1-SPARE)
646-1-11 1 EA
665-1-11 1 EA

635-2-11 6 EA

PED POLE D
STA. 100+79.44
45.32' RT.
630-2-11 2 RUNS AT 17 LF
(1-SIGNAL, 1-SPARE)
646-1-11 1 EA
665-1-11 1 EA

630-2-12 2 RUNS AT 69 LF
(1-SIGNAL, 1-SPARE)

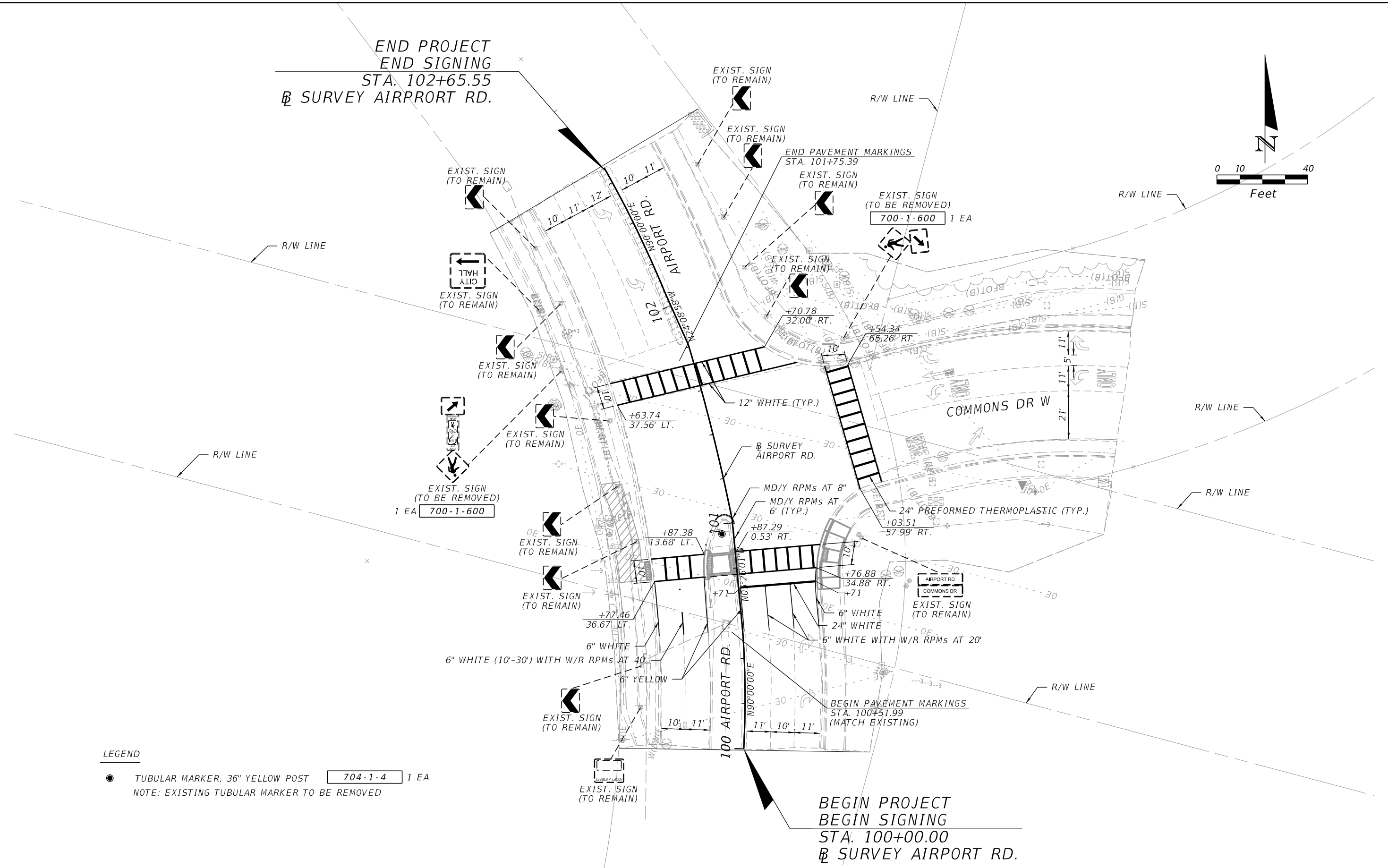
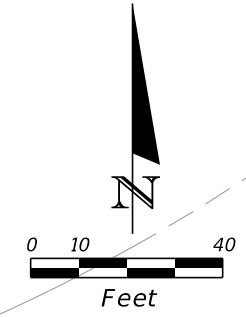


REVISIONS				ENGINEER OF RECORD	CITY OF DESTIN		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	
				MANUEL RICHARDSON, P.E. LICENSE NUMBER: 85563 VOLKERT, INC. 215 FAIRPOINT DRIVE, SUITE B GULF BREEZE, FL 32561	N/A	OKALOOSA	4

SIGNALIZATION PLAN


END PROJECT
END SIGNING
STA. 102+65.55
B SURVEY AIRPRORT RD.

BEGIN PROJECT
BEGIN SIGNING
STA. 100+00.00
B SURVEY AIRPORT RD.



LEGEND

- TUBULAR MARKER, 36" YELLOW POST 704-1-4 1 EA
NOTE: EXISTING TUBULAR MARKER TO BE REMOVED

REVISIONS		ENGINEER OF RECORD		CITY OF DESTIN		 <i>SIGNING AND PAVEMENT MARKING PLAN</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY		5
			MANUEL RICHARDSON, P.E. LICENSE NUMBER: 85563 VOLKERT, INC. 215 FAIRPOINT DRIVE, SUITE B GULF BREEZE, FL 32561	N/A	OKALOOSA		

TRAFFIC CONTROL GENERAL NOTES:

1. THE EXISTING POSTED SPEED SHALL BE MAINTAINED DURING ALL TRAFFIC CONTROL PHASES UNLESS SHOWN OTHERWISE IN THE PLANS.
2. PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) HAVE BEEN INCLUDED IN THE CONTRACT TO PROVIDE INFORMATION TO MOTORIST DURING THE MAINTENANCE OF TRAFFIC PHASES. LOCATION OF SIGNS, ALONG WITH CONTENT AND LENGTH OF MESSAGE TO BE APPROVED BY THE ENGINEER.
3. FDOT STANDARD PLANS INDEX 102-615 SHALL BE USED FOR SINGLE LANE CLOSURE.
4. FDOT STANDARD PLANS INDEX 102-660 SHALL BE USED FOR SIDEWALK CLOSURE.

GENERAL PHASING NOTES:

THE FOLLOWING NOTES APPLY TO EACH PHASE OF THE PROJECT.

1. INSTALL ADVANCE WARNING SIGNS PER FDOT STANDARD PLANS INDEX THROUGHOUT PROJECT.
2. INSTALL EROSION CONTROL DEVICES.
3. MAINTAIN EXISTING TRAFFIC PATTERNS DURING NON-ACTIVE WORK PERIODS.

PHASE 1

1. THE INTENT OF THIS PHASE IS TO CONSTRUCT DRAINAGE STRUCTURES, RECONSTRUCT SIDEWALK ALONG WEST END, REPLACE SIGNAL HEAD ON MAST, AND CONSTRUCT CURB RAMP.
2. UTILIZE STANDARD PLAN INDEX 102-613 FOR SINGLE LANE CLOSURE.
3. CONSTRUCT DRAINAGE STRUCTURES AND CONSTRUCT SIDEWALK ALONG WEST END. ANY DROP-OFF CONDITION SHALL BE RESTORED DURING INACTIVE WORK PERIOD.
4. REPLACE SIGNAL HEAD ON MAST ARM.
5. INSTALL DETECTABLE WARNING SURFACE AT NEW CURB RAMP.

PHASE 2


1. THE INTENT OF THIS PHASE IS TO RECONSTRUCT MEDIAN.
2. UTILIZE STANDARD PLAN INDEX 102-660 FOR SINGLE LANE CLOSURE AT INTERSECTION.
3. CONSTRUCT CURB RAMPS AT MEDIAN.
4. INSTALL DETECTABLE WARNING SURFACES.

PHASE 3

1. THE INTENT OF THIS PHASE IS TO CONSTRUCT CURB RAMP ALONG EAST END AND INSTALL PROPOSED PED SIGNALS.
2. UTILIZE STANDARD PLAN INDEX 102-660 FOR SINGLE LANE CLOSURE AT INTERSECTION.
3. CONSTRUCT CURB RAMPS.
4. INSTALL DETECTABLE WARNING SURFACES.
5. INSTALL PEDESTRIAN SIGNALS

PHASE 4

1. THE INTENT OF THIS PHASE IS TO PROVIDE FINAL PAVEMENT MARKINGS.
2. INSTALL PAVEMENT STRIPING AND RPM'S (SEE SIGNING AND PAVEMENT MARKING PLANS.)

REVISION				ENGINEER OF RECORD		CITY OF DESTIN			TEMPORARY TRAFFIC CONTROL PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY			6
				MANUEL RICHARDSON, P.E. LICENSE NUMBER: 85563 VOLKERT, INC. 215 FAIRPOINT DRIVE, SUITE B GULF BREEZE, FL 32561		N/A	OKALOOSA			

2025 Paving & Striping remaining & 2026 Paving & Striping

1. Gulf Shore Dr (Sandpiper Cove to Dead End) – may have to postpone to FY26
2. Misty Way
3. Sea Hills Dr
4. Spanish Moss Tr
5. Spring Lake Dr
6. 98 Palms – FY26
7. Anna St – FY26
8. Beach Cir – FY26
9. Cardinal Cir – FY26
10. Cedar St – FY26
11. Choctaw Dr
12. Cypress St
13. Driftwood Cir
14. Driftwood Ln
15. Elise Ln
16. Evergreen Dr
17. Flamingo Dr
18. Forest St
19. Harbor Ln (IT to Bayou)
20. Heron Cir
21. Heron Ln
22. Hutchinson St (Luke to SC98)
23. Jupiter St
24. Kell-Aire Ct
25. Kell-Aire Dr
26. Kent Ln
27. Lagoon Dr
28. Lee Ln
29. Magnolia Dr
30. Mars St
31. Norriego Rd
32. North Lakeside Dr
33. Primrose Cir
34. Primrose Ln
35. Primrose Pl
36. Teepee Ct
37. Wild Oak Ave

Note:

- N Lakeside and Misty with some of the attached cul-de-sacs in one fell swoop and,
- At the rate that Airport Road is declining it may supplant several projects in FY26.

As of 3/25/2025

2025 Paving & Striping

Bayview St	Milled	Resurfaced	
Benning Dr (Mountain to 98)	Milled	Resurfaced	
Benning Dr (Mountain to Calhoun)	Milled	Resurfaced	
Carter Ln	Milled	Resurfaced	Striped
Fifth St	Milling Scheduled		
First Ave	Milling Scheduled		
First St	Milled	Resurfaced	Striped
Fourth St	Milling Scheduled		
John Ave (Crystal Bch Dr to Tarpon)	Milled	Resurfaced	Stripe Scheduled
John Ave (Tarpon to Dolphin)	Milled	Resurfaced	Stripe Scheduled
Mimosa Ave	Milling Scheduled		
Mountain Drive (Beach to Benning)	Milled	Resurfaced	
Pompano St	Milled	Resurfaced	Stripe Scheduled
Second Ave	Milling Scheduled		
Second St	Milling Scheduled		
Sibert Ave (Cross to Benning)	Milled	Resurfaced	Striped
Third Ave	Milling Scheduled		
Third St	Milling Scheduled		

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



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

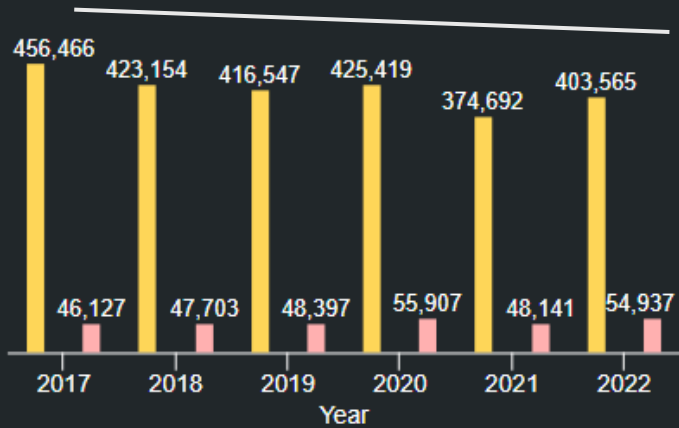
[Visit the PHNHOLUN Store](#)

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

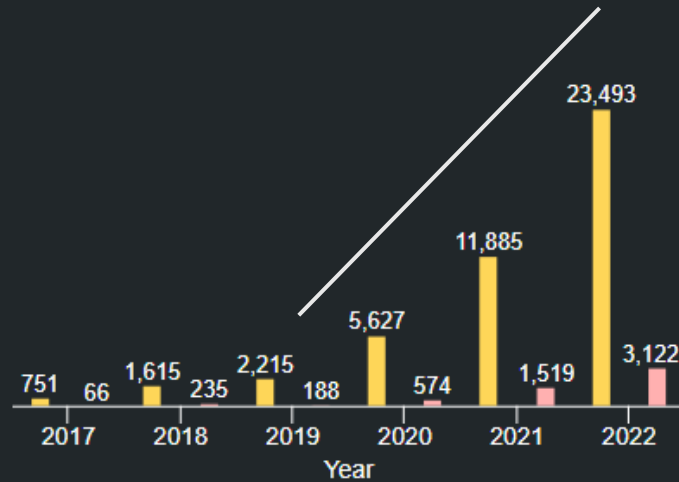
Roll over image to zoom in

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

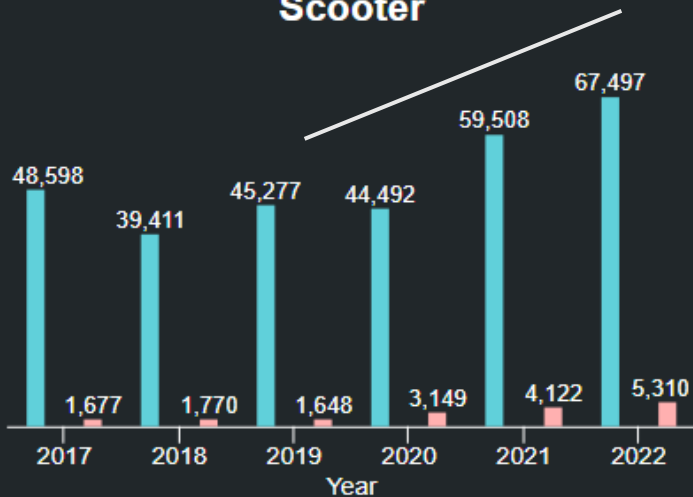
Bike



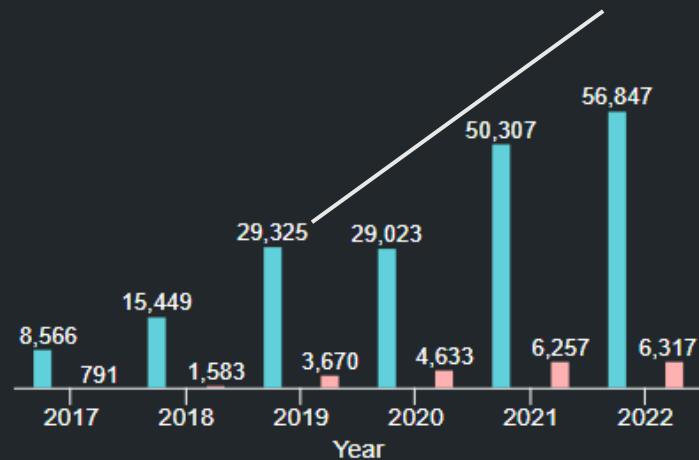
eBike



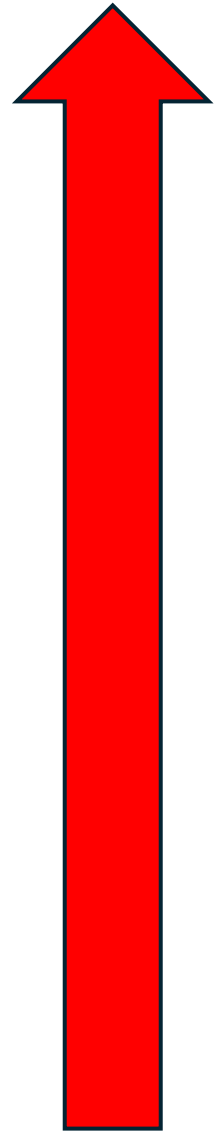
Scooter



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.

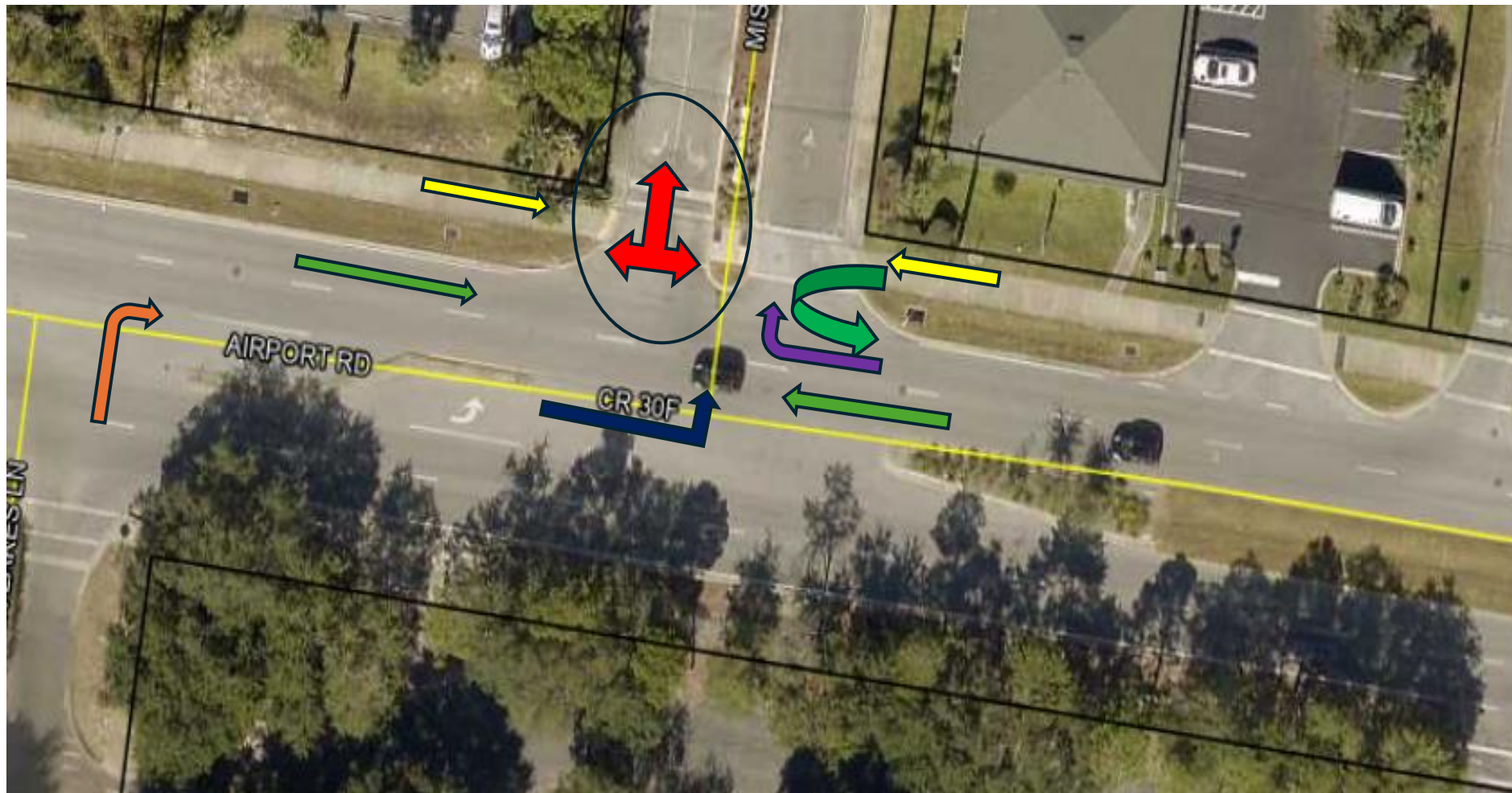
If an Actual Problem, What are Potential Solutions

- 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 regretfully 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

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

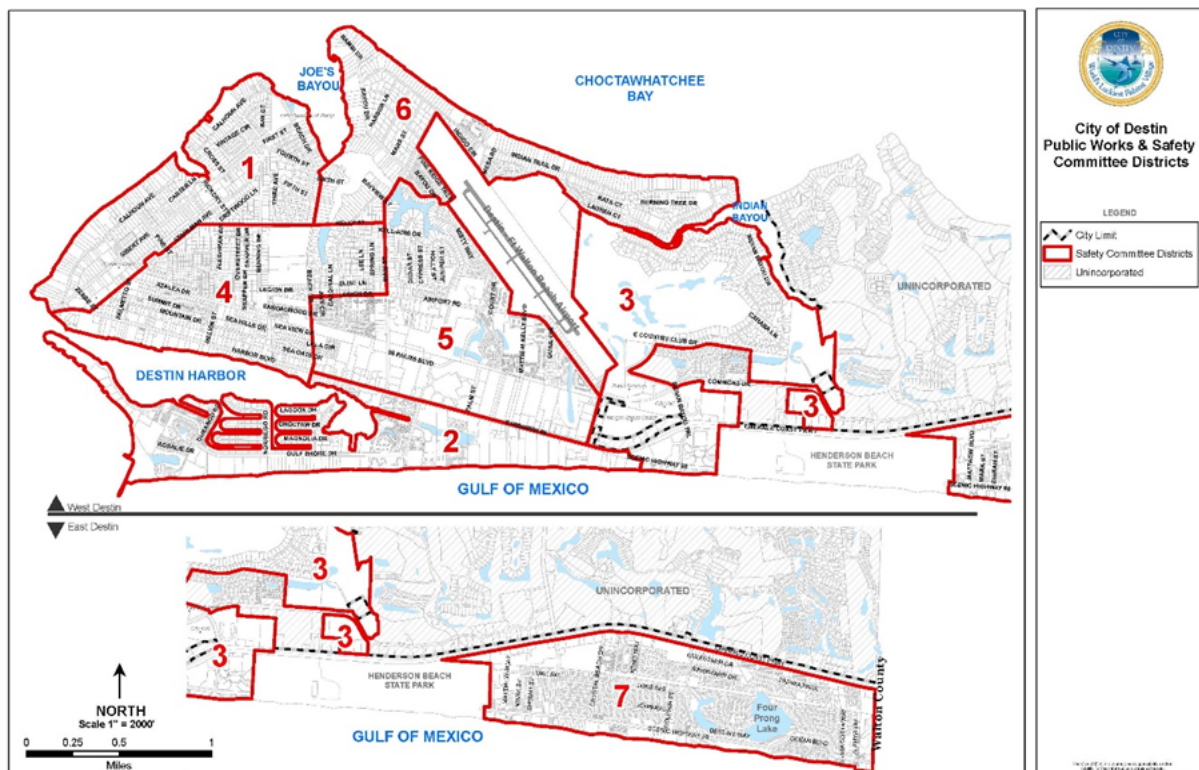
PUBLIC WORKS/PUBLIC SAFETY COMMITTEE

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

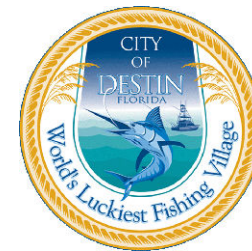
CITY OF DESTIN **PUBLIC WORKS/PUBLIC SAFETY COMMITTEE** **AREA ASSIGNMENTS AS OF Mar 2025**

- 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. Vacant



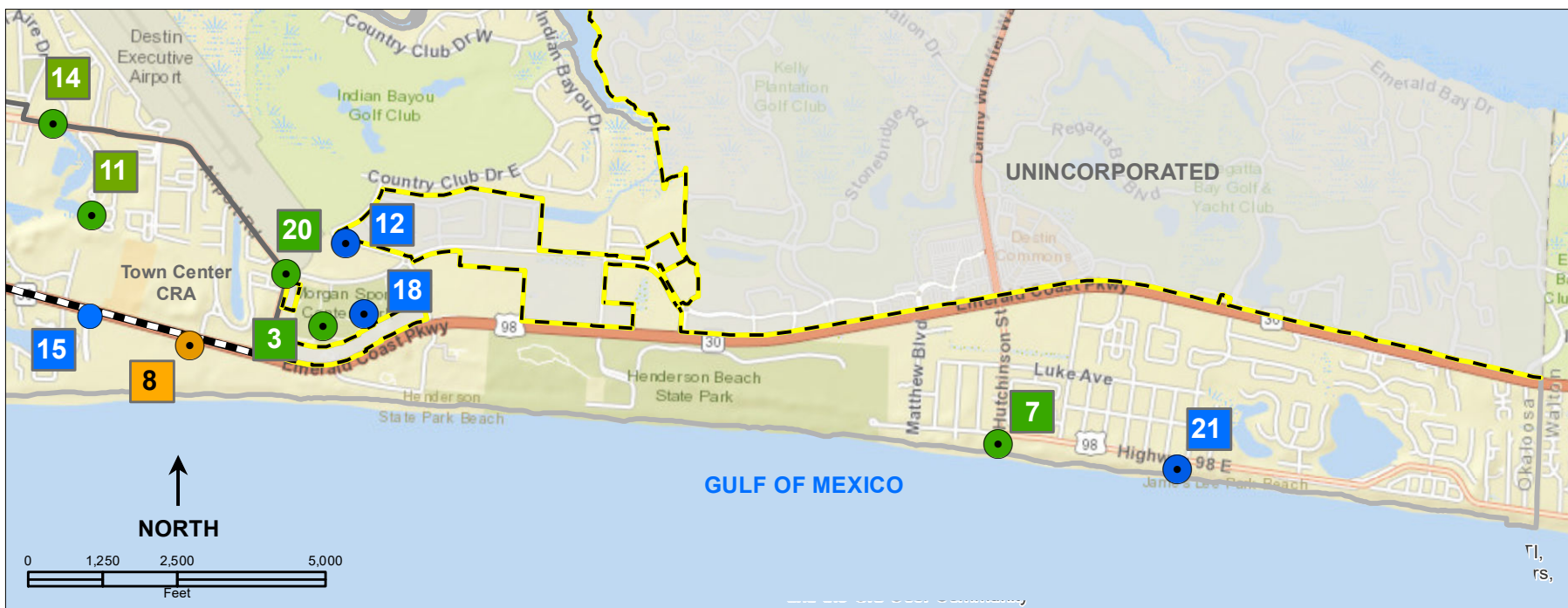
City Projects March 2025



LEGEND

- Under Design/Permitting
- Other Projects
- Under Construction
- (PD&E) Study Hwy. 98 Airport Rd. to include the Marler Bridge.
- City Limit Line

▲ West Destin
▼ East Destin



1. Crosstown Connector (Beach to Benning).
2. Zerbe/Calhoun Pedestrian Project Phase II (Boardwalk under the Bridge).
3. Morgan Sports Center – Bathroom, bathing cage and maintenance facility expansion.
4. Clement Taylor Park Improvements, 131 Calhoun Ave.
5. Sibert Ave Parking Lot Improvements, 108 Sibert Ave
6. Hwy 98 at Stahlman Ave Signalization Project.
7. The Shores at Crystal Beach Parking lot additions.
8. Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Rd to include the Marler Bridge.
9. Mattie M. Kelly Park (FDEP).
10. CTC Wayside Trail.
11. Linear Trail.
12. Pickleball.
13. Norriego Point Park/Gulf Shore Drive Extension.
14. Airport Road/Industrial Park Road Median Improvements.
15. Utility Undergrounding (Marler Bridge to Airport Road).
16. Channel Maintenance Dredging.
17. Library Employee Parking Addition.
18. Morgan Sports Center – Field/Parking Lights.
19. Buck Destin Park- Bathroom Relocation.
20. Airport Drive/Commons Blvd. Pedestrian Signal Upgrade.
21. Tarpon Street Parking Lot Additions.
22. Sidewalk Replacement Captain Royal Melvin Park.
23. Mattie Kelly Park Drainage Outfall Project.