



City of Sunny Isles Beach ADA Transition Plan

TABLE OF CONTENTS

3	ADA Transition Plan
3	Introduction
3	Title I: Employment
3	Title II: Public Services
3	Title III: Public Accommodations
4	Title IV: Telecommunications
4	Title V: Miscellaneous Provisions
4	ADA Transition Plan Requirements
5	Program Accessibility
6	Public Participation
7	Design & Regulation of Improvements
7	ADA Self-Assessment
10	Evaluation of Pedestrian Facilities
11	Pedestrian Accessibility Evaluation
12	Evaluation of Conditions & Community Usage of Pedestrian Facilities
13	Sidewalk Obstructions
13	Sidewalk Connectivity
13	Crossing Connectivity
14	Pedestrian Needs Assessment
15	Map of Sidewalk Infrastructure
16	Evaluation of Intersections
18	ADA Compliance
18	Summary of Recommendations
19	ADA Accessibility Improvement Priority List
20	Current City Improvements Underway
21	Future Improvements to be Implemented
22	Buildings & Facilities
22	Record Keeping
23	Notice Under the ADA
23	Grievance Procedures

INTRODUCTION

The City of Sunny Isles Beach (the City) has developed an Americans with Disability Act (ADA) Transition Plan to better serve its community and develop policies and practices for implementing physical pedestrian improvements within the public right of way of the City. The goal is to continue to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a federal civil rights law that provides protection for all persons with disabilities against discrimination by public and private entities. The ADA extends similar earlier protections provided by Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program, service or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodations for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

TITLE I: EMPLOYMENT

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

TITLE II: PUBLIC SERVICES

Title II prohibits state and local government from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs series or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non-discrimination policies described in Title II.

TITLE III: PUBLIC ACCOMMODATIONS

Title III requires places of public accommodation to be accessible and usable by persons with disabilities. The term public accommodation as it applies to public agencies refers to any publicly funded and operated facility serving the public.

TITLE IV: TELECOMMUNICATIONS

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

TITLE V: MISCELLANEOUS PROVISIONS

Title V contains several miscellaneous regulations, including construction standards and practices, provision for attorney's fees and technical assistance provisions. This plan provides the action items necessary to ensure compliance with ADA Statutes based on the City Self-Assessment Evaluation.

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973 but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been operating under the requirements of Section 504 for many years.

The City is also required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. As such, the City's designated ADA Coordinator is:

Stan Morris, Deputy City Manager & ADA Program Access Coordinator
City: City of Sunny Isles Beach
Address: 18070 Collins Avenue
Phone number: 305-792-1807
Email Address: smorris@sibfl.net
Fax number: 305-792-1681
TTY: 305-792-1589

ADA TRANSITION PLAN REQUIREMENTS

According to ADA, the City is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services is important to determine what physical changes are necessary. The ADA Transition Plan documents what action the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City's jurisdiction, and schedules improvements to provide access for individuals with disabilities to the City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, the City can choose from various administrative solutions such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice (DOJ) rules to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, this ADA Transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrians walk across curbs, giving priority to walkways serving entities covered by the ADA, including State and City facilities, transportation, places of public accommodation, and employment, followed by walkways serving other areas.
2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities
3. The ADA Transition Plan shall describe the methods that it will use to make the facilities accessible: and
4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each of the transition periods.

PROGRAM ACCESSIBILITY

The Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

The first step in determining what structural changes to existing facilities are necessary to develop an understanding of the specific public program and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right of way. It should be noted that this section is not intended to be a self-evaluation as described in the ADA. A self-evaluation includes an analysis of all programs and services offered by a public entity.

The activity of using the public right of way may be considered a program in two different ways

- 1) Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs. At various public and private facilities located on adjacent properties.
- 2) Streets, sidewalks and curb ramps may themselves represent a program or public pedestrian activities that are essential to the usage and enjoyment of a city's built environment.

The Department of Justice's Title II Technical Assistance manual points out that the public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility wouldn't require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-ways are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

PUBLIC PARTICIPATION

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to services, programs or activities of the public entity, and to apprise the public of the protection against discrimination afforded to them by the ADA. A public entity is also required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during formal public review period.

A copy of this Transition Plan will be published on the City of Sunny Isles Beach website and the public will be invited to provide comments. The plan will be updated, as needed, based on the comments received. Comments on the plan can be provided by the City's ADA Coordinator in writing by letter or email to smorris@sibfl.net, in person or via phone at 305-792-1807. The City will maintain a log of all comments registered.

In 2016 the City hired a professional planning firm to create a Transportation Master Plan (TMP), which collected input on ADA accessibility from residents via multiple public workshops held throughout the City and a survey that was disseminated via paper and

email. Additionally, the ADA People with Disabilities Citizen Survey, attached as Exhibit A, is posted on the City's website.

DESIGN & REGULATION OF IMPROVEMENTS

The City will adhere to the ADA design standards put forth by the Florida Department of Transportation Design Standards, and requirements of the Florida Building Code. The technical provisions of the Design Standards as well as the Florida Department of Transportation's Plans Preparation Manual, as related to ADA accessibility to public facilities, is adopted by reference as part of this report. Reference to Americans with Disabilities Act Accessibility Guidelines (ADAAG) have been used to determine considerations for accessible design.

ADA SELF-ASSESSMENT

The following section details the self-assessment plan for the City.

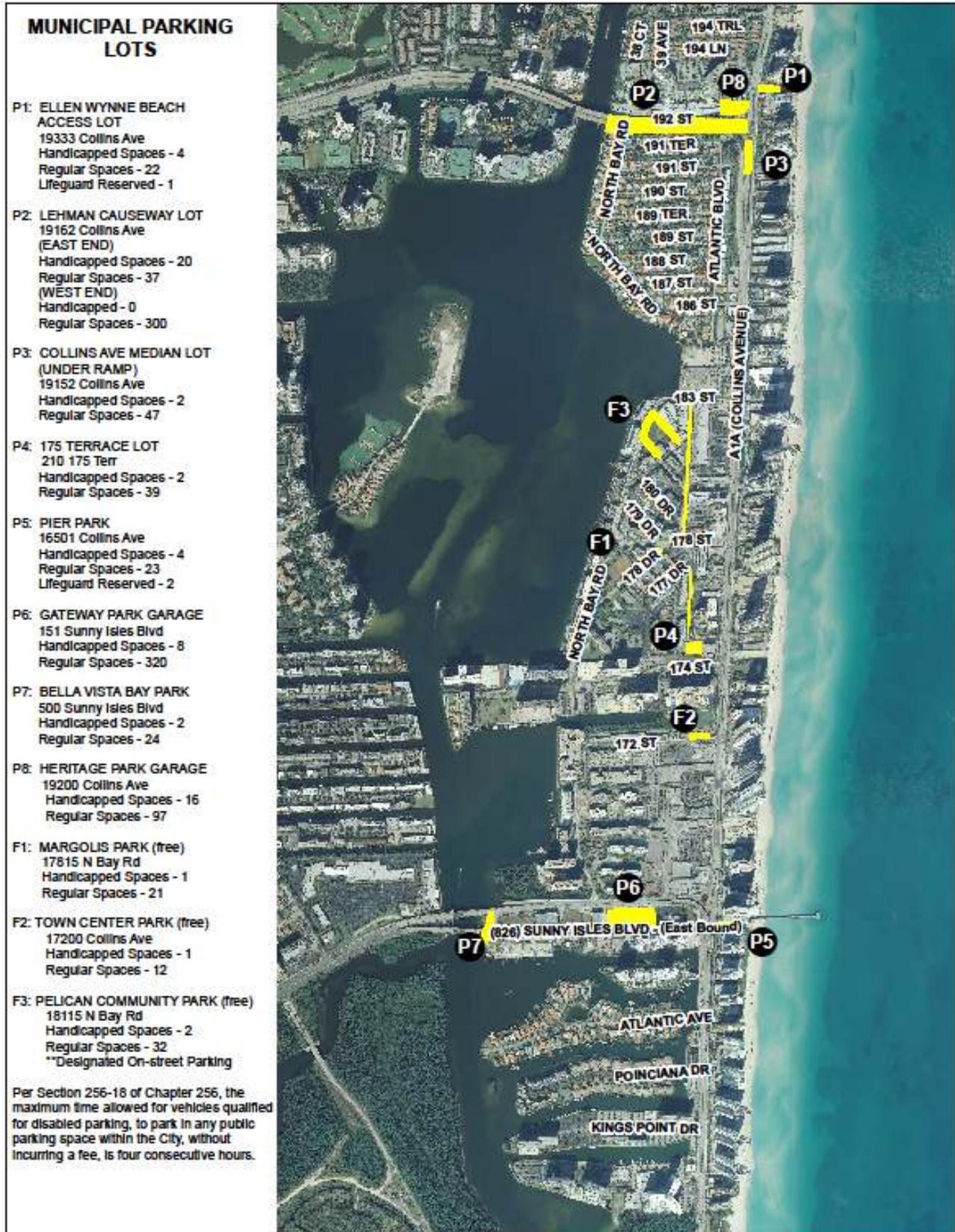
In 2016, the City hired a professional planning firm to create its first Transportation Master Plan (TMP) that took a comprehensive look at transportation issues Citywide, including ADA Accessibility, and developed a priority list for improvements.

The creation of the TMP included looking at different aspects of ADA accessibility, including evaluating all intersections within City limits, the availability of disabled spaces and accessibility in each Municipal Parking Lot, evaluation of all pedestrian facilities, including sidewalks throughout the City.

Evaluation of Intersections within the City:



Availability of Disabled Spaces & Accessibility in all Municipal Parking Lots:



EVALUTION OF PEDESTRIAN FACILITIES

The City of Sunny Isles Beach has approximately 14 miles of sidewalks which cover an estimated 84% of City streets. The current network of pedestrian facilities includes sidewalks, park trails, and intersection treatments. However, the level of connectivity and comfort provided by the pedestrian network varies between neighborhoods, depending on the urban form, roadway characteristics, and other factors.

Areas without full sidewalk coverage tend to be residential neighborhoods, including locations in the Golden Shores and Atlantic Island areas. Additionally, several sectors in the north end of the City are missing crosswalks in relation to key retail shops, parking lots and beach access points. While sidewalk coverage is fairly comprehensive, some sidewalks need repair or feature obstructions such as bus shelters, electric boxes, light posts or other obstacles, which create impediments to pedestrians.

Historically, the City has been very good with upkeep of its existing infrastructure, with low levels of liability as a result of this consistent effort. However, in the future, as the City installs specific sidewalk pavers to replace the concrete sidewalks along Collins Avenue, it will assume liability from FDOT in those areas. Yearly upkeep for reporting therefore is needed, in order to satisfy City agreements with FDOT. As some upkeep issues existed along Collins Avenue were noted and persisted during this study, repair and maintenance bear additional scrutiny for the future.

Overall, the pedestrian network is fairly comprehensive, but it exhibits the following issues and deficiencies:

SIDEWALKS: Missing segments, cracked and/or poorly maintained in some locations, not ADA-compliant, too narrow and obstructed in many locations.

INTERSECTION CROSSWALKS: Not sufficient in many sections of Collins Avenue, lacking signalization, signage, landing pads adequately spaced, and unsafe.

AMENITIES: Lacking shade trees, benches, and trash receptacles that would aid in making the sidewalks more user friendly.

Specific details of the above summation, such as locations of where pedestrian refuge islands should be emplaced, location of pedestrian bridges or midblock crossings to facilitate safety, locations where there are no sidewalks, and other aspects of the pedestrian environment can be found in the projects sheets. Specific details therein resulted in the creation of projects for the City to implement; as applicable, the details resulted in the actual cost estimates (i.e Sidewalk cost estimates are based on cost per linear foot).

To evaluate the sidewalks, a level of service (LOS) standard was utilized. The City has no current LOS standard in the Comprehensive Plan, but should adopt one in order to have a method of evaluation for local pedestrian facilities and ADA compliance.

Level of Service (LOS) standards are commonly used to evaluate pedestrian & roadway conditions. Pedestrian LOS standards are much less common, but for this plan the following standards - based on sidewalk conditions, supporting amenities, and the overall pedestrian environment quality - were developed:

LOS A: Highly pedestrian oriented and attractive for pedestrian trips, with sidewalks, pedestrian friendly and ADA compliant intersection design, low-vehicular traffic volume, and ample pedestrian amenities.

LOS B: Similar to A, but with fewer amenities and low to moderate level of interaction with motor vehicles.

LOS C: Adequate for pedestrians, some deficiencies in intersection design, moderate interactions with motor vehicles.

LOS D: Adequate for pedestrians but with deficiencies in intersection design and pedestrian safety and comfort features, may be some gaps in the sidewalk system, moderate to high interactions with motor vehicles.

LOS E: Inadequate for pedestrian use, deficient pedestrian facilities, high interactions with motor vehicles.

LOS F: Inadequate for pedestrian use, no pedestrian facilities, high interactions with motor vehicles.

PEDESTRIAN ACCESSIBILITY EVALUATION

The City of Sunny Isles Pedestrian LOS table provides a ranking of all segments of the Pedestrian Network for the entire City. Major and minor corridors were inventoried and evaluated for their quality and level for service. The segments were broken up at logical points, usually section or half section line roads, and then analyzed for LOS score assignment.

Many trends are noticeable, such as sidewalk obstruction and crosswalk deficiencies, and impacted scores. Another notable element within the existing conditions matrix is that only one segment is better than a LOS "C". Even in residential districts or small side roads, the LOS is only "C". This is primarily due to the fact that sidewalks are too narrow and are missing amenities such as benches. The level of vehicular traffic has a very large impact on the quality and usage of the pedestrian facilities in the same area. With increased shade and benches, many of these roadways would be LOS A.

City of Sunny Isles Beach Pedestrian LOS Bi-Directional

#	Road	FROM	TO	Pedestrian LOS
1	Collins Avenue	City South Boundary	NE 163rd Street - Sunny Isles Boulevard	D
2	Collins Avenue	NE 163rd Street - Sunny Isles Boulevard	172nd Street	D
3	Collins Avenue	172nd Street	174th Street	D
4	Collins Avenue	174th Street	178th Street	D
5	Collins Avenue	178th Street	183rd Street	D
6	Collins Avenue	183rd Street	186th Street	D
7	Collins Avenue	186th Street	189th Street	D
8	Collins Avenue	189th Street	SR 856	D
9	Collins Avenue	SR 856	193rd Street	D
10	Collins Avenue	193rd Street	Terracina Road	D
11	SR 856 Eastbound	Collins Avenue	City Boundary West	F
12	SR 856 Westbound	City Boundary West	Collins Avenue	F
13	Bay View Drive	Collins Avenue	End	D
14	Kings Point Drive	Collins Avenue	End	C
15	Poinciana Drive	Collins Avenue	End	F
16	Atlantic Isle	Collins Avenue	End	F
17	SR 826 Eastbound	Collins Avenue	City Boundary West	D
18	SR 826 Westbound	Collins Avenue	City Boundary West	D
19	N Bay Road	SR 826	172nd Street	C
20	N Bay Road	174th Street	178th Street	C
21	N Bay Road	178th Street	183rd Street	C
22	N Bay Road	185th Street	191st Terrace	C
23	172nd Street	Collins Avenue	N Bay Road	C
24	174th Street	Collins Avenue	End	C
25	175th Terrace	Collins Avenue	Atlantic Boulevard	C
26	178th Street	Collins Avenue	Atlantic Boulevard	C
27	178th Street	Atlantic Boulevard	N Bay Road	C
28	183rd Street	Collins Avenue	N Bay Road	C
29	185th Street	Collins Avenue	N Bay Road	E
30	186th Street	Collins Avenue	Atlantic Boulevard	E
31	186th Street	Atlantic Boulevard	N Bay Road	F
32	189th Street	Collins Avenue	N Bay Road	F
33	193rd Street	Collins Avenue	Gate	B
34	Atlantic Boulevard	175th Terrace	178th Street	C
35	Atlantic Boulevard	178th Street	183rd Street	C
36	Atlantic Boulevard	185th Street	189th Street	F

EVALUATION OF THE CONDITION & COMMUNITY USAGE OF PEDESTRIAN FACILITIES SIDEWALK CONDITIONS

Sidewalks throughout the City are generally well maintained; however, some sections present poor conditions such as cracks, uneven segments and similar issues. Along Collins Avenue and other major roads, cracked and uneven sidewalks pose serious issues which hinder multimodal development and potentially expose the City or County to litigation. Some sidewalks were observed to be affected by adjacent construction. Entrances to various active construction sites on Collins Avenue were observed as creating pedestrian/ vehicle conflicts.

Average sidewalk widths within the City range between 5 feet and 8 feet, an acceptable width that allows for either bi-directional traffic or for two pedestrians to walk side by side. On Collins Avenue's west side, the sidewalks are on average of 10 feet. However, this minimum width is constrained in many locations by poles, bus shelters, and other obstacles which requires pedestrians to walk in a zigzag pattern, creating an impediment for disabled persons and a potential liability for the City.

SIDEWALK OBSTRUCTIONS

Power poles, benches, signs, bus shelters, mast art poles, electric boxes and similar obstructions are pervasive, particularly along Collins Avenue. While these items are often placed in technical compliance with the minimum 32-36-inch clearance requirements, visual and physical interferences are major impediments to sidewalk use, and can walking difficult or even dangerous. Such issues are of concern for people pushing carts or strollers, older pedestrians, those with impaired vision and people with mobility difficulties.

SIDEWALK CONNECTIVITY

Although the City's current sidewalk network is fairly inclusive, there are some areas of concern. The sidewalk level of connectivity varies between neighborhoods and roadways. Areas lacking pedestrian facilities and amenities without full sidewalk coverage tend to be residential neighborhoods such as Golden Shores and Atlantic Island. Despite the fact that sidewalks exist, there are several areas throughout the City with connectivity issues such as on North Bay Road between 172nd and 174th Street. However, sidewalks are generally well maintained, with some exceptions on Collins Avenue.

In the Golden Shores neighborhood, prior work to install draining has resulted in visible drainage gates in the roadway. In addition, this drainage system, while necessary, created a situation by which, due to the lack of easement and right-of-way, is a cause of the lack of sidewalks in the neighborhood today. Understandably, to revisit and add sidewalks in the neighborhood would be highly expensive, as it will require re-engineering of the drainage system. However, there is still a need for sidewalks in the Golden Shores neighborhood; in particular, this will ensure ADA compliance with the local Shuttle stops, which have benches and signage, but no sidewalks or landing pads, despite the Shuttles being accessible.

CROSSING CONNECTIVITY

Often cited in public comments during the outreach process, crossing safely on Collins Avenue is a major concern for residents, particularly in terms of the length of countdown available at signalized crosswalks. Existing Comprehensive Plan items indicate a standard of one second of crossing time for every four feet of crossing, and was noted as a cause of concern particularly among elderly respondents. Changes in the pedestrian timing has consequences beyond the pedestrian facility. This is particularly true for all crossings on Collins Avenue, some of which are at failing intersections. While attempting to change the standard to one second for every three feet may resolve this issue, the

effect it will have on signal timing on already failing intersections will likely result in a denial for the proposed on the State regulated roadway.

The options available are to ensure refuge areas for those who cannot make the trip in one crossing, or to separate the crossing from the traffic either by using tunnels or overpasses. Tunnels, though often cited in public comments, are prohibitively expensive and may not be feasible, given the high-water table (2 feet below the surface), without extreme amounts of engineering. Sea level rise also poses a concern for later tables. Overpasses, on the other hand, should be the locally preferred alternative to resolving this issue. A comparison of the two options along Collins Avenue show a likely cost difference of approximately \$1.1 million for a prefabricated bridge across Collins Avenue versus a pedestrian tunnel, which can cost upwards of \$ 2 - 2.5 million, depending on highly location specific details and need to account for ADA, pumps, buoyancy, and protection of the tunnel in shielding against water. However, by separating the pedestrian crossing from vehicular traffic, the problem of timing, as well as other safety considerations resulting from vehicular turns are eliminated. Planned properly, as seen in other cities nationwide, an overpass can be landscaped as a portion of a parks and green corridor system, addressing Sunny Isles Beach's need for park space while also allowing for a better walking experience. With overpasses, ADA considerations must be considered and given special attention during the planning phases.

Further, review of available places to cross indicate the need for better connectivity through the installation of crossing points on Collins Avenue at 191st Terrace, 186th Street, and in the vicinity of 182nd Street. These crossing points not only provide access local parking and shopping, but are specifically needed in order to reduce walking distances on long blocks. In the case of a 182nd Street crossing, for example, the walking distance could be reduced by upwards of 0.3 miles. Comparatively, as a standard, the average person is willing to walk 0.25 miles, with 0.5 miles given good conditions (rest, shade, aesthetically pleasing environment). Given this consideration, standard crossings at 0.10 miles to 0.15 miles are appropriate and desirable.

PEDESTRIAN NEEDS ASSESSMENT

Patterns of behavior indicate that pedestrians travel the same directions as vehicles. This is due to geography and the lack of connections which could be bridged with an alternative grid. The lack of connectivity means that walking distances are longer than what they potentially could be as with prior studies, this was also reflected recently with the Safe Routes to School Study, where the routes took circuitous paths.

Walking is the most versatile of all modes of transportation, as it requires the least passageway space per person. By filling in the gaps in the pedestrian network, shorter routes between origins and destinations will begin to emerge. Underlying all of this are the concepts of mobility and accessibility. Unlike cars, which require between ten and twelve feet of right-of-way, a pedestrian needs only a narrow corridor, with alleyways and other spaces serving needs adequately. In the Safe Routes example, a more direct path to school could have been affected with a new one-block pedestrian pathway. Instead,

the lack of a connecting path results in having to walk a distance close to three times as much as this missing direct pathway.

Recognition of these alternative pathways implies that the pedestrian grid, while related to the overall roadway network, has more connections. Where these connections theoretically exist, projects can be constructed to create new pedestrian facilities that bridge gaps in the system. Where there are no sidewalks, the City should first begin by filling in the sidewalk network by ensuring sidewalks along all roadways within the City. It can then further develop the grid by creating new connections to supplement the basic component of the grid.

MAP OF SIDEWALK INFRASTRUCTURE:



EVALUATION OF INTERSECTIONS

Safety and ability to cross Collins Avenue and 163rd Street were issues noted both by public comments, City staff, and by the field review. For 163rd Street, the City currently has two pedestrian bridges planned, connecting pedestrians through the park. These projects provide a direct connection in an area with documented jaywalking, and should continue to be developed.

Along Collins Avenue, crossings at most major intersections require minor to no improvements. However, improvements should be considered at 186th Street and Collins Avenue and at 189th Street and Collins Avenue. The implementation of new pedestrian paths, based on an alternative grid, special consideration should be given to each of the intersections, in particular when such crossing allows for direct access to beach paths.

A key concern raised by the elderly population is that crossing times are too short. However, it should be noted that any increase of the crossing time will affect traffic and effect the intersection timing, and vehicular flow. The more time given for pedestrian crossings, the less time there will be for vehicles to pass. There is a tradeoff when both vehicular congestion and pedestrian crossing times are major concerns. Given the competing aspects between pedestrian and vehicular usage at intersections, careful consideration must be given to the inherent policy decisions which must be made.





Several options exist to address this issue. First, the City can choose to prioritize the pedestrian over the vehicle, accepting that vehicular congestion is a by-product of such a decision. Second, the City can evaluate, at key intersections, the use of alternative crossing patterns, such as pedestrian scrambles to maximize existing times through a combination of both cross east west- and north-south phases. This, however, will require approval by the State Department of Transportation. Third, the City can accept that some individuals will not be able to cross in one time cycle, and ensure pedestrian refuge areas in the median at each intersection. Lastly, the City may elect to remove the pedestrian from the equation, as seen in other cities, by elevating the crossing via a bridge or elevated plaza, allowing for better pedestrian and vehicular traffic flow through. Realistically, the City will have to evaluate each intersection separately given the varying costs of each potential change, and make individual determinations based on preferred policy.

ADA COMPLIANCE

During the field review, several cases of ADA non-compliance were observed, including missing curb cuts and missing or inadequate detection strips at crosswalks. For detection strips, the standard is to have strips which expand the width of the down ramp, and sized to match the width of the crosswalk. In some cases, the maintenance of sidewalks and crosswalks created deficiencies which posed hazards. ADA compliance had been a part of the Safe Routes to School Study, and importance has been placed by the City on ensuring compliance. Future development at crossings may involve audible crosswalk countdowns for pedestrians, which take the form of either spoken instructions or signal sounds indicating when to cross.

Ensuring ADA compliance requires the implementation of minor changes at crosswalks, such as down ramps, and addressing maintenance issues. Where possible, obstacles should be removed from the sidewalk, or, at a minimum, be aligned as to not create obstacle courses, allowing for a straight path. The City can also be progressive in implementing audible signals for pedestrian crossings.

SUMMARY OF RECOMMENDATIONS

1. Adopt Pedestrian Level of Service Standards.
2. Complete pedestrian grid by filling in gaps through installation of sidewalks along all roadways, including completing pedestrian connectivity on North Bay Road from 163rd Street to Heritage Park, and other areas through the implementation of new pedestrian paths.
3. Ensure seating for pedestrians are located approximately every 0.1 mile.
4. Ensure appropriate shade for pedestrians on all walking paths.
5. Shorten walking distances through the implementation of appropriate crossings along Collins Avenue and the development of alleyways as public space to break up larger blocks, including in the Town Center area.
6. Enhance pedestrian safety on roadways through repair and maintenance of existing facilities and intersections through the implementation of pedestrian islands, pedestrian bridges, and elevated park plazas.
7. Enhance ADA accessibility through the installation of curb cuts, detection strips, audible crosswalk signals, ADA accessible beach paths, and removal of any sidewalk obstructions.
8. Link planning for the pedestrian network with development of the parks system by incorporating parks as pedestrian links.

ADA ACCESSIBILITY IMPROVEMENT PRIORITY LIST

Priority I

Project Number	Name	Priority
BIKE 8	Bike Route Signalization	I
TRANSIT 3+	Priority Signalization for Emergency Vehicle and Transit	I
ROAD 1+	Adaptive Signalization Technology	I
POLICY	Transportation Demand Management	I
PED 1	Infill Sidewalk Network	I
PED 10	ADA Improvements	I
PED 17	Pedestrian Bridge at 180th St. and Collins Ave.	I
PED 2	Pedestrian Park Bridge at Collins Ave. and 174th St.	I
PED 19	Pedestrian and Bicyclist Data Collection	I
TRANSIT 5	Water Taxi Stop and Service Feasibility Study	I
PED 20	Signalized Pedestrian Crossing - North Bay Road north of 170th St. at Bellagio Curve	I

Priority II

Project Number	Name	Priority
PED 14	Crosswalk Improvement at Poinciana Island and Collins Ave.	II
PED 18	Crosswalk, NE 181st Dr. and Atlantic Blvd.	II

Priority III

Project Number	Name	Priority
PED 4	Pedestrian Bridge at Collins Ave. and Heritage Park	III
PED 6	Pedestrian Safety Islands - Collins Avenue	III
PED 13	Town Center Alleyway and Pedestrian Path Program	III
BIKE 4	Bicycle Rental Program	III
ROAD 5	Collins Ave/186th St. Intersection improvements - Signal Warrant Analysis	III
POLICY 4	Mobility Fee Feasibility Study	III
PED 12	Streetscape Improvements	III

CURRENT CITY IMPROVEMENTS UNDERWAY:

PED 1 – Infill Sidewalk Network (in planning phase, phase 1 of implementation to begin in September 2018)

Sidewalk repairs are performed regularly by a contractor the City has hired for repairs as needed. Locations of missing sidewalks are noted on the map and on page 14. Prioritization of these sidewalk improvements is based on proximity to schools, parks and bus or trolley stops, followed by proximity to existing businesses. Primarily, the purpose is to create a cohesive connected sidewalk network. In some cases, the need for a sidewalk can be bundled with a bicycle path to develop a shared use off-road path.

PED 12 – Streetscape Improvements (in design phase, implementation anticipated for 2020 after streetlighting project is completed)

The implementation of shading and rest areas along pedestrian paths is essential for improving the quality of walkability, especially in warmer climates. In urban areas where possible the sidewalk will extend from building to street and include tree planting areas. For the less urban areas of the City, sidewalks will be set back from the street and separated by a 6-foot strip with tree plantings, as part of a complete streets system. In addition, seating is planned between 0.1 to 0.15 miles apart. The City has begun to implement the addition of shade by adopting specific sidewalk design standards which includes these streetscape elements. Additional streetscape improvements which will increase the appeal of walking within Sunny Isles Beach include the creation of pocket parks, plazas, public art, and other similar elements. The City is currently in the process of updating the Streetscape Master Plan.

PED 20 – Signalized Pedestrian Crossing – North Bay Road north of 170th St. at Bellagio Curve (in design phase, implementation to take place in September 2018)

Based on a study and needs assessment performed by several students and a teacher at Alonzo and Tracy Mourning Senior High School, it was determined that a pedestrian crossing was necessary along North Bay Road at approximately 171st Street. A crossing will be designed to possibly include high visibility striping, reflectors, signage, and/or in-pavement LED lane markers. Work will be coordinated with City and County Public Works Departments in order to approve, design, and construct the pedestrian crossing.

PEDXX1 - Signalized Pedestrian Crossing – North Bay Road and 172sd St at Pedestrian Emergency Bridge Landing (in design phase, implementation to take place in September 2018)

After the opening of the Pedestrian Emergency Bridge which has been greatly utilized, the pedestrian crossing from north to south of the intersection must be demarked and improved. A crossing should be designed to possibly include high visibility striping, reflectors, signage, and/or in-pavement LED lane markers. Work should be coordinated with City and County Public Works in order to approve, design, and construct the pedestrian crossing.

FUTURE ADA IMPROVEMENTS THE CITY WILL IMPLEMENT:

PED 10 – ADA Improvements

Audible devices typically generate an audible sound to alert people that it is safe to cross, and will be installed at all intersections along Collins Avenue after the milling and repaving portion of the 2018 FDOT RRR project is complete. The City will also work with outside agencies and private property owners to determine which areas have obstacles located on pedestrian paths and can be re-located in such a manner as to not create a zig-zag path.

PED 14 – Crosswalk Improvement at Poinciana Island & Collins Avenue (anticipated September 2020)

Design appropriate crossings as necessary to include high visibility striping, reflectors, signage, pedestrian islands, countdown pedestrian signals, etc. Work with local owners and connect via pedestrian paths on private property. Work will be coordinated with Public Works and FDOT to propose crossings for approval, design, and construction.

PED 18 – Crosswalk, NE 181 Drive & Atlantic Boulevard (anticipated September 2019)
Install crosswalk at 181st and Atlantic Blvd.

PED 4 – Pedestrian Bridge at Collins Avenue & Heritage Park (anticipated September 2024)

A pedestrian bridge will increase multimodal connectivity between the parking lot, while reducing J-walking seen during the study. It will attract interest and encourage repeat usage by providing a safe and comfortable user experience.

PED 6 – Pedestrian Safety Islands – Collins Avenue

Improve or install pedestrian safety islands at existing crosswalks for crossing Collins Avenue at:

1. Kings Point Drive (North Side)
2. Atlantic Avenue (South Side)
3. 170th Street (South Side)
4. 172nd Street (North Side)
5. 178th Street (South and North Sides)
6. 183rd Street (South and North Sides)
7. 185th Street (South Side)

Work will be coordinated with Public Works and FDOT to in order to propose crossings for approval, design, and construction. The refuge islands will be ADA compliant with detection strips installed.

PED 13 – Town Center Alleyway & Pedestrian Path Program (anticipated September 2020)

The City has a conceptual plan for the development of the Town Center area, however, the area's development should begin with the creation of a Neighborhood Design Manual which will provide increased details for the specifics of the area, such as seating, lighting, and other aspects of design. This plan includes the development of paths and plazas creating a walkable environment through the provision of a bike/pedestrian grid. To implement this, façade improvements and landscaping will be implemented both as development occurs and as made possible through planning and funding for implementation.

POLICY 4 – Mobility Feasibility Study (anticipated September 2020)

Research and develop alternative programs to assess development impact fees relating to person trips. Taking into account existing projects, a fee can be calculated based on project future development versus the cost of implementation of plan projects. Subsequent to the study, enact mobility fees to finance transportation master plan alternative mode projects.

BUILDINGS & FACILITIES

Since 2006, the City has been actively evaluating and upgrading all City-owned facilities to ensure ADA accessibility. Since 2008 the City has upgraded each bus shelter in the City and as of 2017 all bus shelters are ADA Compliant. All ten (10) City-owned parks are ADA Compliant. In 2014 the City completed upgrades to Town Center Park (17200 Collins Avenue), which included building an ADA compliant ramp to the bathrooms. In 2017 the City completed the renovation of Samson Oceanfront Park (17425 Collins Avenue) making it fully ADA compliant, including a beach mat specially designed for wheel chair access that extends 75 feet out onto the beach.

In 2018, the City performed an evaluation of ADA accessibility at the Government Center and at Pelican Community Park. Both facilities are fully accessible by wheel chair and are ADA compliant.

The City has an ongoing sidewalk repair program where funds are budgeted each year to repair damaged sidewalks.

RECORD KEEPING

The ADA Coordinator will maintain permanent records, which include, but are not limited to, copies of the ADA complaints and lawsuits and related documentation, and records of correspondence to and from complainants, and ADA investigations. The ADA Coordinator shall be responsible for conducting annual reviews of ADA records and updating the Capital Improvements recommendations as necessary.

NOTICE UNDER THE ADA

The City of Sunny Isles Beach does not discriminate on basis of race, color, national origin, sex, age, religions, disability and family status. Those with question or concerns about nondiscrimination, those requiring special assistance under the American with Disabilities Act (ADA) or those requiring language assistance (free of charge) should contact Hans Ottinot, City Attorney at 305-792-1766 or hottinot@sibfl.net.

GRIEVANCE PROCEDURES

The City's ADA Grievance Procedures are listed on the City's website at www.sibdl.net/city-hall/ada and listed below:

It is the policy of the City of Sunny Isles Beach ("City"), under Section 504 of the Rehabilitation Act of 1973 (Section 504), the Americans with Disabilities Act of 1990 (ADA) and related federal and state laws, that no person shall be discriminated against because of a disability. Furthermore, these laws require federal-aid recipients and other government entities to take affirmative steps to reasonably accommodate those with disabilities and ensure that their needs are equitably represented in the City's transportation programs, activities, facilities and services.

The City of Sunny Isles Beach will make every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The City will also make every effort to ensure that its advisory committees, public involvement activities and all other programs, services and activities include representation by communities with disabilities and disability service groups.

This is the link to the City's ADA Compliance Status report: [https://www.sibfl.net/wp-content/uploads/2014/08/Interim Compliance Status.pdf](https://www.sibfl.net/wp-content/uploads/2014/08/Interim%20Compliance%20Status.pdf)

ADA Coordinator

The City of Sunny Isles Beach has established an ADA Coordinator to facilitate assistance for disabled residents and visitors. The ADA Coordinator also investigates and seeks to resolve any complaints regarding accessibility to City facilities or programs.

Questions, concerns, comments or requests for accommodation should be made to the City's ADA Coordinator:

Stan Morris
Deputy City Manager, ADA Coordinator
18070 Collins Avenue
Sunny Isles Beach, FL 33160
smorris@sibfl.net
305-792-1807
TTY Hearing Impaired: 305-792-1589

PURPOSE

The City of Sunny Isles Beach has adopted an internal grievance procedure for prompt and equitable resolution of complaints alleging any actions prohibited by Title II of the Americans with Disabilities Act (“ADA”). Any qualified individual who feels they have been discriminated against on the basis of disability in any program or service provided by the City, pursuant to the ADA provisions, may file a complaint with the City’s ADA Coordinator.

PROCEDURE

The complaint should be filed on the ADA Grievance Form, which is prepared by the City and available to [submit electronically on the City’s website \(https://sunnyislesfl.seamlessdocs.com/f/ADA_Grievance_Form\)](https://sunnyislesfl.seamlessdocs.com/f/ADA_Grievance_Form) or as a [PDF to download](#) and submit by fax or mail. These forms are also available upon request at the City Clerk’s Office. All ADA complaints submitted by mail or fax, excluding those filed against the ADA Coordinator, should be addressed to:

Human Resources & City Attorney’s Office
ADA Coordinator
City of Sunny Isles Beach
18070 Collins Avenue
Sunny Isles Beach, FL 33160
PH: 305.792.1708
FAX: 305.949.3113
TTY Line: 305.792.1590

All ADA complaints submitted by mail or fax, filed against the ADA Coordinator should be addressed to:

City Manager’s Office & City Attorney’s Office
City of Sunny Isles Beach
18070 Collins Avenue
Sunny Isles Beach, FL 33160

PH: 305.792.1701
FAX: 305.792.1561
TTY Line: 305.792.1590

If the complaint is not filed on the grievance form, it should nonetheless be in writing and contain the name, address and telephone number of the person(s) filing the complaint with a description of the alleged discrimination such as the location of the City program or service involved, the date of occurrence, why the individual believes he/she is being discriminated against on the basis of a disability, and action requested from the City to correct the problem. Upon request, alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, may be made available for persons with disabilities.

An oral grievance can be filed by contacting the ADA Coordinator. The oral grievance will be reduced to writing by the ADA Coordinator utilizing the ADA Grievance Form.

The complaint should be submitted by the Grievant and/or his/ her designee as soon as possible but no later than 60 business days after the alleged violation.

COMPLAINT RESOLUTION

Within 5 business days after receipt of the complaint, the ADA Coordinator will contact the Grievant in writing acknowledging receipt of the complaint. If possible, informal resolutions can be suggested at that time and a written confirmation will be provided by the ADA Coordinator. The written confirmation shall be signed by the ADA Coordinator and the Grievant, as final resolution of the complaint.

If further research of the issues is required, the ADA Coordinator shall have 30 days from the date of acknowledging receipt of the complaint to conduct an investigation necessary to determine the validity of the alleged discrimination and provide a written response to the Grievant. Where appropriate, the City shall provide the Grievant with a format accessible response, such as large print, Braille, or audio tape. The response will explain the position of the City of Sunny Isles Beach and offer options for substantive resolution of the complaint.

FILING AN APPEAL

If the grievant is dissatisfied with the recommended resolution by the ADA Coordinator, the Grievant and/or his/her designee may appeal the decision of the ADA Coordinator to the City Manager, or designee, within 15 business days from the date of the written recommendation by the ADA Coordinator.

Within 15 business days after the receipt of the appeal, the City Manager, or designee, will meet with the complainant to discuss the complaint and possible solutions. Within 15 business days after the meeting, the City Manager, or designee, will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

RECORD KEEPING

The ADA Coordinator shall maintain the records relating to complaints filed with the City of Sunny Isles Beach for a period of at least three (3) years.

ADA Employment Guide to Reasonable Accommodation

The Americans with Disabilities Act (ADA) and the Rehabilitation Act of 1973 (Section 504) require that an employer must reasonably accommodate a known disability of a qualified individual with a disability (satisfies the requisite skill, experience, education, and other job-related requirements of the position, and can perform the essential functions with or without a reasonable accommodation) unless the accommodations would result in undue hardship to the employer.

[Read Full Employment Guide to Reasonable Accommodation](#)

ADA People with Disabilities Citizens Survey

The City of Sunny Isles Beach provides this survey to make sure we are following ADA guidelines. If you are a person with a disability or have had experience with disabled persons, we would appreciate your completing this survey.

[Complete & Submit Online](#)

https://sunnyislesfl.seamlessdocs.com/f/ADA_Grievance_Form

[Download & Print PDF](#)

If you need assistance in completing this form, please contact Human Resources at 305.792.1708. For special needs call 305.792.1590 (TTY).



City of Sunny Isles Beach
Human Resources 18070 Collins Avenue, Sunny Isles Beach, FL 33160
(305) 792-1708 Phone (305) 949-3113 Fax

Americans with Disabilities Act
People with Disabilities Citizen Survey

P URPOSE

Under Title II of the Americans with Disabilities Act (ADA), state and local governments cannot discriminate against or exclude people with disabilities from their services or programs. The City of Sunny Isles Beach is providing this survey to make sure we are following ADA guidelines. If you are a person with a disability or have had experience with disabled persons, we would appreciate your completing this survey and returning it to the City.

If you need assistance in completing this form, please contact **Human Resources at (305) 792-1708. For special needs call: (305) 792-1590 (TTY)**

If you would like more information about the ADA, the U.S. Department of Justice toll-free number is 1-800-514-0301 (voice) or 1-800-514-0383 (TDD). You can also visit the ADA Web site at www.usdoj.gov/crt/ada.

SECTION A – Personal Data: (OPTIONAL)

Name: _____ Phone: _____

Address: _____ E-mail: _____

SECTION B – Completion of this section will allow us to know the needs of those with disabilities who use or wish to use our facilities. Please feel free to use additional sheets if necessary.

1. My specific disability is: **(OPTIONAL)**



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2. The following City activities, facilities, and/or services are accessible or available to me: (Please check all that apply and add any other if necessary.)

Applying for a job **Attending a meeting at City Hall**
 Using a park **Paying a bill** **Using the library**
 Obtaining a license or permit **Other (please list):**

3. The following City activities, facilities, and/or services are not accessible or available to me: (Please check all that apply and add any other if necessary.)

Applying for a job **Attending a meeting at City Hall**
 Using a park **Paying a bill** **Using the library**
 Obtaining a license or permit **Other (please list):**

4. What other activities would you participate in if proper accommodations were provided?

5. The following accommodations will help me gain equal participation in the activities and services provided: (Please describe the type of accommodations and how they will assist you.)

6. Have you had any difficulty traveling on City streets or sidewalks to get to a facility? If the answer is "yes" and you can remember the particular locations, please list them.



City of Sunny Isles Beach
 Human Resources 18070 Collins Avenue, Sunny Isles Beach, FL 33160
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SECTION C – Completion of this section will help us determine the satisfaction level of our disabled citizens with City employees. If you have interacted with our staff, e.g., paying a bill, applying for a job, calling for service, etc. we would like to know how you were treated. Please place an “X” in the area that most reflects your opinion. IF YOU HAVE HAD NO EXPERIENCE WITH OUR STAFF, PLEASE SKIP THIS SECTION.

Category	Poor	Good	Excellent
Overall Experience			
Understand my needs and requirements			
Accessible to customers/Responsive to Special Requests			
Provides effective support and guidance			
Facilitates problem resolution			
Professional and knowledgeable staff			
Courteous and helpful staff			
Usefulness of Web site			

Please include any additional comments you wish to make about assistance provided by our staff relating to your disability:

PLEASE MAIL, FAX OR DELIVER THIS SURVEY TO:

**HUMAN RESOURCES DEPARTMENT
 ADA COORDINATOR
 18070 Collins Avenue
 Sunny Isles Beach, FL 33160
 Phone (305) 792-1708 / Fax (305) 949-3113**

The City of Sunny Isles Beach does not discriminate on the basis of disability in admission or access to our programs, services, or activities, and we do not discriminate on the basis of disability in hiring or employment practices.