

MPPRC “Three Ideas per Member” Draft Master Compilation
November 5, 2008 Meeting Assignment
(alphabetical order)

BRETT BIBEAU

Boat slip bank/transfer of boat slips on Miami River was adopted by Board of County Commissioners after Manatee Protection Plan’s adoption, therefore new approved ability to transfer slips should be inserted into the plan.

RICHARD BUNNELL

Allow the use of dry slips (do not count as wet slips) where No Wake zones render adjacent waters safe. Provide relief (dry stack slips) for working waterfronts on the Miami River that are incapable of yielding a reasonable return due to current slip policy limitations.

Allow for expansion of existing marinas (such as Black Point and others where area is available).

Modify rule on single family docks regarding the two vessels limit and jet ski designation (Plan says can’t increase boat slips).

SPENCER CROWLEY

MPP should address build-out of existing city/county marinas which already have supporting upland infrastructure in place.

MPP should have clear and specific authorization for water taxi docks at various locations around the county.

MPP should allow publicly accessible, government operated “day docks” (no or limited overnight usage) at strategic locations throughout the county to allow the boating public to access upland facilities/attractions/restaurants. Example, docks should be incorporated into Museum Park downtown, along the Miami River, etc.

MPP needs to be more clear in places. I am concerned after having listened to the proceedings of the committee over the past several months that DERM may have too much discretion in interpreting the plan, without sufficient standards for determining how certain decisions should be made. If this is the case, it is not only legally suspect but gives the public a bad impression of how government operates. I think the plan could be more clear in places without increasing or decreasing regulation of manatees, and this additional clarity would help eliminate some of the acrimony and contempt which seems to exist between DERM and some members of the regulated public, perhaps the county attorney staffing the committee could weigh in on this particular issue?

JUDITH FUTERFAS

General goal MPP: Decrease number of mortalities and ensure long term protection for manatees in MDC.

1) Education:

Boater:

Since enactment of Florida's current boater laws requiring education for those 21 years and younger, boating accidents have gradually decreased...Boaters 36 years and older cause over 59% of accidents... (MMP 259, 260)

---continue mandatory education for those 21 years and under...also,

---gradual implementation of mandatory boater education classes beginning with those 36 years and over

---classes to include fundamentals of manatee biology, habitat needs, threats to manatees, and manatee population data including reproduction, history of manatee count methodology, and concepts regarding minimum viable population

---classes in Spanish, Creole as needed

Public and Private School:

Endangered species education to be taught in science class and required each year of school 1-12th grade. Science classes to include fundamentals of manatee biology, habitat needs, threats to manatees, and manatee population data including reproduction, history of manatee count methodology, and concepts regarding minimum viable population.

Lessons to increase in length of time and depth of explanation each year. Endangered species related topics to be taught no less than 50% of science class time cumulatively. (MPP 73, 101)

2) Habitat:

Warm water:

Learn more about MDC's role, if any, in long-term plans to deal with decreasing manatee warm water habitat. What is the time frame for this loss? ...Decrease in warm water habitat (artificial and natural) and watercraft caused deaths are the two most prominent future threats... (MMP 35; Runge et al. 2007b)

...Even if manatee population did shift, this raises the question of carrying capacity of extreme S. FL in winter...It is not currently known if a huge influx of manatees can be supported during the winter months by the existing warm-water habitats... What possible

mgmt changes such as boat speed regulation and safe havens might be needed if those manatees presently wintering in Central FL begin wintering in S FL?... (MMP 57)
... What, if any, is MDCs role in contingency plans in case of unexpected loss of a specific source of industrial warm water... (MPP 16; MMP 193)

Other habitat:

Status of seagrass beds, fresh water sources, other aggregation areas, travel corridors, aquatic preserves, refuges, sanctuaries, water quality, mosquito control/pesticides, aquatic plant control/herbicides. (MPP 10-22, 77-80)

3) Objectives:

Status of Objectives 1-4 (MPP 105-106)

Objective 10

Only shoreline and submerged land development is addressed in this Plan... although other development may cause impacts... (MPP 87, 111)

Do we have information on other development/factors that may cause impacts?

DAVID GARDNER

In what way within the existing frame work of regulations can we provide more boating assess to the water? For example if we can get greater law enforcement in an area would that allow for greater slip densities and boating destinations in that area?

LYNDA GREEN

After reading the data submitted and after listening to those agencies who have spoken, it is my opinion that the Manatee Protection plan should remain exactly as it is. It has worked and is viable in protecting manatees.

Now having said that, there is much discussion about dry slips and fewer restrictions on the Miami River. More dry slips do have impact on manatees. It is not the number of boats in dry storage but the number of boats which are launched in the Miami River which increase the number of trips in the river which increase the number of boat strikes on manatees. If anything, there should be stricter restrictions on the River not fewer. If this continues to be a discussion, then I would like to see the necropsy reports on manatees that have died in the River as well as data supporting where these manatees go in the River and how they use it. The Miami River is a narrow busy working river. Already, it is hard for the manatees to navigate. How much more can they take? There has been discussion of Water Taxis. To have water taxis in a river that is already maxed out with boats is not supportable in a place where manatees aggregate. People can go to their places in a car instead of putting the manatee in harm's way with another water craft with which to deal. There has been talk that more enforcement will prevent manatee mortality. There is no data to support that, but if this is a concern, then perhaps we

should discuss a plan where each business would contribute a 'user fee' for 24 hour protection. Those who use the River should pay.

In the future, for more marinas to be built, we should discuss the places that will not impact manatees and places where boats can have quick access to open water; places which do not have a history of manatee aggregation and which are not manatee zones. Let's not discuss things of which we have no control such as prop guards, acoustic devices, power plants, all of which have been discussed by agencies on the State and Federal level. They are the experts. Prop Guards and acoustic devices do not work and there is much documentation over the years to support that. Let's focus on issues that are pertinent for our local plan. Perhaps we can have an open informal discussion on the topics of which we have control without getting caught up on inappropriate details which are not in our scope and are a waste of time for the committee and for our goal.

BOB KARL

The single most important suggestion I have----- is to bring down the language in certain analyses to the common man's understanding---make clear the points that are to be made to save this mammal from the common unthinking boater---and put this statement in an epilogue at the conclusion of the manatee protection plan book thus referencing all needed material in a clear and unambiguous outline-----and to make it clear to those who wish to expand boaters waterways that this program is in place and that our concerns are real----and also make clear that we are not here to help commercial interests like water taxi's who no doubt has a friend somewhere in the political system and will get the contract---I personally am not interested in hearing about the space of water taxi's or other commerce being done at anyone's expense----this includes the manatee's----I strongly resent the idea of this committee that I sit on being referenced the way it was in the Biscayne Times the why it was written up in October of 2008-----we certainly do not measure our friend's intelligence to determine his humanity---nor should we measure the intelligence of the gentle manatee who is at the mercy of homosapien---we are supposed to be civilized people who help those less fortunate....**IN SHORT----- DO NOT CHANGE THE PROTECTION PLAN AS WRITTEN THOSE THAT HELPED WRITE THIS PLAN LIKE MR. HARVEY RUVIN SPENT GOOD TIME ON IT AND IF ANYTHING THE PLAN SHOULD BE EVEN MORE PROTECTIVE IN THE BAY AREAS-----IT IS COMMON TO SEE THE STRETCH OF WATER BETWEEN BROAD CAUSEWAY AND JFK (79TH ST.) CAUSEWAY BEING USED FOR A 100MPH TESTING GROUND-----I PERSONALLY WITNESS 3 YEARS AGO A SPEEDING BOATER FLIP HIS BOAT UPSIDE DOWN ADJACENT TO PELICAN HARBOUR MARINA IN THE WATERWAY (ICW)**

ALBERTO LAMADRID

Renew the slip count per property as per the initial 1984 list to an actual new list 2008. In other words review new property slip requirements.

Separate the concept of dry slip and wet slips to be a total to deal with wet slips to properties.

Performance Criteria (from 5): A) maximum buildout to change to 20 slips to 100 feet of contiguous shoreline; B) eliminate the word “not” in section #2 to the word “can”; and C) #9 eliminate occupancy 85% criteria to a lesser percentage or not at all.

MARK LEWIS

Update the Manatee Use maps for Miami-Dade County, and use these updated maps to update the Protection Guidelines for Essential Manatee Habitat.

Utilize updated maps (described above), in conjunction with updated Boater Destination data, to determine:

- Locations where new marine facilities could be appropriate;
- Locations where existing facilities could be expanded;
- Locations where existing facilities could be reduced;
- Locations where existing facilities could be eliminated.

Utilize the updated maps (described above) to recommend to the State, locations where the Manatee Protection closure zones or low speed zones should be modified.

KATE MANSFIELD

CHAPTER I: If time (and personnel) permits, include a dedicated biology and behavior section in addition to the habitat (etc.) section—or perhaps as a subheading of the habitat section. Currently, these data/info are scattered throughout the plan.

CHAPTER II or III: Include a table listing the old plan's objectives and policies and check (Y/N?) what objectives of old plan have been met and what objectives have not (with a column for explaining perhaps why along with details in the accompanying text). A checklist and perhaps timeline (then/now - when etc) would be helpful in identifying areas that need to be strengthened or are no longer of immediate need/priority. For example: flood gates - then vs. now = no longer as large of an issue due to the actions taken since the last plan.

CHAPTER III or IV: a clear section stating what data gaps--specific to Miami-Dade County and surrounding waters--are still in existence. This would include instances where, due to new conditions, new data gaps have

arisen.

MANNY PRIEGUEZ

Ability to transfer wet slips among properties within a given region

Potential bank of slips that emanate from old facilities that are no longer active. These slips will be disbursed according to a developed formula.

JULIA ZAIAS

In Dade county waters since 1995 MPP, data indicate that manatee mortality/injury is primarily due to interactions with boats. (The recommendations and adjustments to flood gates have been implemented and successful in reducing mortality.) Thus, the first focus is to define the reasons for the interactions (eg., too many boats, boats in manatee dense areas, boaters not following laws, or combinations thereof etc) and then propose remedies to rectify these issues. All recommendations should be based on data obtained over the past 13 years. Included under this topic are:

- boat co-occurrence in hi density manatee areas;
- boat co-occurrence in areas of high manatee mortality or injury causes of mortality and injury from boats;
- law enforcement of speed zones and laws (to avoid manatees and habitat areas);
- signage appropriateness, sign maintenance.

Education of boaters (private boat owners and rental boats) and people who make a living off the water (eg., marina owners, etc) is critical and should be further developed. Many recommendations are listed in the 1995 MPP Objective 11; many of these seem reasonable, but I'm not sure if any of these has been implemented or not. If not, I suggest these be emphasized. Specifically include seagrass areas not to traverse when rent boats.

Marina growth, expansion, and new sites should be considered in relation to the effect they will have on manatees and based on data (factors including but not limited to: shading of seagrass habitats, placement in areas of high manatee concentration, residual sediment contamination from oil, gas, etc, and water quality, etc).

Support efforts to expand research on water quality effects on manatee physiology and reproduction (eg., organic compounds, metals, other toxic compounds that are regularly discharged in water from sewage, boat gas, oil, etc). Potentially use of some of the \$ from speeding fines to further research.

