

# B.E.A.C.H.E.S Foundation Institute

*Keeping Our Beaches Bare*

## **No Good Deed...**

### **The Trials and Tribulations of trying to accommodate the wheelchair-bound at Haulover Beach**

by Shirley Mason, Executive Director

March 16, 2011

To: Miami-Dade County Commission on Disability Issues (CODI)

In 2003, B.E.A.C.H.E.S. Foundation wrote a capital improvement grant proposal for building three chickee huts and two beachside showers, and to obtain two electric beach wheelchairs for Haulover Beach Park. Park & Recreational Regional Manager Tim Byrnes gave his signed approval for these improvements prior to B.E.A.C.H.E.S. applying for the grant. Park Manager Jim Hoover voiced his objection to these wheelchairs to Shirley Mason after the grant was awarded because he was concerned that Haulover staff would not be able to administer them. In the fall of that year, B.E.A.C.H.E.S. received word that it was approved for the funds by Miami-Dade County Park & Recreation Department.

In February of 2005, the initial funds were finally released so B.E.A.C.H.E.S. could purchase the two electric beach wheelchairs and a storage shed for housing them. The *Beach Cruzr* chairs purchased were then successfully being used at a number of public beaches in California. B.E.A.C.H.E.S. volunteers assembled the chairs and the storage shed, located at the lifeguard headquarters. By early April, the wheelchairs were ready to be used by the public. In May of that year, a meeting was held to test out the chairs. In attendance were Lucy Binhack, Park & Recreation's ADA coordinator, Jim Hoover, Haulover's manager and his assistant manager, Tim Byrnes, Park & Recreation's regional manager, as well as B.E.A.C.H.E.S. Foundation board member Michael Kush and executive director Shirley Mason.

Over a year delays occurred due to modifications of the chairs stipulated by Ms. Binhack and Tim Byrnes, and trying to pass the responsibility for the daily administration and logistics of dispensing the chairs to the public over to Haulover Lifeguards. The Lifeguards did not want the job and resisted. Sometime in 2004-05 the Haulover Lifeguards were brought into the M-Dade Fire Department and no longer had to respond to Park & Recreation's authority. Meetings were held between Haulover management and Parks Regional Manager Byrnes, Beach Safety (lifeguard) managers Luis "Dunga" Morizot and Bob Mayler and B.E.A.C.H.E.S. to see if solutions could be worked out for the administration of the wheelchairs. B.E.A.C.H.E.S. offered its first written proposal to Tim Byrnes. (*See 4 page Fax Memo, dated May 10, 2005*) It was rejected by Tim Byrnes, who countered with his own financial analysis for Parks to handle the chairs and stated that Haulover staff would administer the electric wheelchairs. Beach Safety had previously said they would continue administering the 2 or 3 manual beach wheelchairs, which they had been doing since the mid 1990s. (Note: These are chairs originally obtained by Parks & Recreation at the Nurturist organizations' urging and are in bad repair and nearly unusable.)

Due to the electric wheelchairs sitting so long without being used, the batteries went dead and another component had to be repaired and Parks said the chairs could not be used. After consulting with the designer of the chairs, Shirley Mason located a local wheelchair repair service (The Wheelchair Doctor), and she arranged to have the chairs fixed and paid for by B.E.A.C.H.E.S. Foundation.

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**BEACH EDUCATION ADVOCATES FOR CULTURE HEALTH ENVIRONMENT & SAFETY**

P.O. Box 530702 \* Miami Shores, FL 33153 \* 1-866-29-BEACH \* [www.beachesfoudation.org](http://www.beachesfoudation.org) \* [ExDirBEACHES@aol.com](mailto:ExDirBEACHES@aol.com)

Then B.E.A.C.H.E.S. began receiving calls from the public complaining that they could not reserve a wheelchair; that either the chairs were not available for use or they were being given the run-around from Haulover Park staff as to who was in charge of administering the electric wheelchairs. Haulover staff would say “no” and refer them to the Lifeguards. Lifeguards would state that they only had manual beach wheelchairs and refer them back to Haulover Park staff. Haulover Park staff would then refer them to B.E.A.C.H.E.S. Foundation and Shirley Mason would take the calls and learn of their frustration.

Shirley Mason once again called Park managers to get the protocol cleared up and to get the chairs in use. We were told the chairs were not working. We learned that someone was unplugging the electric cord at its source. That is when B.E.A.C.H.E.S. was allowed to take a chair each day up to its concession chickee on the clothing optional beach, 1/3 of a mile away from the disabled parking lot, to operate the wheelchairs so the batteries would be used properly. During this time, the chairs worked fine when B.E.A.C.H.E.S. maintained them.

**The public got to use these chairs on a limited basis for a total of possibly three months.**

In approximately April of 2007, Shirley Mason was told to remove any information on how to reserve the electric beach wheelchairs from the B.E.A.C.H.E.S. web site by both Lucy Binhack and Alan Weitzel, Parks & Recreation (new) Regional Manager who couched it as part of getting any outstanding issues cleared if B.E.A.C.H.E.S. wanted to expedite the signing of its Programming Partnership Agreement (even though Parks had delayed signing the Agreement for two years and was forced to resolve the issue through the Independent Review Committee). Although B.E.A.C.H.E.S. did not have the information on the wheel-chairs on its web site, another organization’s web site did and Shirley Mason was able to get it removed.

Approximately two months later, Shirley Mason spoke to Lucy Binhack outside of the Hickman Building in a chance meeting and she asked if B.E.A.C.H.E.S. would take over the care and administration of the electric beach wheelchairs at Haulover and offered that Parks & Recreation would provide some form of small motorized transport such as a Segway for our staff or volunteers to travel the 1/3 mile distance from the clothing optional beach to the Lifeguard Headquarters Building, where the wheelchairs were stored. Mason explained that B.E.A.C.H.E.S. had already offered to take over the care and administration of the chairs on two other occasions, at no cost to Parks, and was turned down. However, B.E.A.C.H.E.S. would re-evaluate the situation and send her a new offer in writing that should be acceptable to both Parks and B.E.A.C.H.E.S. so we could accommodate this important public need. **(See 3 page Fax Memo, dated July 24, 2007 and July 23, 2007)** *Note: Lucy Binhack later denied this offer in an October 2008 meeting at Haulover Park office with Park & Recreation managers and B.E.A.C.H.E.S. officer and volunteers. (See page 1, “Meeting Topics” of Fax Memo dated October 21, 2008)*

At a meeting called by B.E.A.C.H.E.S. in late October 2008 attended by M-D Park and Recreation Department managers: Alan Weitzel (Regional Manager), Alex Cann (Haulover Pk. Manager), Michael Dmytriw (Haulover Park Manager 2), Lucy Binhack (ADA Compliance Officer) and Jose Ponce (Operations Assistant?) and four B.E.A.C.H.E.S. volunteers including its ADA advisor Ken Tauer (a wheelchair-bound engineer), we discussed the history with the wheelchairs, pathways, parking and other ADA issues. **See October 21, 2008 Fax Memo, Agenda Item #4:**

4. Capital improvements, amenities, and service needed at Haulover
  - a. Beach wheelchairs, beachside handicapped parking and safer beach access
  - b. B.E.A.C.H.E.S. will raise funds to own, manage and maintain its own wheelchairs for the public.
  - c. B.E.A.C.H.E.S. will hire a person to work with the disabled but requires Parks to permit the use of a golf cart.

Since all of the original Park Department managers who originally dealt with these issues had either left the Park Department, quit or been re-assigned, they were either not asked to or did not give an authentic accounting of the situation to the new managers/officials. Therefore, the response from Lucy Binhack, who was only present sporadically, gave a misleading representation of the issues with the wheelchairs to her superiors. We found Park administrators repeating the same misinformation about the “trouble” with these chairs at Haulover, no matter what Shirley Mason or other naturist organization volunteer leaders told them during other meetings when the issue was brought up. Parks removed the electric beach wheelchairs from Haulover Beach Park sometime in 2009 and we are told they are being used successfully at another park where the staff has the manpower to administer them properly. We cannot find where the wheelchairs are located based on the information on Parks web site.

When Shirley Mason questioned the logic of removing these chairs from Haulover, when there was so clearly a need based on the approximate 1.3 million annual visitors to Haulover Beach, Ms. Binhack's response was that [Park & Recreation] provides the minimum to comply with ADA, and is not required to provide any wheelchairs, just access.

In January 2010, B.E.A.C.H.E.S. called for another meeting with Park & Recreation top administrators and managers that took place at the Hickman Building to discuss some new and unresolved issues regarding Haulover Beach Park. We again offered solutions, our talents, resources and physical help. In attendance with Shirley Mason from B.E.A.C.H.E.S. were our volunteer professionals in engineering (a wheelchair-bound veteran), an architect and a food service restaurateur.

We voiced the need for additional ADA parking close to the beach. We asked why, since it was approved in the Haulover Master Plan in 2001, was the disabled parking lot not being built at the north end of the park, east of A1A/Collins Avenue across from North Beach Parking Lot. The vague answer we received was that Parks had tried at some point but there was an issue with someone at the Florida Dept. of Transportation (FDOT) not allowing a parking lot there due to a lack of lane space on A1A. Our interaction with FDOT found that there had been no recorded interaction between Parks and FDOT on the subject of the north Beach lot. ***See Nov 10 Summary of Meeting with FDOT Dist 6 Ali Khalilamadi.*** They also alluded to the lack of financial resources of the Department.

Shirley Mason offered the services of one of the members of South Florida Free Beaches (a past president) and B.E.A.C.H.E.S. Professional Advisory Council members, Jim Delleur, who is a traffic engineer and worked with DOT here in South Florida as well as throughout Florida with some the largest highway engineering firms.

**Haulover has only 9 disabled parking spaces east of A1A and no safe functioning beach wheelchairs for it 1.3 million annual visitors to Haulover Beach.**

On February 13, 2010, Jim Delleur and Ken Tauer met at Haulover Park with Alan Weitzel and Tom Morgan, Haulover Manager, regarding the potential for a disabled parking lot at the north end of service road as designated in the Haulover Master Plan. The meeting went well. ***See attached e-mail notes.***

In April 2010, Jim Delleur traveled again from Orlando to meet with DOT in Miami-Dade. ***See attached e-mail meeting report.*** Both Ken Tauer and Mr. Delleur have been coordinating efforts, have presented preliminary designs, and speaking and meeting with various Miami-Dade Park & Recreation staff and managers, to make progress on this parking lot, including Joe Webb. Mr. Webb has a totally new design for the area designated in the 2001 Haulover Master Plan for both a disabled parking lot and a pedestrian walk/rest area, with tunnel ramps for the disabled from the existing parking lots across the street.

Although the need for disabled parking on the east side of A1A has been recognized for at least 18 years and most recently in both the 2001 Haulover Master Plan and in the ADA Field Inspection Report conducted by M-D Park Dept. Planning & Development (***See quote***)

***“... Also, construct a new accessible parking lot at north end of park east of A1A to accommodate 18 additional accessible parking spaces. The accessible route from the new north parking lot should align with the accessible route to the clothing optional beach.”***  
*from official ADA Field Inspection Report conducted by M-D Park Dept. Planning & Development (page 18; Asset Number 222302-213D)*

B.E.A.C.H.E.S. recommended solutions and repeated offers to help both physically and economically over the past 10 years has either been ignored, or of late, met with resentment. B.E.A.C.H.E.S. efforts to provide improved and practical usable wheelchair access to the primary usage area of the beach, seem to be going nowhere.

***Below/attached find:***

- ***bio of Jim Delleur***
- ***report and findings of Jim Delleur***
- ***correspondence between Ken Tauer and Jim Delleur***

**James R. Delleur, P.E.**

7733 Pine Hollow Court, Orlando, FL 32822 ◦ Ph: 407-737-9586 ◦ jimd182@live.com

**DESIGN ENGINEERING AND TRAFFIC OPERATIONS ANALYSIS EXPERIENCE**

- Design of (and Engineer of Record for) roadway geometric design, traffic signals, signal systems, highway signing and pavement marking design, dynamic message sign systems, fiber optic and coaxial communications traffic control systems, Traffic control during construction plans.
- Traffic accident causality and safety studies, Signal warrants analysis, Signal system timing.
- Highway and Transit preliminary engineering analysis and feasibility studies.
- Quality control & plans checking of plans designed by subordinates, sub-consultants, 3<sup>rd</sup> parties.
- Most work for Florida D.O.T. using FDOT standards

**PERSONNEL AND PROJECT MANAGEMENT EXPERIENCE**

- Department Management (Traffic Engineering Depts. or satellite offices ) – 8 years
- Supervision of design engineers – 9 yrs, Supervision of CADD drafters & field Techs – 19 years
- Project Manager (Traffic operations, traffic studies, roadway & traffic design, P,D&E) – 16 years
- Supervision of client contact and client development by subordinate project engineers – 5 years

**CLIENT SERVICE AND DEVELOPMENT**

- Principal client contact for managed projects,
- Cold contact and response to potential client inquiry marketing to potential clients.
- Lead role in proposals, letters of interest, writing technical and managerial approaches
- Responsible for staying on top of changing client needs and preferences
- Development and implementation of departmental strategic marketing plans
- Training and supervision of client development and client contact by subordinates.

## **PROFESSIONAL LICENSES & REGISTRATIONS**

- Licensed Civil Engineer – Florida, since 1988, FDOT Advanced Maintenance of Traffic Certification
- Licensed Traffic Engineer – California, since 1988, (Should qualify for ITE PTOE in lieu of exam)
- FAA licensed Pilot, instrument rated, hi-performance aircraft endorsement
- Working towards: ITE PTOE, Commercial Pilot Certificate, Flight Instructor Certificate.

## **MAJOR PREVIOUS EMPLOYERS**

Dyer, Riddle, Mills and Precourt (1999-End 2006), Independent Contractor: 2007- present. Valencia Community College (09-10). Before 1999: Buckholz Traffic, Beiswenger Hoch, Gee and Jenson, Greiner (now URS). DeLeuw Cather (now Parsons)

## **COMPUTER SKILLS**

- Microsoft Office, PowerPoint, E-mail, Limited MicroStation and AUTOCAD.
- Various traffic analysis software: HCS, Synchro, Corsim, Soap, Passer, Transyt, etc
- Flight simulators (FltSim, Fly! Elite, Motus) for procedures training and pre-flying complete missions.

## **EDUCATION**

- M.S. Civil Engineering – Northwestern University. Majors: Traffic ops & safety, Transpo. planning
- B.S. Civil Engineering - Purdue University. Majors: transportation, structural engineering
- Continuing traffic/roadway engineering Ed. to stay abreast of field, maintain PE's, FDOT Cert.'s, etc.
- Continuing Flight training - maintain ratings & instrument currency, add certificates and ratings.

## **SECURITY CLEARANCE / BACKGROUND CHECKS**

- Sanford Orlando airport ramp & aircraft access badge (FBI/TSA background check, threat assessment)
- Periodic FAA background checks for Pilot's License + FAA/TSA ID verifications by flight instructors.
- Jessica Lundsford Act public school adult access background check (Jan 2008).

## EMAIL CORRESPONDENCE

Date: Fri, 12 Feb 2010 11:34:10 -0800  
From: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com)  
Subject: Fw: Haulover Park General Plan  
To: [jimd182@live.com](mailto:jimd182@live.com); [exdirbeaches@aol.com](mailto:exdirbeaches@aol.com)

Jim and Shirley,

*This is what I got by email from James "Andy" McCall; it's the graphics only but clearly shows the two contentious issues we are focused on, the parking lot on the northeast corner(E of A1A), listed as "Beach maintenance/parking 61 spaces"; and "Expanded limit of clothing optional beach" pointing to the north edge of the lifeguard parking. Jim, see you at the proposed parking lot entrance about 10 on Tuesday?*

Ken 954-599-8420

--- On Fri, 2/12/10, McCall, James A (MDPR) <[JAMCCAL@miamidade.gov](mailto:JAMCCAL@miamidade.gov)> wrote:

From: McCall, James A (MDPR) <[JAMCCAL@miamidade.gov](mailto:JAMCCAL@miamidade.gov)>  
Subject: Haulover Park General Plan  
To: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com)  
Date: Friday, February 12, 2010, 12:24 PM

Dear Mr. Tauer:

Thanks for your interest in planning for Haulover Park. Per your request, please see the attached General Plan.

Please contact me with any further questions.

Thanks,

**James A. (Andy) McCall, CMS**

*Park Planner II*

**Miami-Dade County Park and Recreation**

275 NW 2nd Street, Suite 416 Miami, FL 33128

Phone: 305.755.7993

[www.miamidade.gov/parks](http://www.miamidade.gov/parks) "Delivering Excellence Every Day"

Quote from official report: "... Also, construct a new accessible parking lot at north end of park east of A1A to accommodate 18 additional accessible parking spaces. The accessible route from the new north parking lot should align with the accessible route to the clothing optional beach."

From: [jimd182@live.com](mailto:jimd182@live.com)  
To: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com); [exdirbeaches@aol.com](mailto:exdirbeaches@aol.com)  
Subject: RE: Haulover Park General Plan  
Date: Sat, 13 Feb 2010 13:11:13 -0500

Ken and Shirley,

I talked to Allan Weitzel again this morning (Sat). He had called after talking to Joe Webb, The director of planning. I managed to get Allen to agree to go ahead with the meeting at 11:00 AM Tuesday at the Haulover Park Office in spite of Joe Webb telling him that there was no need for the meeting after my discussion with Joe on Wednesday. Allen had originally called me to cancel the meeting. I emphasized that implementation of the new master plan Joe is working on is many - say ten plus - years away and contains many things that far beyond currently foreseeable funding resources. I am pitching this small north beach lot as an INTERIM measure pending the "more comprehensive" long term solution that the planning division is working on (which will likely turn out to be unfeasible within our lifetime).

I plan to be there at the proposed lot entrance at about 9:30 AM on Tuesday so I have some more time to look around. Ken, please let me know if that is workable. I will give Ken another call later today. My cell is 407-401-5458. Thanks, Jim

Date: Tue, 5 Oct 2010 13:46:23 -0700

From: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com)

Subject: Haulver disabled parking lot

To: [jimd182@live.com](mailto:jimd182@live.com)

Hi Jim,

I'm not sure but think I emailed you that I have a completed professional drawing of the proposed entrance to a disabled parking lot east of A1A. I also have gotten the name of an attorney well versed in ADA discrimination cases such as obstacles to the beach. I have not contacted him yet. would like to meet with him soon, even though I don't want you to travel so far for one meeting. I would be willing to meet with them without you if you sent a letter of how you have exhausted a search for any one at the State DOT who might have objected to a curb cut there, and the favorable outcome we had with Ali Khalilahmadi, P.E., PTOE.

I located the entrance directly across from the west parking entrance, rather than slightly north, where the gate is. I thought that is more standard for intersections, and we can alter the plan by merely cutting the drawing along a lane without lines or words and re-paste farther north if desired. Even the way it is drawn (the drawing has no parking lot layout for DOT purposes), all of the parking would be north of the entrance, and no trees need to be affected.

If they say the lot would need to be paved and therefore too expensive.

The park people are really hassling Shirley about concession issues and I don't want to complicate her difficulty, so I may do this as my disabled condition status, but will always consult the Masons before any contacts with the county. Ken 945-599-8420

From: [jimd182@live.com](mailto:jimd182@live.com)

To: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com); [exdirbeaches@aol.com](mailto:exdirbeaches@aol.com)

Subject: RE: Haulver disabled parking lot

Date: Fri, 8 Oct 2010 01:08:53 -0400

Ken

Sorry I've been kind of out of touch in last few months. I have been somewhat out of commission lately as I had hernia surgery a few weeks ago. I should be cleared to "return to work" in the next

two weeks.

*It is good that you put the entrance is accross from the west entrance, as FDOT will not want to change the median opening and will want to have clean left turns into either side from the existing left turn lanes. Shirley had suggested we use MOBIMAT instead of pavement in the lot. The driveway into the lot, at least up until the curb returns or the R/W Line, would need to be paved to meet FDOT's semi-minimum conditions as I understood them.*

*FDOT's concern here is that a dirt or gravel driveway would result in dirt / gravel being tracked onto the roadway and having semi-perminant dirt rock debris areas around the intersection. FDOT may not care that much about the load bearing quality of the lot material (because it is not their lot) as long as we are not tracking dirt, sand and gravel out onto Collins. I should do some research into MOBIMAT under vehicle loading - although Shirley says it is doing well on the Beach entrances with Life-Guard vehicles driving on it - so the local empirical evidence is good. I think that with that drawing, we can submit the driveway permit application generally meeting the conditions that Khalilahmadi had mentioned. I would go thru the motions with FDOT before the legal route - until / unless FDOT's conditions become too onerous.*

*If you can, send me a paper copy of the drawing.  
Note that I moved this summer. New address is:*

*James and Arlene DELLEUR, 7733 Pine Hollow Court, Orlando, FL 32822-7928, ph: 407-737-9586 H,  
407-401-5458 C*

*Let me give you a call early next week to go thru this in more detail.  
Thanks for all the good work  
Jim*

*Date: Wed, 13 Oct 2010 10:13:19 -0700  
From: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com)  
Subject: H/Cparking  
To: [jimd182@live.com](mailto:jimd182@live.com)*

*Hi Jim, Sorry about spelling your last name wrong. I thought I sould maybe take a stab at laying out the parking lot as well, not for DOT but our meeting with Parks. They're not professional and space-size is not exactly to specs. My two alternatives I'm sending you with the paper copy of the intersection also don't show enough spaces as I believe are necessary. In the past I've noticed that dozens of cars came into the full lot (9 spaces) and had to leave. Now there's typically 4 of us that park in the old abandoned lot besides the full 9 spaces--that's 13 that have a much higher demand.*

*A huge upcoming event makes our request more urgent: A Parks manager told me new construction may start within the next 2 months on the new lifeguard headquarters building that may wipe out ALL EXISTING handicapped parking east of Collins for years. Thats only my speculation that they may take all handicapped parking with only a promise of improvement later--exactly what they did on the dune crossings 2 years ago!*

*I think I need to meet with Parks VERY soon to ask about their construction, and would like to have our proposal in hand as their 'solution'. I think you have done sufficient research at DOT to take it to Alan W et*

*Shirley is very positive of us moving forward. I am fully confident I can manage if you're not available—you need to take care of your health needs first. I would take someone other than Shirley along for a witness.*

*I will mail the drawings today to you. Ken---I noticed I messed up my phone listing last email--it is 954-599-8420*

Date: Fri, 22 Oct 2010 18:52:33 -0700  
From: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com)  
Subject: meeting with Alan W. and Tom M.  
To: [jimd182@live.com](mailto:jimd182@live.com)

Hi Jim,

*I have a meeting set up with Alan and Tom Thursday, Oct 28, at 1 pm. I don't expect you to attend, but could you spend a few minutes, writing as an email or attachment, describing your research with FI DOT, especially our meeting with Ali, stating essentially that DOT finds no reason, so far, with approving the drive access at our discussed point. Ken*

From: [jimd182@live.com](mailto:jimd182@live.com)  
To: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com)  
Subject: RE: meeting with Alan W. and Tom M.  
Date: Tue, 26 Oct 2010 00:34:53 -0400

Ken  
*I did get the envelope with the drawings. These are a very good start. Off the top of my head, I would lean towards Alternate A, but I will think about it. We will need to add a little more detail to these before submitting for driveway permit, which I will work on, hopefully in the next few days. I will review my meeting notes and write it up the meeting with FDOT tomorrow afternoon and call you perhaps tomorrow evening.*

Thanks  
Jim

From: [jimd182@live.com](mailto:jimd182@live.com)  
To: [ken\\_tauer@yahoo.com](mailto:ken_tauer@yahoo.com)  
Subject: RE: H/Cparking  
Date: Wed, 10 Nov 2010 18:49:16 -0500

Ken

*We met with Ali Khalilamadi, P.E. (Asst District Permits Engineer, FDOT District 6) on April 21st, I believe. Before the meeting, I had contacted Jerusha Williams (Office Support in the Permits Division) and requested a search of records to retrieve any documents of previous interaction between the Dade Parks and FDOT concerning Handicapped parking or any driveway access at the north end of Haulover. Any significant meeting between Parks and FDOT would normally have had a meeting summary recorded. She did not find any such. Also during the meeting Ali said he did not recall any activities of any kind involving Dist 6 on the subject of Parking lots at Haulover except for those related to the construction of the new marina and related facilities in the middle portion of the west side of Collins. After the meeting, as you may recall, I asked about going through the District 6 records comprehensively and getting copies of all documents on this subject and we were directed to talk to Harvey Stone in District 's Legal Department.*

*I contacted Stone in the week after the meeting, and requested any documents pertaining to any proposed parking lot development or modifications at the north end of Haulover and any documents concerning the intersection of the existing North lot driveway and Collins as well as traffic counts, traffic studies, traffic safety/accident causality investigations at this location and to check if this*

*location was on any any lists of high hazard/High accident or high congestion locations.*

*Stone called me back in mid to late May to say he conducted a search of archives and found no records of any communication between Parks and FDOT concerning Parking lots at Haulover or on the subject of the intersection of the North lot with Collins - ever. He also looked for any traffic operations info - traffic counts, accident studies, operations studies at this intersection. He also checked to see if the intersection had ever come to the attention of the Dade-FDOT Community Traffic Safety Committee or had ever been listed as a high accident or high congestion location.....again nothing was found. It appears that this location has never appeared on FDOT's radar.*

*Mr Khalilahmadi indicated that FDOT had no problem with placing a driveway to a new or revised parking lot at the proposed location as long as the usual FDOT design and construction standards for driveways onto state roads in the Dade urban area are observed. These include:*

*Lining the driveway up opposite the existing north parking lot driveway so that driveway goes into the existing intersection and the existing southbound left turn lane can be used for left turns into the lot.*

*Min 24 ft driveway width - one in and one out lane*

*Min 25 ft radius return at Collins*

*Driveway paved from sthe edge of existing pavement on Collins to the end of the return or to the R/W/L which ever is greater.*

*Stop signs and stop bar for outbound traffic per FDOT Indeces*

*Driveway designed to FDOT standards as shown in the Indeces.*

*A small lot (we showed him the concept rendering with 61 spaces) would NOT need a northbound right turn lane.*

*The Parks Dept. would need to be the formal applicant, but we (SFFB/Beaches) could prepare it and do design documents.*

*We would need a signed and sealed plan which I can/will design and a filled out permit application which we can do. The Application will need to be signed by someone at Parks. I would Sign and Seal the plans. The Trip Generation of this lot will be well under the threshold above which you need a Trip Generation and Traffic Study. Several other of the listed requirements would likely be waived for a public agency Applicant from the Proof of Ownership of the land and the Plats to the Application Fees.*

*Thanks*

*James R. Delleur,  
Licensed Civil and Traffic/Transportation Engineer*

*407-737-9586*