

**City of Coral Gables City Commission Meeting**  
**Agenda Item E-4**  
**April 14, 2026**  
**Public Safety Building, CMR**  
**2151 Salzedo Street, Coral Gables, FL**

**City Commission**

**Mayor Vince Lago**  
**Vice Mayor Rhonda Anderson**  
**Commissioner Melissa Castro**  
**Commissioner Ariel Fernandez**  
**Commissioner Richard D. Lara**

**City Staff**

**City Attorney, Cristina Suárez**  
**City Manager, Peter Iglesias**  
**City Clerk, Billy Urquia**  
**Deputy City Attorney, Stephanie Throckmorton**  
**Assistant Director for Mobility, Matt Anderson**

**Public Speaker(s)**

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**Agenda Item E-4**

An Ordinance of the City Commission amending Chapter 74, "Traffic and Vehicles," to create "Article X-Personal Delivery Devices and Mobile Carriers" to impose certain safety and operational requirements for personal delivery devices and mobile carriers consistent with State Law; providing for severability clause, repealer provision, codification and providing for an effective date. (Sponsored by Vice Mayor Anderson)

City Attorney Suarez: E-4 is An Ordinance of the City Commission amending Chapter 74, "Traffic and Vehicles," to create "Article X-Personal Delivery Devices and Mobile Carriers" to impose certain safety and operational requirements for personal delivery devices and mobile carriers consistent with State Law; providing for severability clause, repealer provision, codification and providing for an effective date.

Deputy City Attorney Throckmorton: Good afternoon, Mayor, Vice Mayor, Commissioners, Stephanie Throckmorton, Deputy City Attorney along with Matt Anderson from sustainability and I'm going to get the title wrong.

Assistant Director for Mobility: Mobility.

Deputy City Attorney Suarez: Mobility. Thank you. This item is sponsored by the Vice Mayor. As you know, we've seen a recent influx in those, I'm going to call them delivery robots. They're actually called personal delivery devices and mobile carriers under state law. So, this ordinance acts within the ability we have under state law to regulate the safe operation of those devices. We are generally preempted as to the personal delivery devices, but we do have a narrow area about safe operation in which we can legislate. So, this ordinance today is sponsored by the Vice Mayor is very similar to one adopted in Miami Beach a few months ago. And what it does is it incorporates those definitions into our code and also has a few requirements for the safe operation of the devices. The main ones are that the devices themselves have to have lights and penance. They cannot have commercial advertising on them. They have to evidence insurance to the city annually to make sure that we're covered for any accidents that may occur. There are also speed limits for the operation on sidewalks and crosswalks. And most importantly, they require that they cannot be stationary on city sidewalks or swales for more than 30 minutes, and they must leave accessible paths of travel. The city wants to work closely with the vendors that we have operating in the city to make sure that they avoid those narrow sidewalks that we know we may have in the downtown area so that we ensure that there's proper ADA accessible access on all of our city rights of way and that pedestrians have safe access to all of our downtown. So happy to answer any questions and turn it over to the mayor or Matt if you have any questions.

Mayor Lago: Madam Vice Mayor.

Vice Mayor Anderson: So, as you all have been observing there's more and more of these personal delivery devices around. I've seen a number of instances where pedestrians are shoved out of the way by the devices themselves. The sidewalk is blocked. A stroller can't make it down or they're sitting for an entire day and into the night in front of or beside someone's home, blocking the sidewalk and forcing people to take another route. So that is why, you know, I brought these things forward so that we're in compliance with the ADA that these devices themselves are not creating barriers to access for individuals with disabilities and that they don't create a hazard where also vehicles are hitting them. It's less likely as well. So, I appreciate staff's work on this and hopefully the vendors will embrace it totally and we'll be able to move forward.

Deputy City Attorney Throckmorton: Thank you, Vice Mayor. One thing to note, enforcement wouldn't begin for six months after adoption. That's similar to other neighboring municipalities

and we think it will give time for us to meet with those vendors and make sure that everybody's able to be in compliance.

Vice Mayor Anderson: Okay. Any questions from you all? If not, I'll move it.

Commissioner Fernandez: I'll second it, but I do have a question.

Vice Mayor Anderson: Yes.

Commissioner Fernandez: Do these devices, and this may just be not specifically about the legislation, but do they have an identification number on them that's visible? For example, let's say that there's an issue with a unit so that it can be reported.

Deputy City Attorney Throckmorton: State law requires that they have a name and the company name on them and they are required to be under state statute to be actively monitored when moving. They don't have to be a human being. It doesn't have to be right there, but they are supposed to be actively monitored, and we've already been in contact with some of the companies, so we do have contact information as well. I don't know that there is an explicit requirement under state law for like a phone number or complaints, how am I driving, etc., but we can look at it.

Commissioner Fernandez: I mean an identification number for the actual unit.

Deputy City Attorney Throckmorton: Yes, they all have names. So, they have human names.

Mayor Lago: Okay.

Vice Mayor Anderson: There's a number on the top of that little device on there and just for clarification in the definitions, part of my editing was incorporating the ADA as well so that our code incorporates the federal code.

Mayor Lago: Mr. Clerk, do you have any public comment?

City Clerk Urquia: No, Mr. Mayor.

Mayor Lago: We have a motion and a second.

City Clerk Urquia: Commissioner Lara.

Commissioner Lara: Through the Mayor, just a question. So, Vice Mayor or to City Attorney, when I'm looking at the proposed ordinance, it says the devices in section, I guess it's CD, under operational restrictions, says devices shall not obstruct pedestrian movement or impede accessible routes or access to buildings, ADA ramps, fire hydrants, transit stops, or public infrastructure. So just walking the streets, some of them are narrow sidewalks, right? And I don't know what we do

when it's like a showdown between me and like Wally when you're walking down the street, and if I was in a wheelchair, I don't know. So, I understand the intent, but like have we thought through like what the enforcement of that looks like?

Deputy City Attorney Throckmorton: Sure. So, it's as always, an operational challenge to enforce some of these restrictions. That is the very issue that the Vice Mayor brought up. They are supposed to yield to pedestrians, but they are also treated as pedestrians legally under the same statute. So, it's an interesting case there. Our intention is to work closely with our Public Works staff and with Matt's team to identify those roads on which we would hope that they would avoid passageway. We do have some narrow sidewalks in the city along LeJeune or some other busier roads where you may not be able to step out of the way, robot or human. And so, we would like to work to identify those roads that we would sort of like to be off limits to the extent that we later want to completely restrict them from those sidewalks. We may be able to do that. We can look at that. But at this point in time, we really wanted to identify those roads and work collaboratively with the vendors to sort of, you know, restrict their usage there. If that's the only path to a location where they're going, that may be the only path. They just need to back up, be it a block or two. If somebody's in the way and or if we can sort of map out roads that we don't think they're appropriate on, if we can work with the vendors like we've done with the scooters, et cetera, we would like to do that and work collaboratively. But at the moment, it doesn't ban them from any specific sidewalks.

Vice Mayor Anderson: Through the Mayor.

Mayor Lago: Yes.

Vice Mayor Anderson: So, I brought brought up specifically to staff, you know, particular roads and staff can identify those roads, like, for instance, LeJeune Road, there's no place to go. There's absolutely no place for a human being to go that is disabled other than the sidewalk. I did take a picture, and I sent it to staff where the human being was forced into the grass that was able bodied, but a person in a wheelchair cannot. So, we don't want to stand down like that. That is an extremely busy highway. It's a very dangerous highway. And to have a stubborn machine that's not going to move, force an individual with disabilities to go in reverse on a sidewalk like that is utterly dangerous. So, there will be streets on which our staff is going to have to say that is too dangerous because you can't imagine going backwards in a wheelchair down some of these streets. There's another route that these robots can take. It's going to be longer. Okay. But it's exactly why on every single one of these developments that come forward, we need to press for wider sidewalks so that there is space for both all these gadgets and devices and people to be able to walk and stroll and strollers and wheelchairs and be able to pass each other. So that that's why under operational restrictions, paragraph C, there's a subparagraph E that says all efforts shall be made to operate

these devices only on those sidewalks providing more than five feet of clearance and free of any infrastructure obstructions which may inhibit the use of the sidewalks by pedestrians. Okay.

Commissioner Fernandez: Is there a staging area for these vehicles? Are they picked up every night? I know in some areas they pick up the scooters at night. Is that the same way that they operate or is there a place where they park these on a regular basis?

Deputy City Attorney Throckmorton: I'll defer to Mr. Anderson, but my understanding is that there are some regions with private property owners in the downtown where some of them are being staged.

Assistant Director for Mobility: I believe they're also staging over on where the fountain is on Alhambra right over here in the business district. I've seen them staging there where they're circled. They're dropping them off and staging them surrounding that fountain area right there.

Commissioner Fernandez: Right. So, they're picking them up and dropping them off, I guess. They're not there overnight because if we have a 30-minute limit.

Deputy City Attorney Throckmorton: No, it's not my understanding that they're overnight but if they are that would be prohibited if this ordinance is adopted and enforced.

Commissioner Fernandez: And I would suggest if there's a possibility that we can maybe rent them space to store these on an overnight basis as a revenue generating way of doing things as well maybe within the downtown. We can find maybe space that we can rent out to them for them to store them.

Assistant Director for Mobility: I think they need to take them back for charging access to probably recharge them overnight similar to how we do it.

Commissioner Fernandez: Just food for thought going forward if that need does arise. I know that technology on these things is changing just as quickly as everything else is. So, you know I'm sure that the solar ability for some of them may become just their regular longevity anyway. So just food for thought going forward.

Deputy City Attorney Throckmorton: Our intention is between first and second reading to reach out to those vendors that have already been in contact with the city to make sure they're aware of these new restrictions should they be adopted on second reading.

Commissioner Lara: Okay through the mayor.

Mayor Lago: Yes sir.

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Commissioner Lara: So just a comment you know and I'm not the guy that thinks that we should ever allow perfect to be the enemy of good, right. But one thing that comes to my mind and looking again at the visibility enhancement requirement under, I guess it's B, that all such devices must emit a period audible sound.

Deputy City Attorney Throckmorton: Periodic, that's a that's a typo, but yes, a periodic audible sound.

Commissioner Lara: But okay periodic. Got it. That was for a period. But okay periodic audible sound swishing or occasional beeping when in motion sufficient to alert nearby pedestrians of their presence. I mean we treat these as individuals right. But we don't require individuals to walk around with swishing or occasional beeping when we walk. And already you've got a flag that's three feet high off the top of the of the device. I'm just thinking out loud, you know, maybe in practice we'll see you know if adopted this is what we're going to be experiencing. But it's like I'm sitting having a coffee at Morton's or you know I'm somewhere outside enjoying the city outdoor cafe.

Deputy City Attorney Throckmorton: You might not want the beeping.

Commissioner Lara: I have a sense because I've seen quite a few of these PDs right. They're just is it going to be a constant R2D2 kind of motif going on you know beep beep beep beep beep at all times.

Deputy City Attorney Throckmorton: My understanding is that City of Miami Beach has also adopted this. And the reason is for pedestrian safety. If you are visually impaired or if you have your back turned you may not see one. But sort of like an electric vehicle has that sort of low swishing hum noise when backing up or moving that it would alert you to their presence. But we can certainly you know think about modifying that agreement if the sponsor wants to. But it is similar to what Miami Beach has adopted. But I do understand of course the concern and we're happy to address it however you would like in the ordinance.

Commissioner Lara: Well, I'm not asking for it to be amended. I was just kind of thinking out loud and maybe there's no good answer until we see what it's like in practice. But I'm envisioning something like where the amount of operational usage, right, during a given evening might even diminish the effectiveness when all you hear is just beeping going on or swishing going on at all times. And whether that's really going to achieve the goal or diminish the experience for people who want to enjoy, you know. I don't know because I don't know how loud the beeping is. I don't know how...

Deputy City Attorney Throckmorton: Audible within 100 feet I believe is the...

Commissioner Lara: 100 feet for the for rear face or the lights.

Deputy City Attorney Throckmorton: Oh, the lights are 100 feet.

Commissioner Lara: And they're the option too is

Deputy City Attorney Throckmorton: Sufficient to alert.

Commissioner Lara: Yeah right. So, there's a lot of I don't know. But I understand the intent behind it, which is more than laudable right, but like we don't require that of people. We don't require that of people on a bicycle. We don't require that of dogs that are also being walked. Anyone of those could present an issue for people who are visually impaired as well. You know but I was just throwing it out there just for a further conversation you know regarding.

Commissioner Fernandez: Through the Mayor.

Mayor Lago: Yes.

Commissioner Fernandez: I think the biggest difference is a person who's walking a dog or a person walking can say, excuse me, if they find somebody who's standing in the otherwise this device is just going to stop there and stand on the sidewalk. If it's not notifying that person may just turn around and fall right over it, because they're not paying attention or they're not seeing it. So that may be the difference. Maybe it's not a beeping sound that we want. Maybe it's something similar to what the electrical electric vehicles have which is just that humming sound which may be emitted if it comes to a stop or I don't know, try to between first and second reading maybe we can find a solution.

Commissioner Lara: Yeah, and you say a solution, but I don't know if we have a problem either you know, like I'm just kind of musing out loud and really in practice is when we really know. But yeah, good suggestion there.

Vice Mayor Anderson: Through the Mayor.

Mayor Lago: Yes.

Vice Mayor Anderson: So, I had brought up the swishing sound and Miami Beach ordinance only had beeping, and you know when you're riding a bike the thing you do is you ring your bell or something and say you know you tell people where you that you're coming. You're to the left or you're to the right. You give them a heads up. Okay, I'm not walking my dogs at night. I try to avoid people. Problem is these things aren't avoiding people. They're going, they're blocking the road and for an individual that's sight impaired this is a huge problem. Now whether or not it's swishing or beeping sometimes will depend on the context. So, I left staff some discretion here

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because if you're on LeJeune Road swishing is not going to do. So, I think you know staff will need to make an assessment of that. I prefer the swishing over beeping because we're beeped enough as it is. But I did leave that flexibility in there for staff, so we can make sure the people that are sight impaired do know that these devices are on the street and that they look around turn around. Here it is. It's behind me. Oh my God I can't go backwards.

Deputy City Attorney Throckmorton: Perhaps this is something we can address between first and second reading to the extent we are able to schedule a meeting with the vendors in between. I think that would be helpful to learn the capabilities. I don't think they can talk yet, but we can speak to them about the...

City Manager Iglesias: Through the Mayor.

Mayor Lago: Yes sir.

City Manager Iglesias: Vice Mayor, as far as OSHA is concerned, white noise and beeping are considered both safe. So swishing type sound, this that's white noise is used in equipment where you have a lot of residential areas around. And so, both actually comply with OSHA from a construction perspective. So, I'm assuming you'll comply with this kind of issue also.

Vice Mayor Anderson: So, and if that's the case then I just amend it on the floor here and let's scratch beeping and just make it swishing.

Mayor Lago: Okay. So, we have a motion and a second with an amendment, correct?

Vice Mayor Anderson: Yes.

Mayor Lago: Okay. Do we have any public comment?

City Clerk Urquia: No Mr. Mayor.

Commissioner Lara: Yes.

Vice Mayor Anderson: Yes.

Commissioner Castro: Yes.

Commissioner Fernandez: Yes.

Mayor Lago: Yes.

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