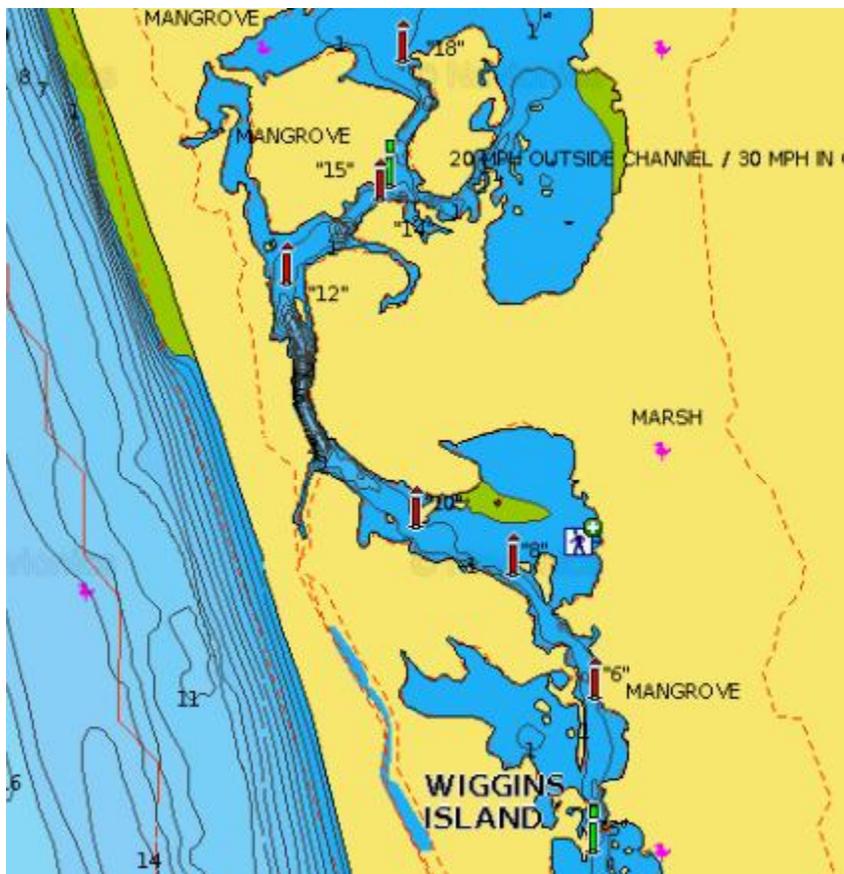


Zone N1: Little Hickory Bay Central

The majority of the LRRC (8 members) agreed with Option 2 from FFWCC to “change all or part of the narrow section (roughly between markers 5 and 18) to a shore-to-shore Slow Speed zone. The existing zone is comprised of a 30/20 zone with 30/SS zones both north and south of the area in discussion. The total length of the channel in this section is approximately 1.3 miles.” During the warm season (Apr – Oct) there are portions of this zone 3x to 7x the mean of the manatee-boat overlap. This supports the need, due to the narrow nature of the channel, in this area as there is not adequate room for manatees to safely avoid impacts with traveling vessels on plane.

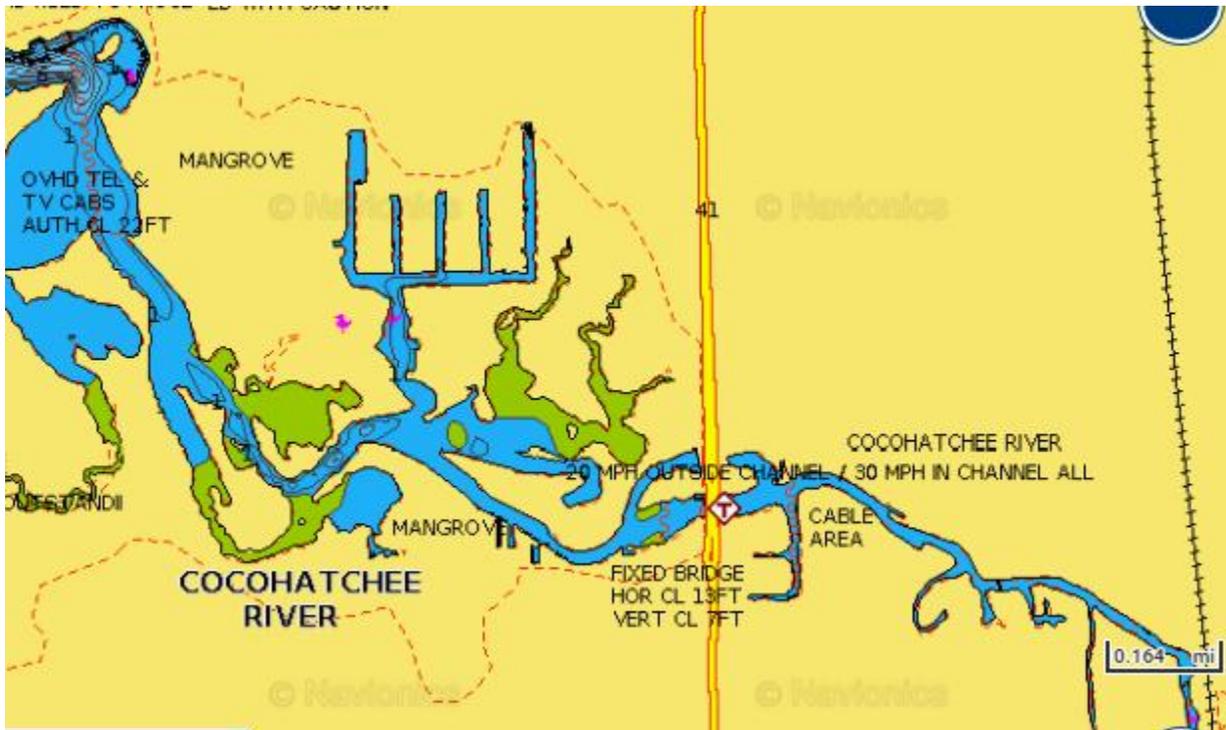
The minority of the LRRC (1 member) did not feel that there was a high enough manatee-boat overlap year round to warrant a year round shore to shore speed zone throughout the entire area. The opinion was that the main area of concern is from channel marker 10 to 18.



Zone N2: Cocohatchee River

The majority of the LRRC (7 members) agreed with FFWCC's Option 1 "take no action and leave the existing zone in place". Currently this area is mostly a 30/20 zone with the western portion a slow speed zone. The area has a very low manatee-boat special overlap and the waterway is not heavily traveled. There are only a few residential neighborhoods upstream from the current speed zone and most of the traffic west of this zone travels in and out of the pass and intercostal waterway.

There is no minority opinion for this area as two members abstained from voting for undisclosed reasons.

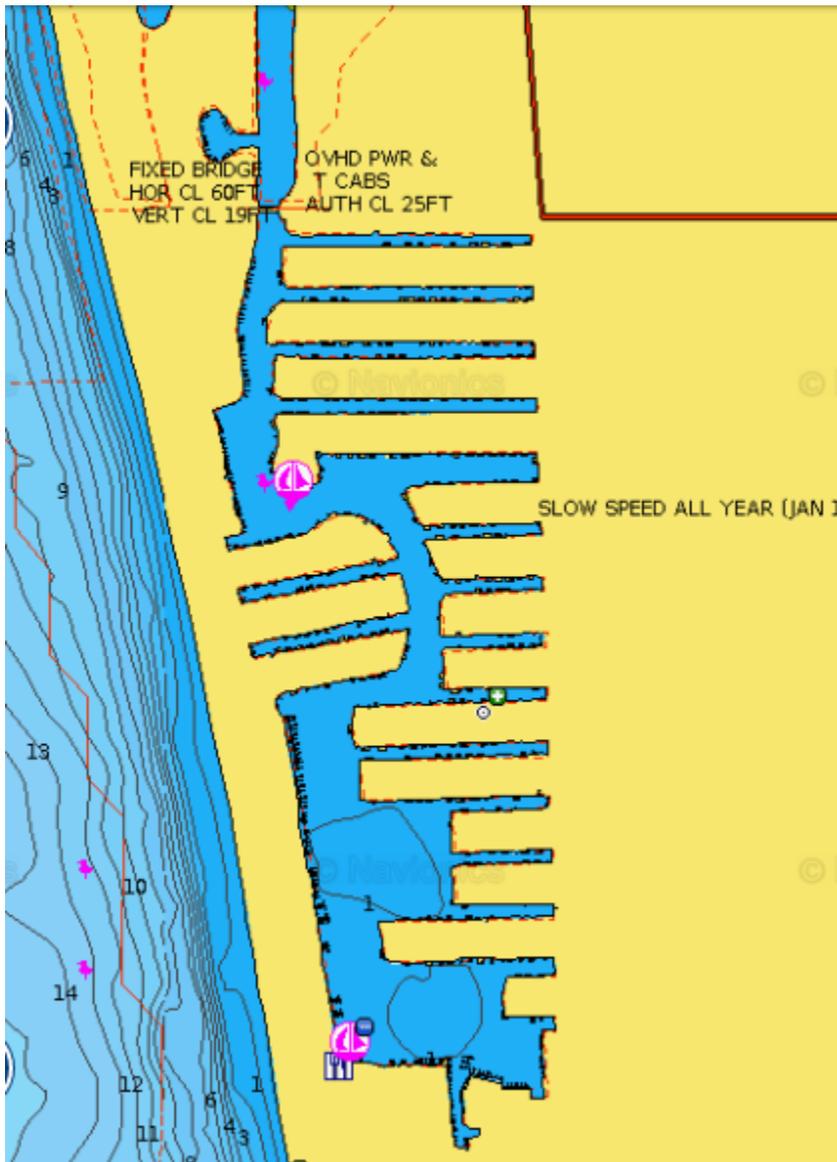


N-2 Cocohatchee River - Option 1 Approved will not be reconsidered. Majority Opinion. (7/2abstained)

Zone N3: Vanderbilt Lagoon

The majority of the LRRC (8 members) agreed with FFWCC's Option 1 "take no action and leave the existing zone in place." The existing manatee speed zone is SSMW and provide adequate protection for the manatee. A more restrictive speed zone is not warranted and a more liberal one would not provide adequate protection. The waterway is almost completely built out and the likelihood of more vessels within the waterway is limited.

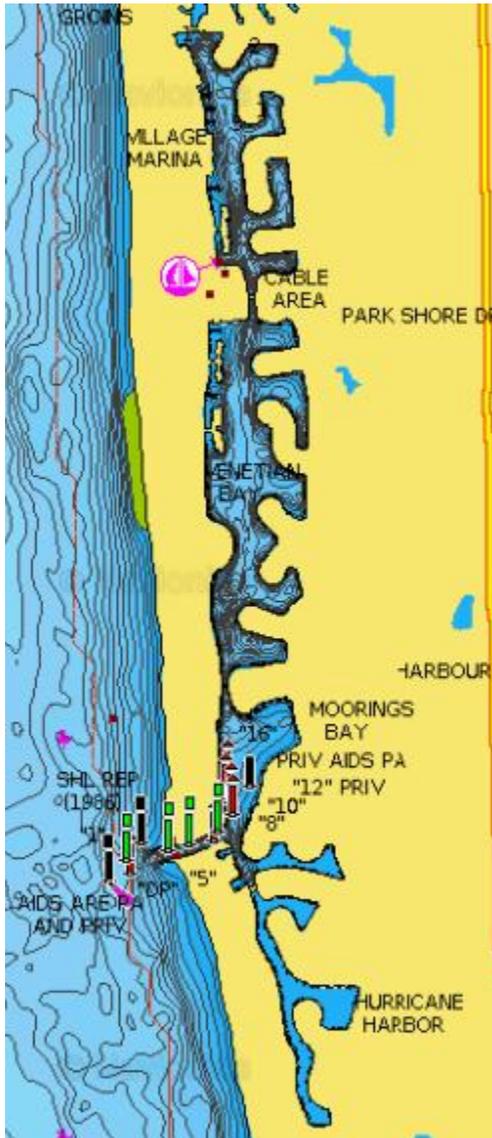
The minority of the LRRC (1 member) felt that a more restrictive speed zone, idle speed, should be put in place based on personal manatee sightings stating that there are more manatees in the area than represented in FFWCC's data. On multiple occasions breeding pairs have been spotted within the waterway and a more restrictive zone will allow better protection for them.



Zone N4: Doctors Pass / Moorings Bay

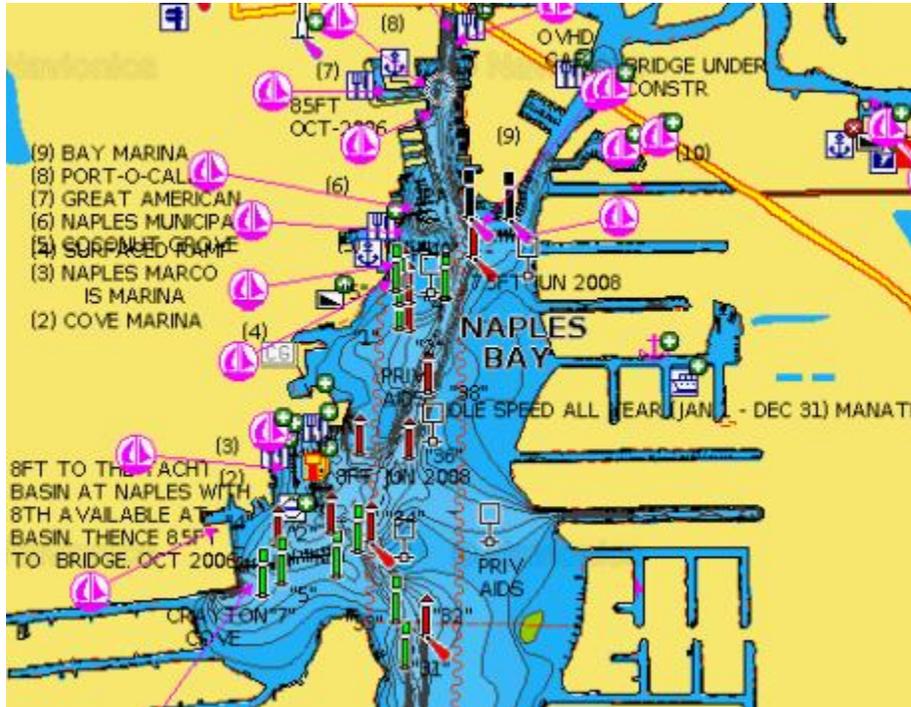
The majority of the LRRC (8 members) agreed with FFWCC's Option 2 "add a slow speed zone". This zone was requested by the City of Naples as the previous local ordinance is no longer in place, leaving the area with no current speed zones. The LRRC feels that the lack of manatee mortality in the area is due to the success of the previous local speed zones. There are only a few areas throughout the waterway that have high manatee-boat spatial overlap but manatees have been spotted throughout the waterway by LRRC members.

The minority of the LRRC (1 member) felt that there is not enough data to support a manatee zone within this area but the area should be under a speed zone to protect the properties and boats within the bay.



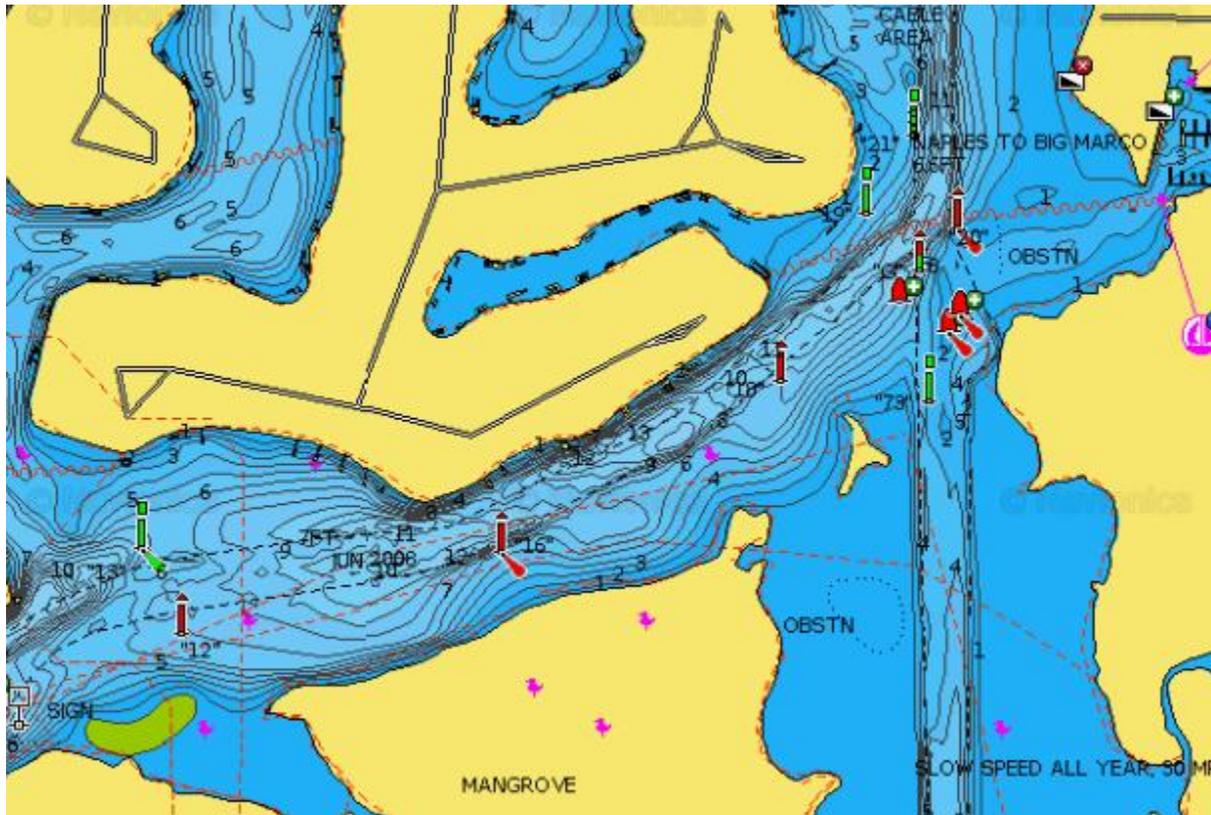
Zone C1: Naples Bay North

The LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." This area is very congested due to the number of marinas and the public boat ramp and therefore should remain as an Idle Speed zone to continue to provide protection to the manatees.



Zone C2: Naples Bay South

The LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." This area is a main channel for Naples boaters to access the Gulf of Mexico and even with the high manatee-boat spatial overlap the current zone restricts high speed vessels to the channel providing slow speed areas outside of the channel for manatee protection.



Zone C3: Gordon Pass

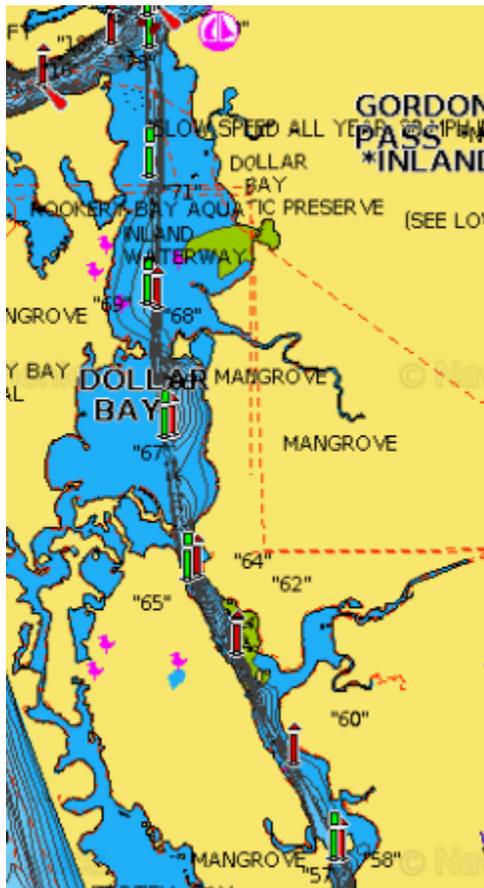
The LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." The existing idle speed zone provides adequate protection for the manatees and area boaters are accustomed to going idle through the area before ingress/egress out of Gordon's Pass.



Zone C4: Dollar Bay

The majority of the LRRC (8 members) agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." There is an area in the middle of Dollar Bay that has a high manatee-boat spatial overlap but it is located in a wide bay with high speed boats restricted to a narrow channel. Outside of the channel there is adequate depth for manatees and boats are restricted to slow speed. The narrow portions of this zone have a low manatee-boat spatial overlap and do not warrant a more restrictive speed zone.

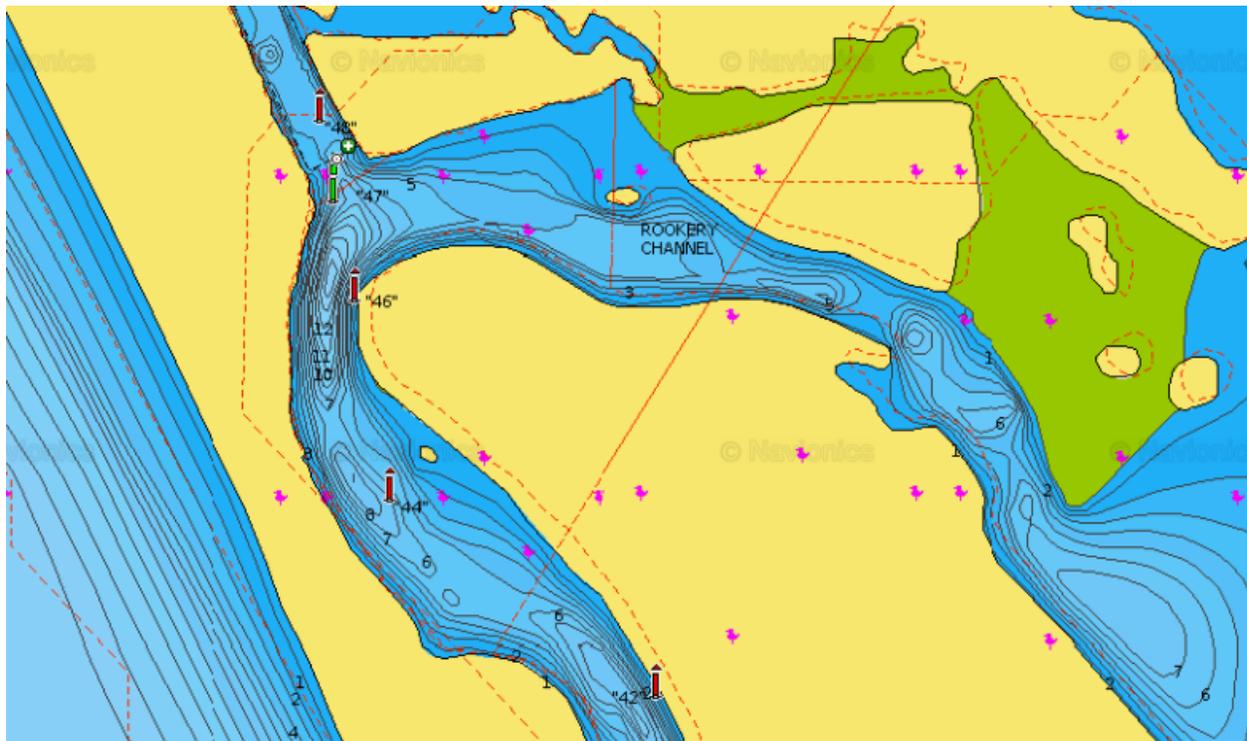
The minority of the LRRC (2 members) felt that in the area of Dollar Bay that vessels should be restricted to slow speed to provide more protection to the manatee and help reduce turbidity caused by boat wakes. This area has sparse seagrasses and if turbidity in the area was limited by boat traffic it could help promote growth providing more food sources for manatees.



Zone C5: Halloway Island North

The majority of the LRRC (9 members) agreed with FFWCC's option 2 "Change the existing zone to a shore-to-shore slow speed zone" but modified to only apply from marker 47 to marker 44. This area has a high manatee-boat spatial overlap and is a congested area for boaters as they are restricted to one side of the channel due to an existing shoal. The additional slow speed zone will help prevent manatee/boat collisions and provide a safer navigation for boaters in a restricted water body.

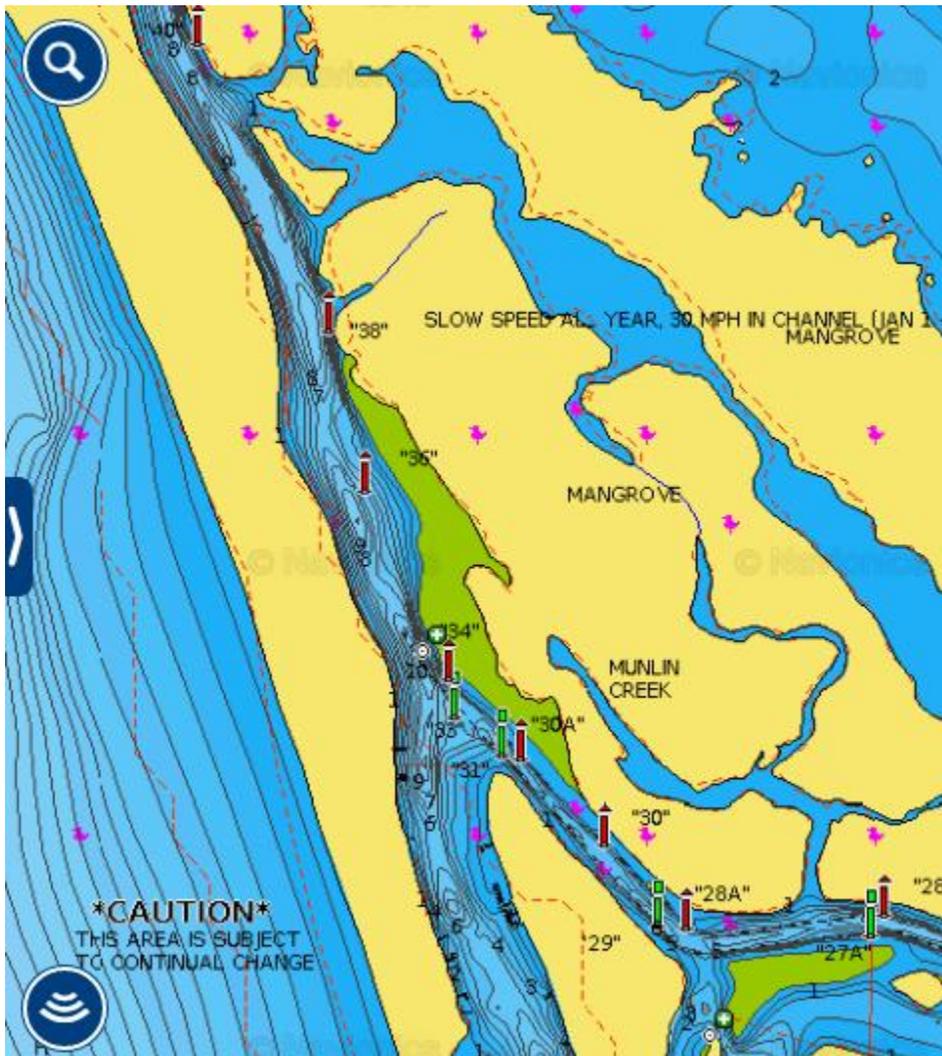
The minority of the LRRC (1 member) agreed with the modification but felt it should only be made if the existing slow speed zone to the north was reduced as there is not a high enough manatee-boat spatial overlap to warrant the existing zone.



Zone C6: Halloway Island South

The majority of the LRRC (9 members) agreed with FFWCC's Option 2 "change a part of the existing zone / unregulated area to a shore to shore slow speed zone" applicable to the channel from marker 30A/31 to marker 27A/28. This "dog leg" area has a high manatee-boat spatial overlap and the boaters in the intercostal should proceed through this area at slow speed to reduce the chance of injuring a manatee. The southern portion of this area is choked with a large shoal that restricts both manatees and boats to the channel as the shoal is too shallow for boaters or manatees to travel over.

The minority of the LRRC (1 member) agreed with the more restrictive speed zone but felt it should only apply to the bottom portion of the "dog leg" from marker 28A to marker 28. This is the area of the existing shoal and warrants additional manatee protection. The remainder of the proposed modification is very well marked and should not be included in the slow speed zone.



Zone C7: Little Marco Island

The LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." The existing channel is well defined and the eastern portion of the zone is a popular water sports area. The southern portion of the zone has a high manatee-boat spatial overlap and is where both channels slow down to slow speed. There is very low manatee-boat spatial overlap through the rest of the zone.



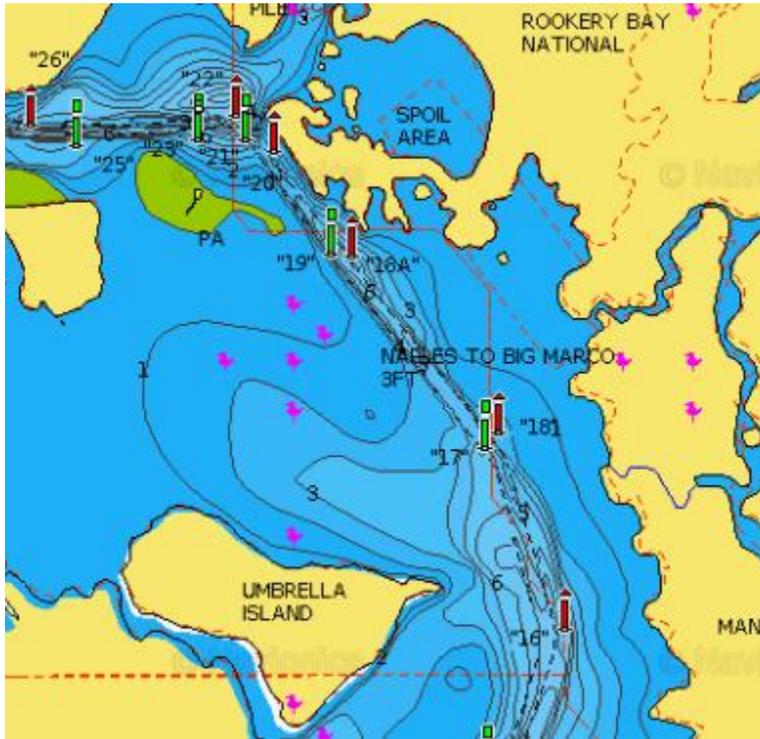
Zone C8: Hall Bay North

The LRRC unanimously agreed with FFWCC's Option 2 to "change the narrow section to a shore-to-shore slow speed zone." Currently the area is marked slow speed and is followed by the majority of local boaters therefore there will be very little impact to the local boating community. This area is very restrictive channel between two bays and warrants manatee protection.



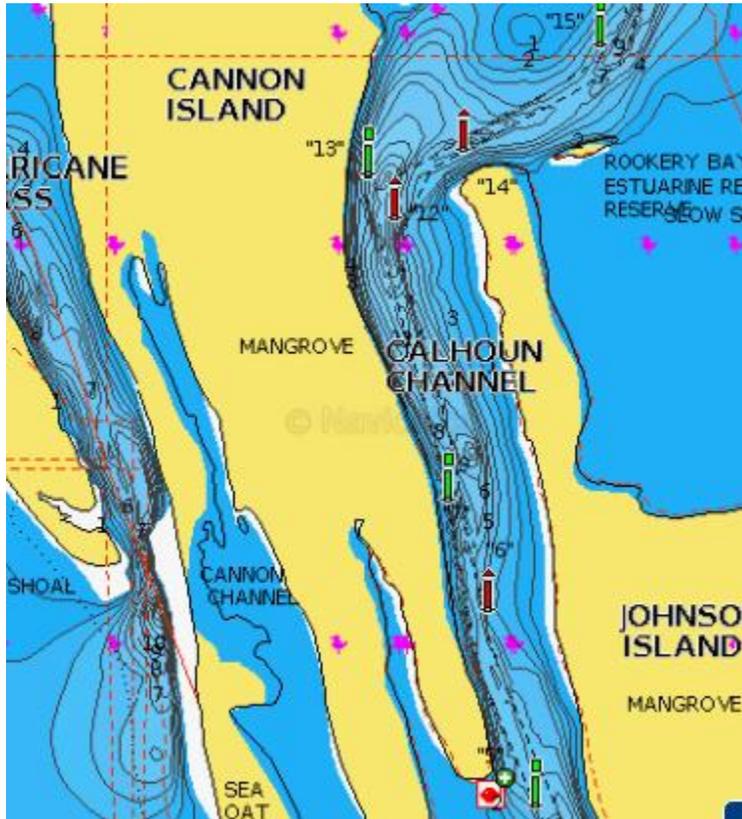
Zone C9: Johnson Bay North

C9 Johnson Bay North - Option 1 Motion Jeremy Second Josh Passes 7/3 Majority and Minority (Marilyn, Susan and Nancy A.)



Zone C10: Johnson Bay Central

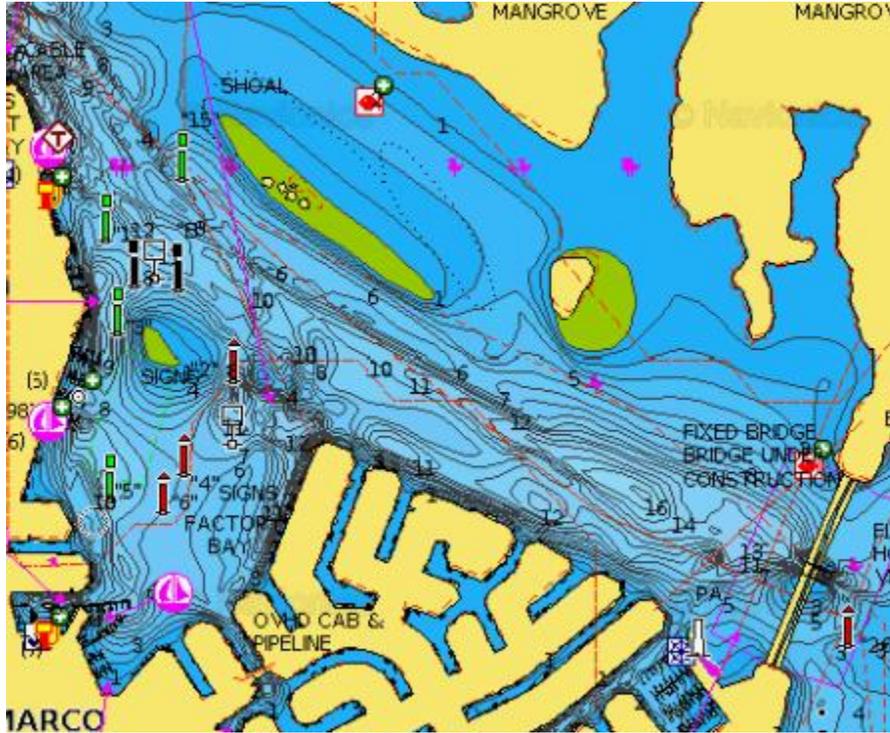
C10 - Johnson Bay Central - Option 1 Motion by Michael, second by Josh. Passes (8/2) Majority and Minority (Susan and Nancy A. Minority)



Zone S1: Marco River North

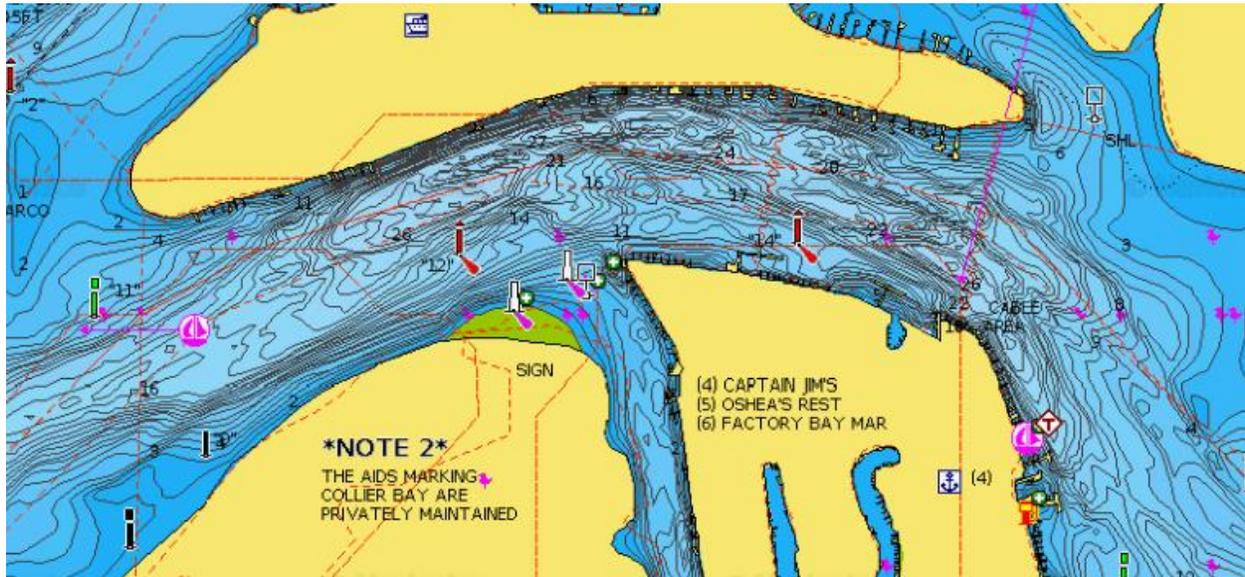
The LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place."

S-1 Marco River North - Public comment by Dan High from Rose Marina regarding to the existing zone and keeping it the way it is. Option 1 Approved, will not be reconsidered. Majority Opinion. (8/0)



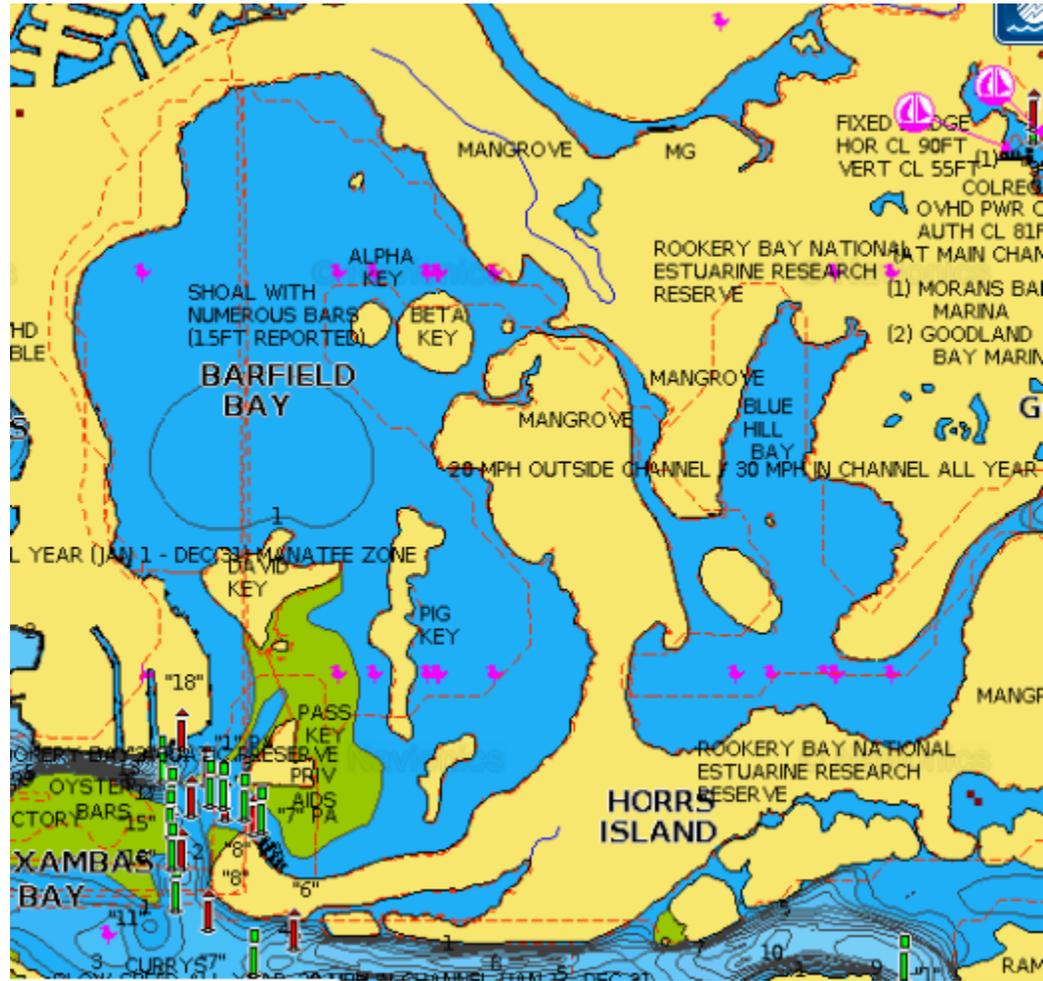
Zone S2: Marco Interior

S-2 Marco Interior - Option 3 Approved to make the Marco River SSMW and leave the remainder of the area Idle Speed approved. Majority Opinion. (8/0)



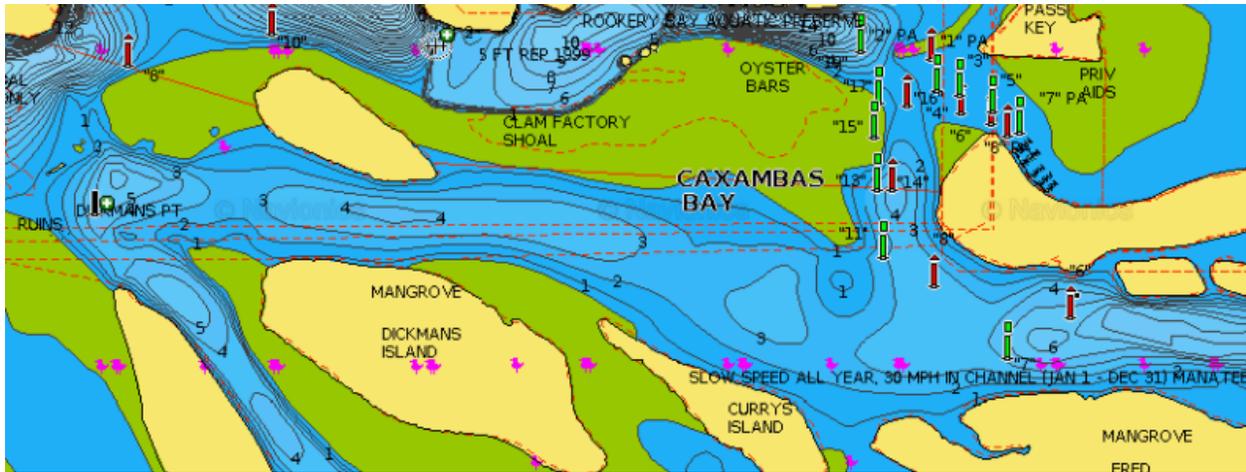
Zone S3: Barfield Bay

S-3 Barfield Bay - Option 1 Approved, will not be reconsidered. Majority Opinion. (8/0)



Zone S4: Caxambas Bay

S-4 Caxambas Bay - Review the navigational chart and discussion of the marked channel. Make it clear to FWC that there is a marked channel throughout the entire S-4 area. Option 1 Approved, will not be reconsidered. Majority Opinion. (8/0)



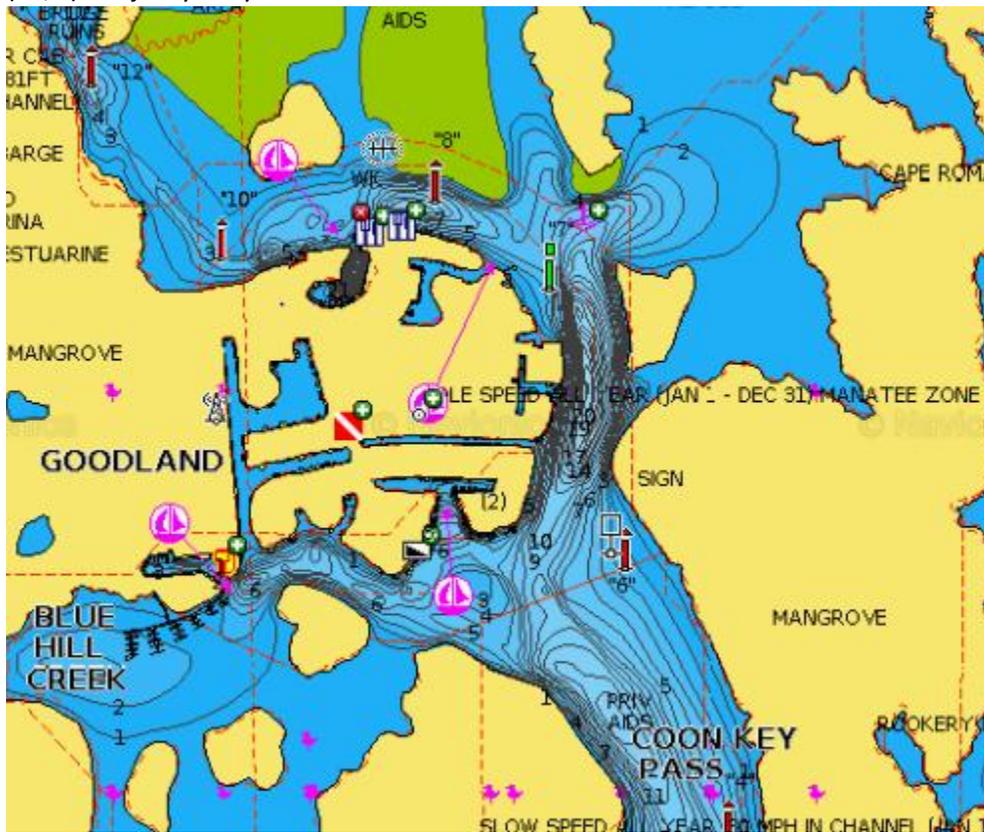
Zone S5: Goodland

S5 - Goodland - Option 1 Motion by Susan, second by Nancy A.

Public Speaker - Mack Hatcher - does a lot of recreational paddling in the Goodland Bay area and supports slow speed and idle speed.

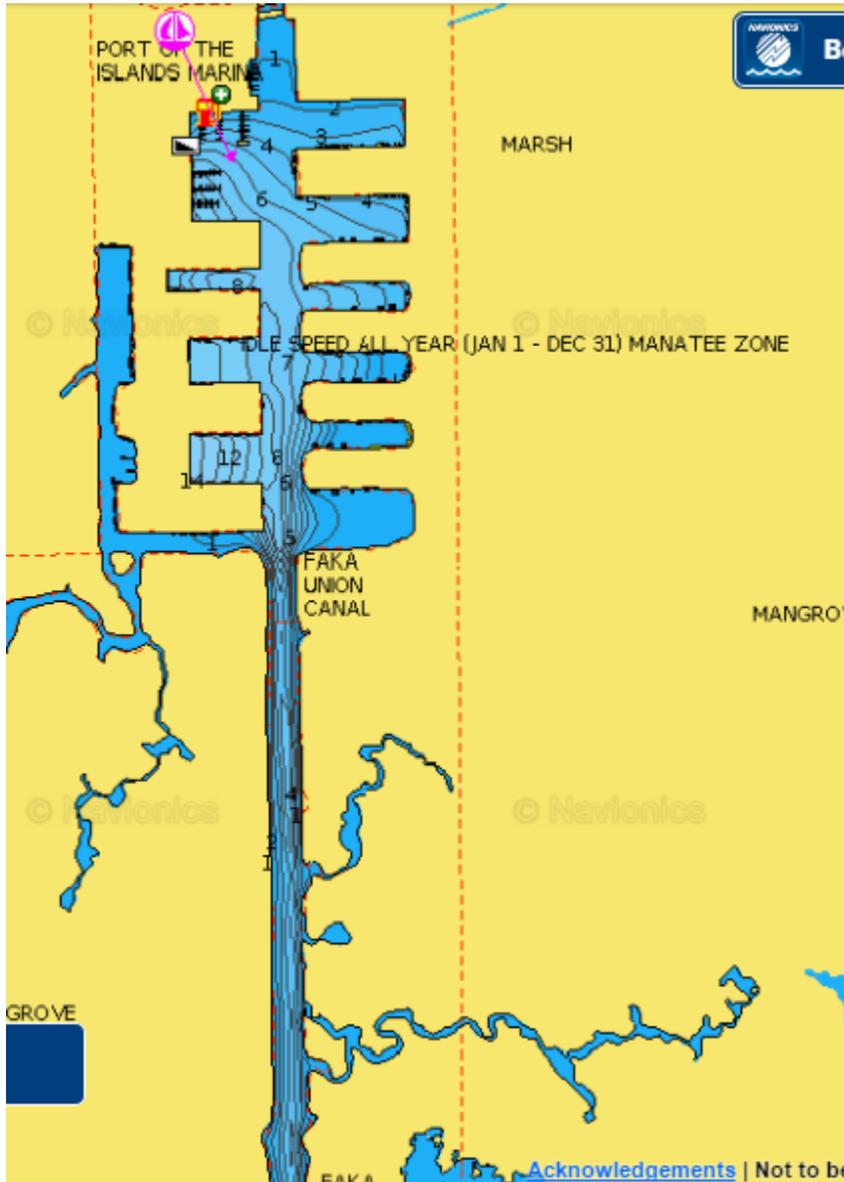
Passes (8/1/1) Majority and Minority (Josh minority and Jim Abstained)

Additional Area Canals on either side of SR92 - Option 1 motion by Nancy, second by Jeremy. Passes (10/0) Majority Only.



Zone T1: Port of the Islands

T1 Port of the Isles - Option 2a Motion to go with Option 2 with the additional area excluded to all boaters. Motion by Michael and second by Susan. Passes (10/0) Majority Only.



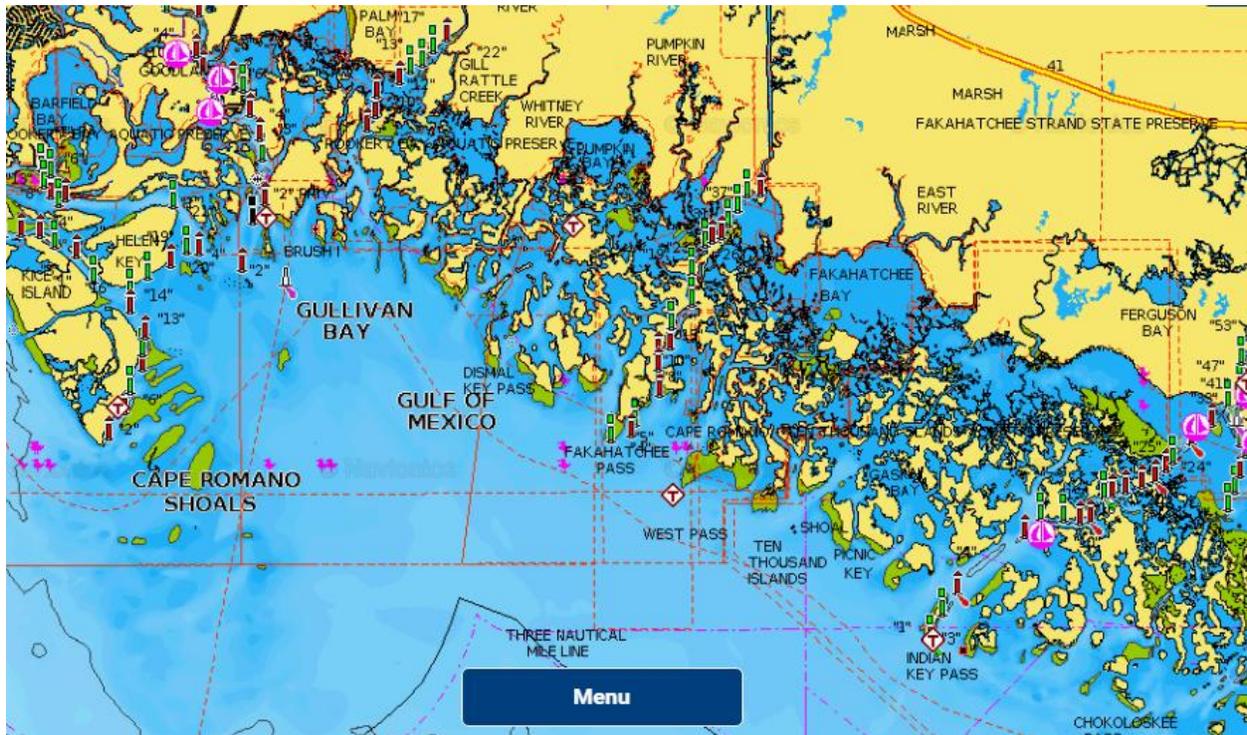
Zone T2: Barron River

T-2 Barron River - Public Comment Rod Hagerman defining the different types of boats and impact forces. Option 1 Approved. Majority and Minority Opinion. (7/2) Josh and Jeremy are the Minority.



Additional 30/20 Zones in 10,000 Islands

Additional 30/20 zones - The state would like our input if the 30/20 zones need to be in place or should be removed. Would like to know the LRRC's opinion on these existing zones. Josh described why he would like to see them left in place to keep the channels marked for larger vessels and not impacting the boaters where there are currently no evidence to support a more restrictive zone. Josh makes a motion to ask the FWC to leave the zones as is to provide some level of protection to the manatee. 2nd by Jeremy. Motion passes (7/2/1). Majority and Minority opinion (Nancy A. and Susan Minority).



Additional Area: Clam Bay

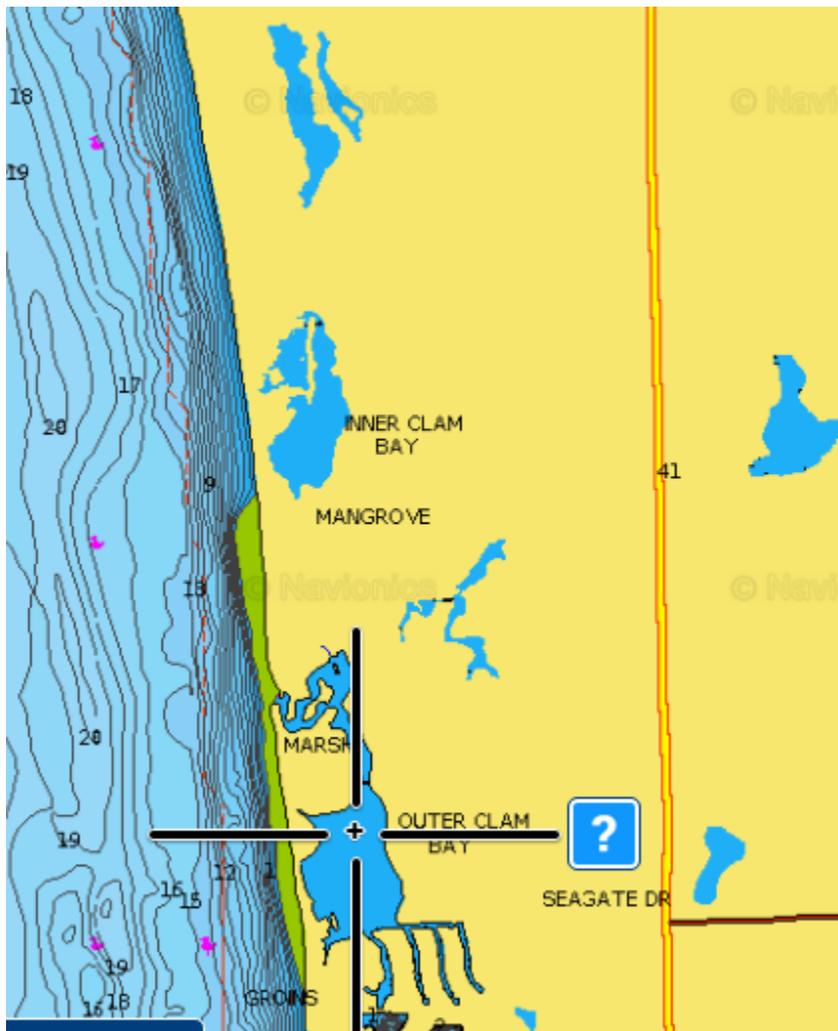
Clam Bay (Time Certain for 11AM) - Josh reviewed the comments from last meeting.

Public Comment:

Nancy reviewed a citation from the Florida Sanctuary Act - CH1 reviews the relation between manatees and seagrasses. And quoted about the destruction caused by prop scars, etc.

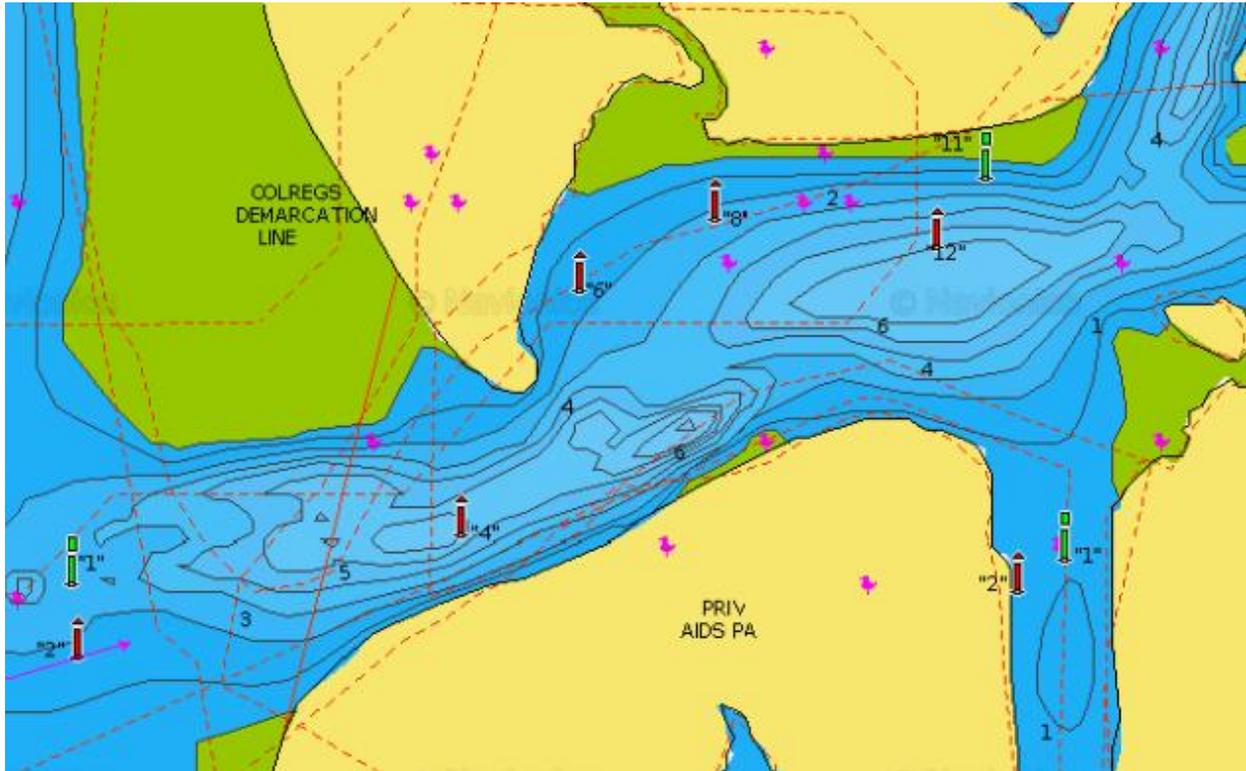
Cliff feels that something needs to be done in this zone and referred to Scott's discussion on Idle Speed and Slow Speed. Made a suggestion to discuss Idle Speed within the pass and Slow Speed within the bay.

Option 2 - Motion to make entire area idle speed minimum wake by Susan, second Nancy A. second. Passes (7/2/1) Majority and minority (Josh and Jim Minority, Jeremy Abstained)



Additional Area: Wiggins Pass

Wiggins Pass - Susan presented her exhibit that shows the contradiction in signage. Susan makes a motion to ask that the FWC make the entire pass to the inland intersection be marked as Idle Speed. 2nd by Nancy. Currently the area intersection of the Cocohatchee/Wiggins and Water Turkey Bay/Little Hickory Bay is a hot spot for boat traffic. The entire area described is above 7x the mean of the manatee density in the area and therefore the area should be Idle Speed Minimum Wake. Motion Passes (7/2/1) Majority and Minority Opinions. Jim and Josh Minority Opinions.



Additional 30/20 Zones

Additional 30/20 zones - The state would like our input if the 30/20 zones need to be in place or should be removed. Would like to know the LRRC's opinion on these existing zones. Josh described why he would like to see them left in place to keep the channels marked for larger vessels and not impacting the boaters where there is currently no evidence to support a more restrictive zone. Josh makes a motion to ask the FWC to leave the zones as is to provide some level of protection to the manatee. 2nd by Jeremy. Motion passes (7/2/1). Majority and Minority opinion (Nancy A. and Susan Minority).

Guide / Commercial Permits

Guide / Commercial Permits - Nancy A. makes a motion to remove the guide permits from this program and allow them only to allow to commercial net setting as recommended by FWC. 2nd by Susan. Motion passes (6/3/1) Majority and minority opinions (Josh, Jim and Cliff and minority).