

Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

#### Zone N1: Little Hickory Bay Central

The majority of the LRRC (8 members) agreed with Option 2 from FFWCC to change all (omit: "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.



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### 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 **(posted at 20 mph, not 30/20 in the eastern portion. This is documented in a photograph of only sign in the western area.... shown in minute corrections for the April 8 meeting submitted by Susan Snyder. There is no marked channel in N2.)** a 20 mph 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.



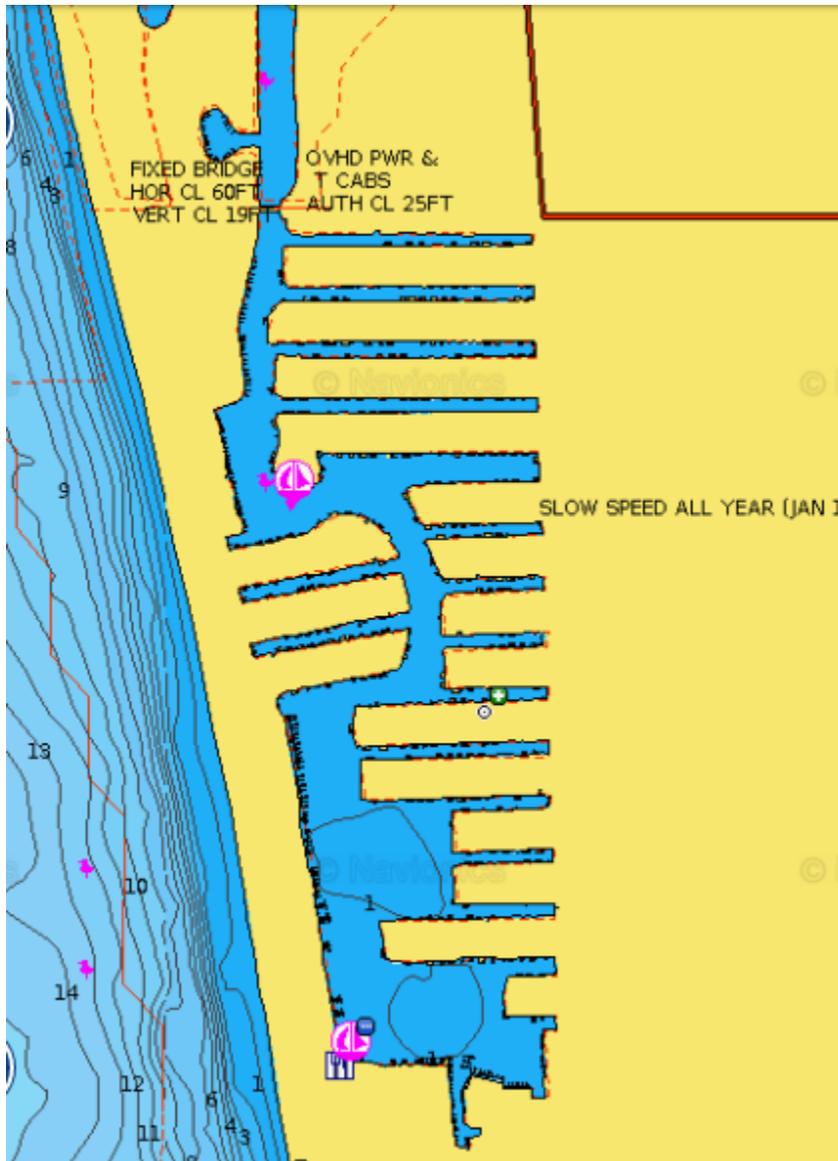
N-2 Cocohatchee River - Option 1 Approved will not be reconsidered. Majority Opinion. (7/2obstained)

### 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.

Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

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 (Add:) herds of five to 10 individuals have been spotted within the waterway and a more restrictive zone will allow better protection for them. (Add:) Additionally, the channel is narrow and shallow and used by numerous watercraft.

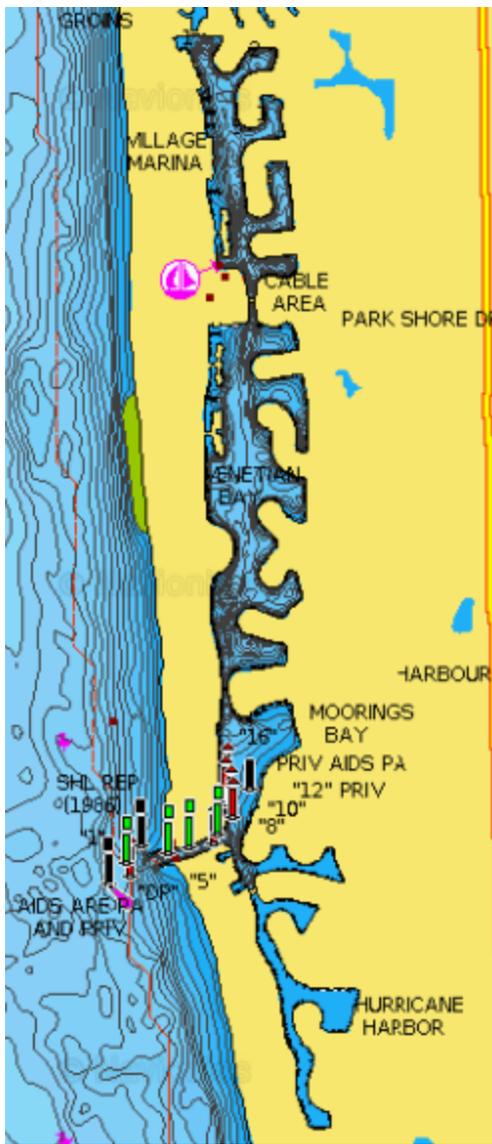


Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

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.

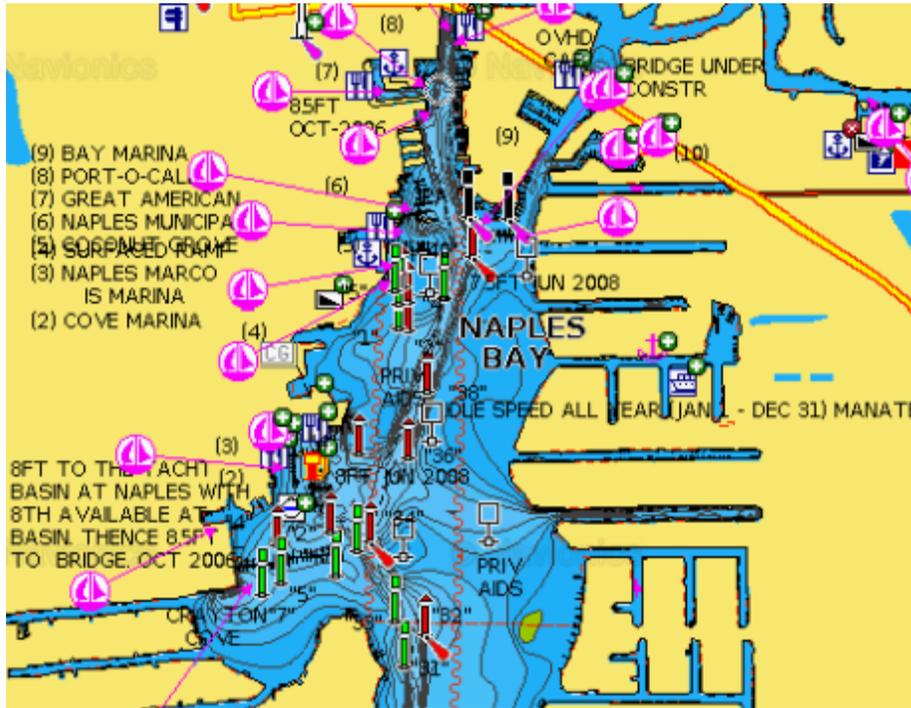
The minority of the LRRC (1 member) felt that there is not enough data to support a manatee zone within this area but the area should be under a speed zone to protect the properties and boats within the bay.



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### Zone C1: Naples Bay North

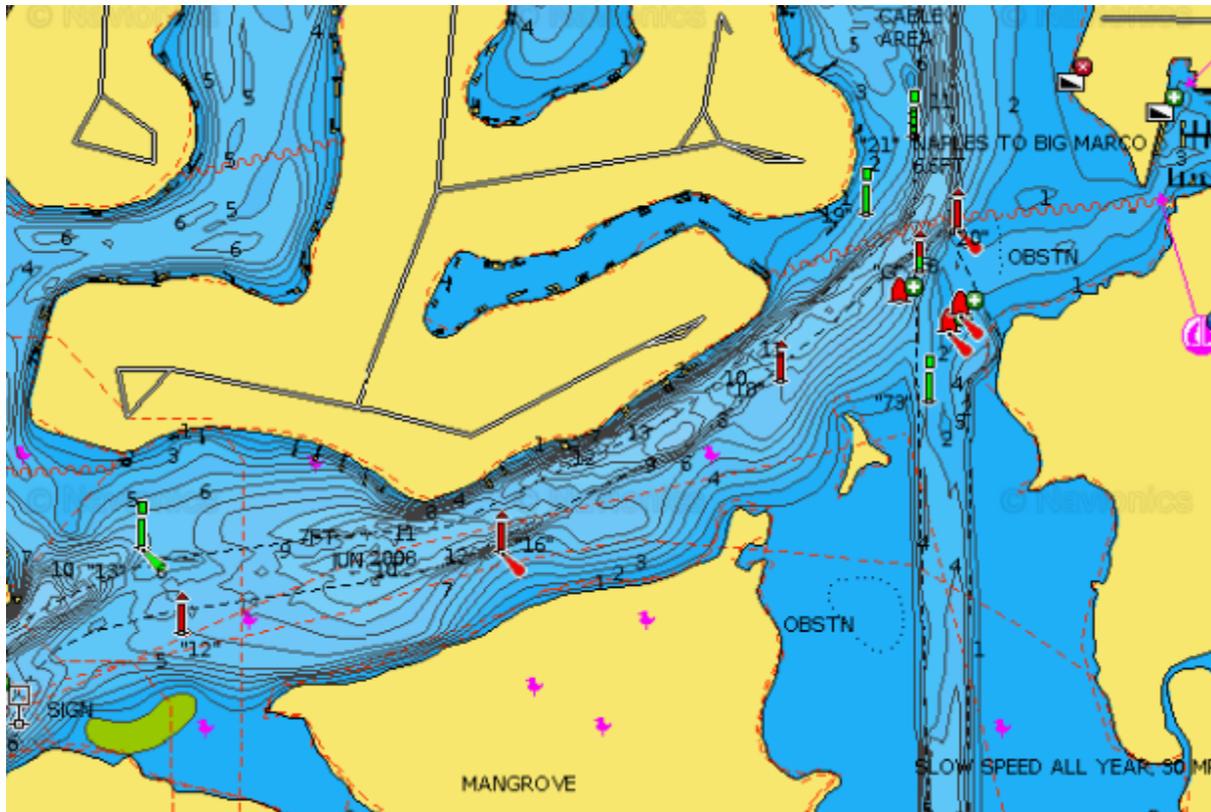
The LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." This area is very congested due to the number of marinas and the public boat ramp and therefore should remain as an Idle Speed zone to continue to provide protection to the manatees.



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### Zone C2: Naples Bay South

The LRRC unanimously agreed with FFCC'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.



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### 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.

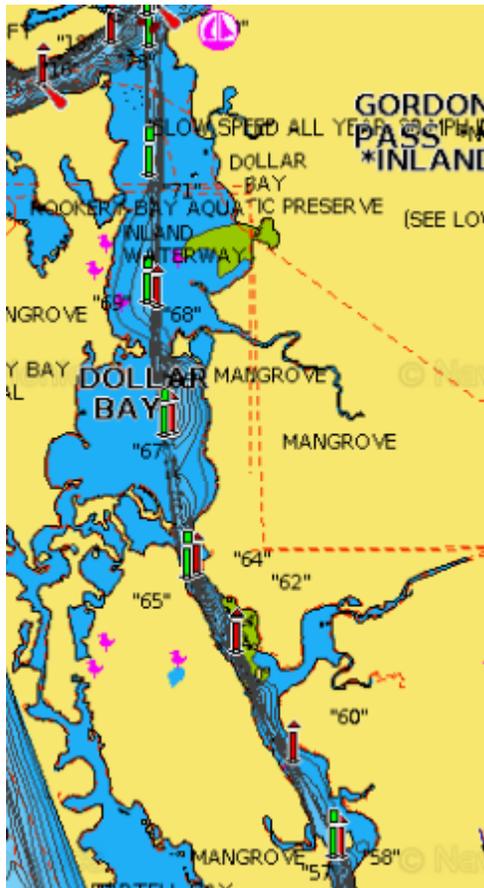


Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

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.

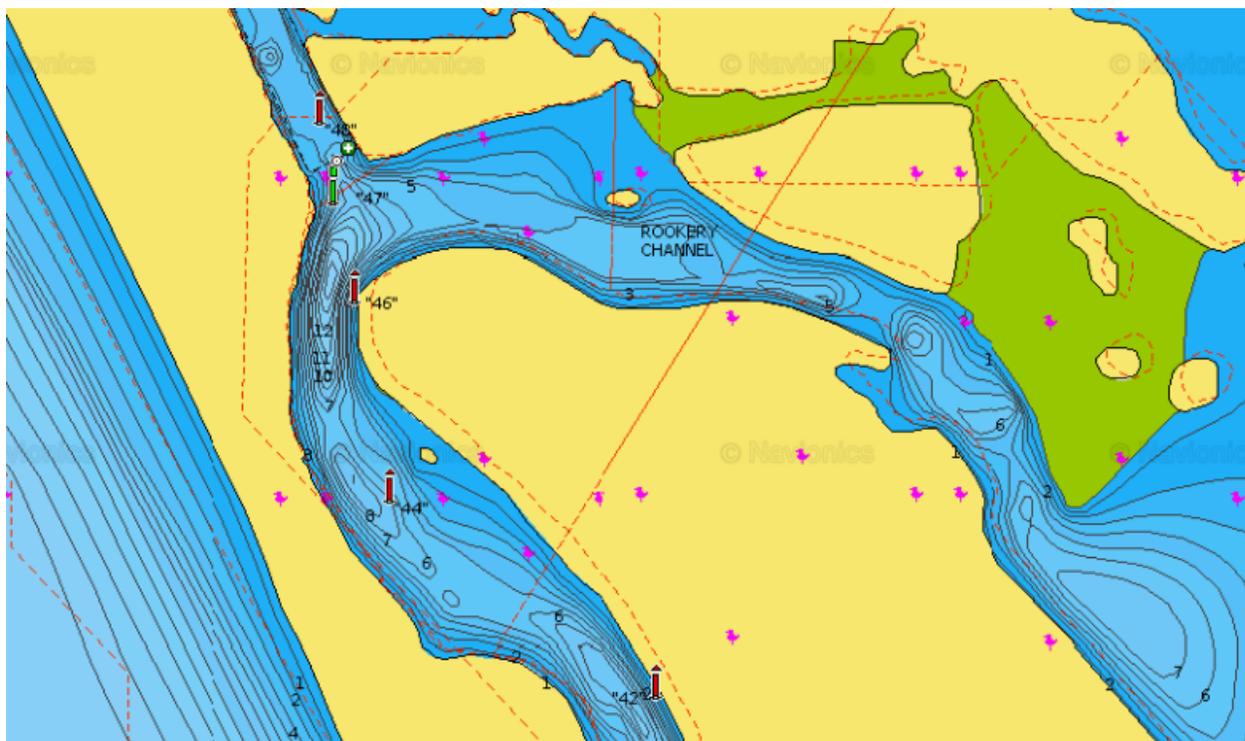


Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### 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.

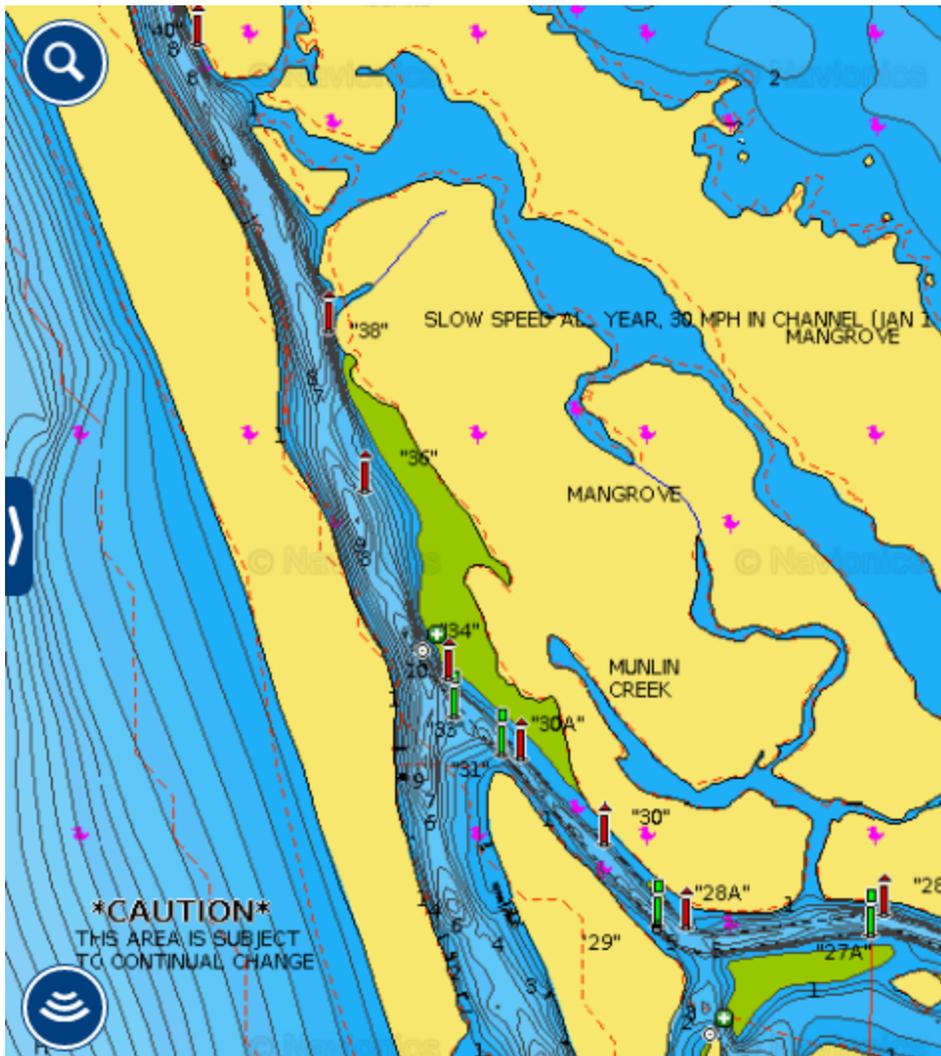


Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### 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 **(Omit extra "shore to")** 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.

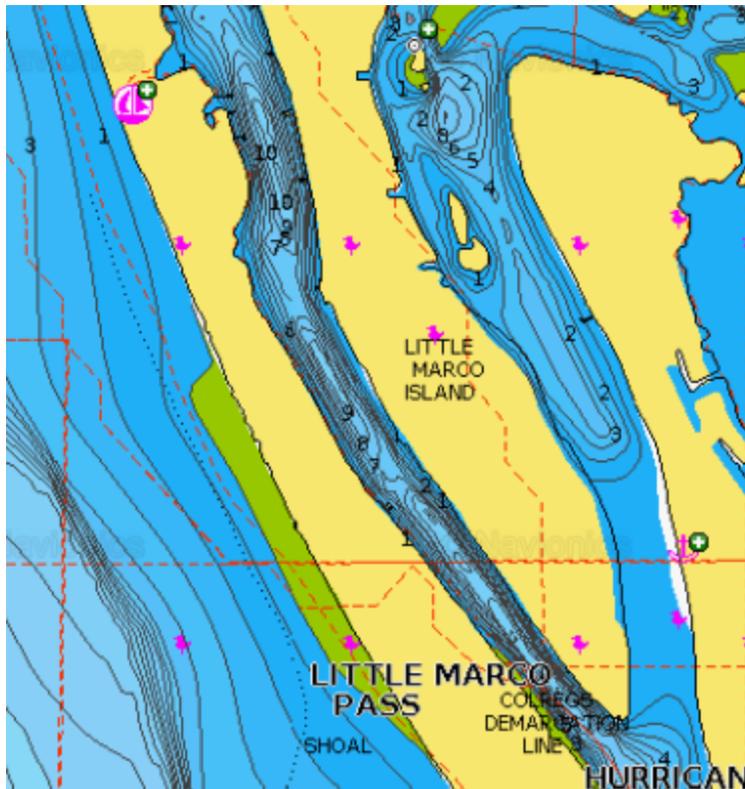
The minority of the LRRC (1 member) agreed with the more restrictive speed zone but felt it should only apply to the bottom portion of the "dog leg" from marker 28A to marker 28. This is the area of the existing shoal and warrants additional manatee protection. The remainder of the proposed modification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



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Zone C7: Little Marco Island

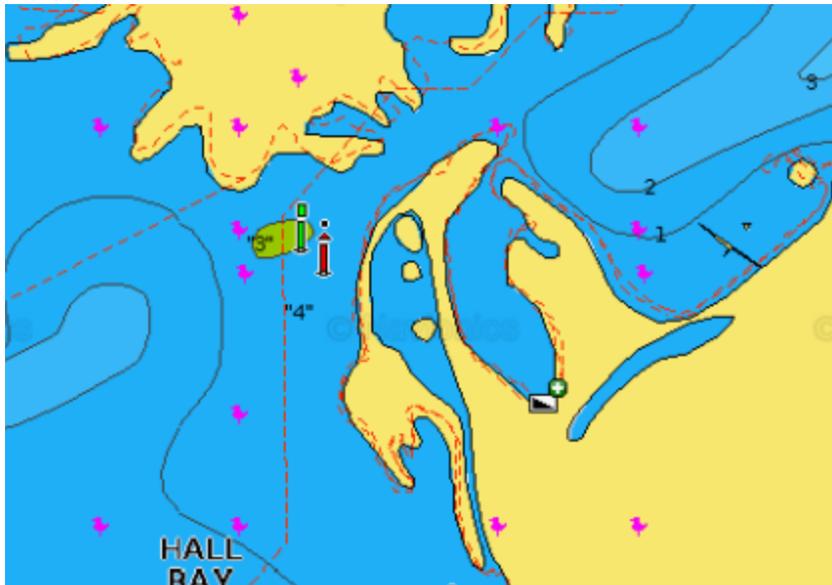
The LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." The existing channel is well defined and the eastern portion of the zone is a popular water sports area. The southern portion of the zone has a high manatee-boat spatial overlap and is where both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



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Zone C8: Hall Bay North

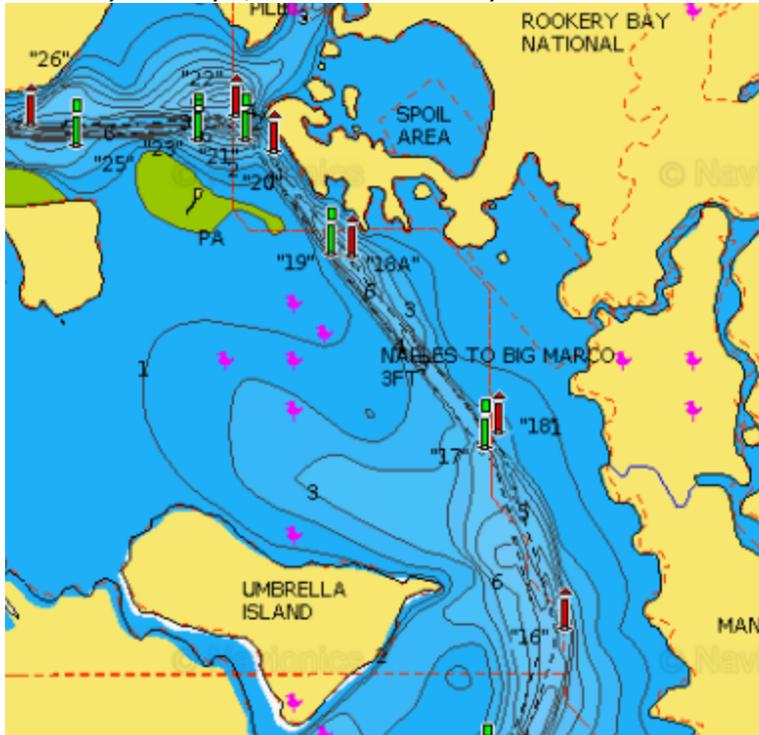
The LRRC unanimously agreed with FFWCC's Option 2 to "change the narrow section to a shore-to-shore slow speed zone." Currently the area is marked slow speed and is followed by the majority of local boaters therefore there will be very little impact to the local boating community. This area is very restrictive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



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Zone C9: Johnson Bay North

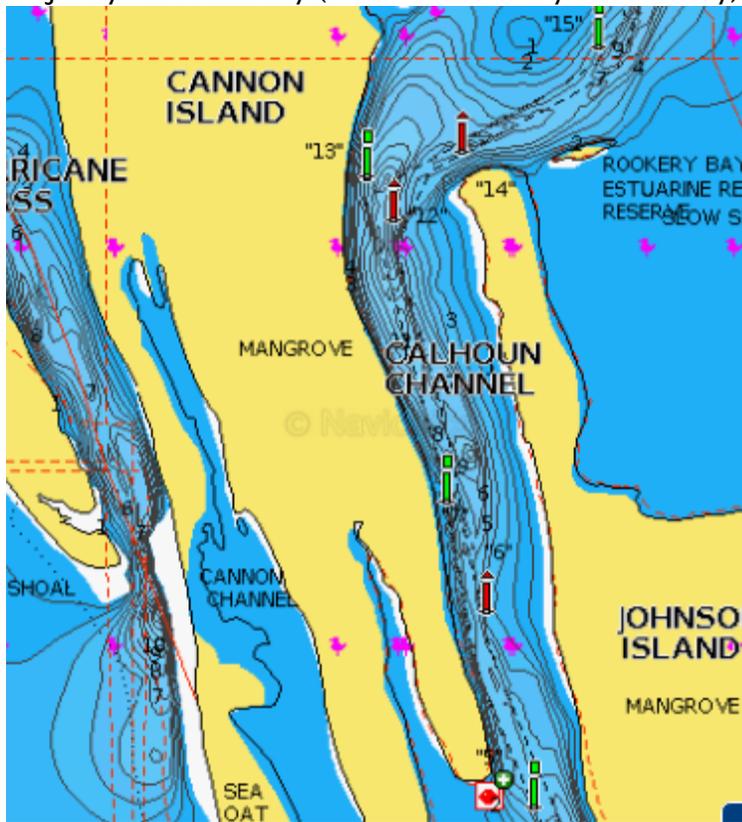
C9 Johnson Bay North – Option 1 Motion Jeremy Second Josh Passes 7/3 Majority and Minority (Marilyn, Susan and Nancy A.)



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

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)



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### 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."

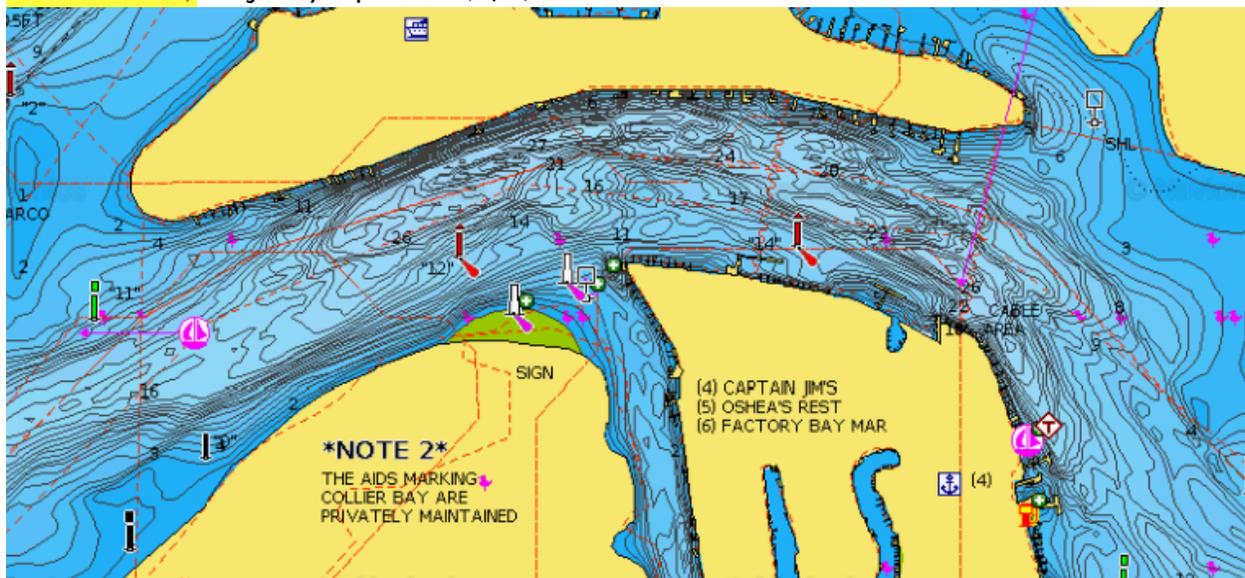
S-1 Marco River North – Public comment by Dan High from Rose Marina regarding to the existing zone and keeping it the way it is. Option 1 Approved, will not be reconsidered. Majority Opinion. (8/0)



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Zone S2: Marco Interior

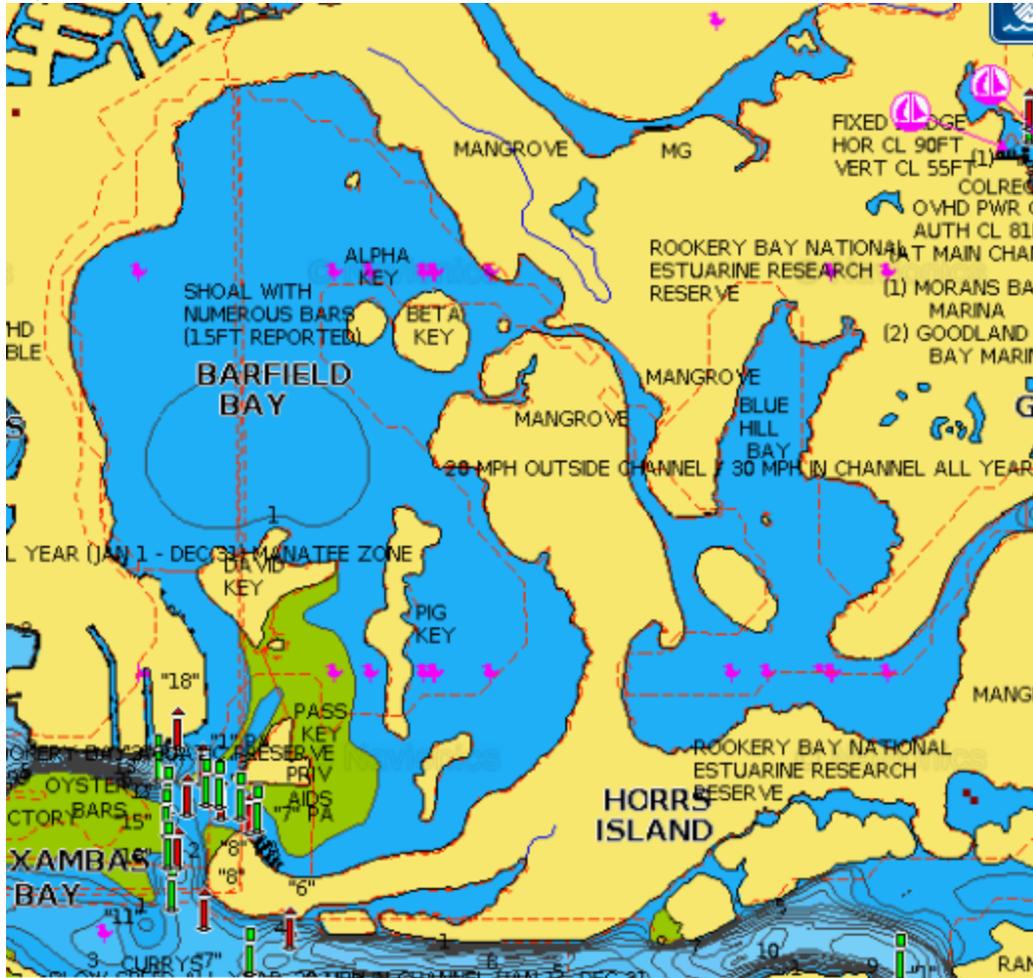
S-2 Marco Interior – Option 3 Approved to include all or part of the main channel in the Slow Speed zone, Idle Speed in other areas. (This addition fits with Option 3 as we created it on April 8th. The option was created because the manatee advocates did not want to change the waterway from idle speed to slow speed. Option #3 was a compromise. The wording for Option #3 was corrected in the April 22nd minutes to agree with the unanimous vote to accept the corrections I submitted. However, the “corrected minutes” of April 8th state that Option 2 was the option that was agreed to unanimously. That error was never discovered until today 5/14/16. So, I think we need to agree that we voted unanimously for Option #3. Then the April 8th minutes can be corrected. ) Majority Opinion. (8/0)



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Zone S3: Barfield Bay

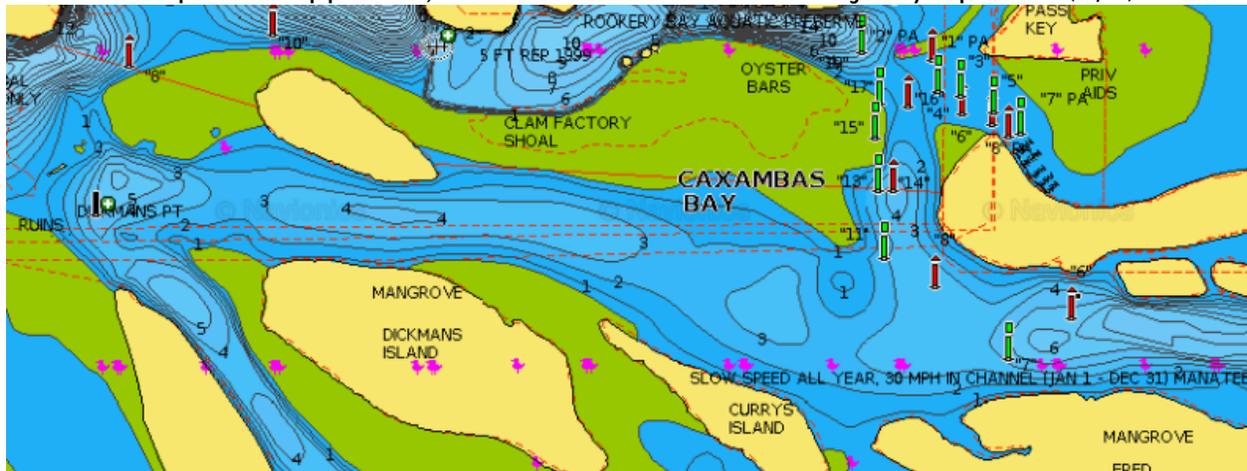
S-3 Barfield Bay - Option 1 Approved, will not be reconsidered. Majority Opinion. (8/0)



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

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)



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

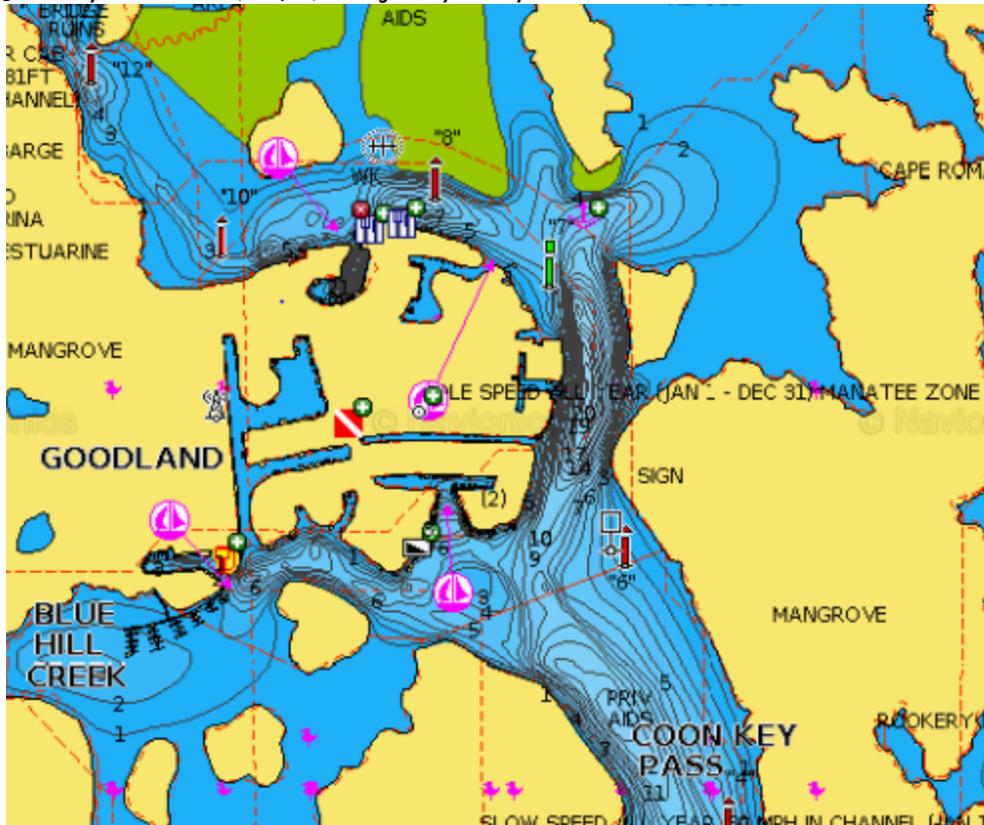
Zone S5: Goodland

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)

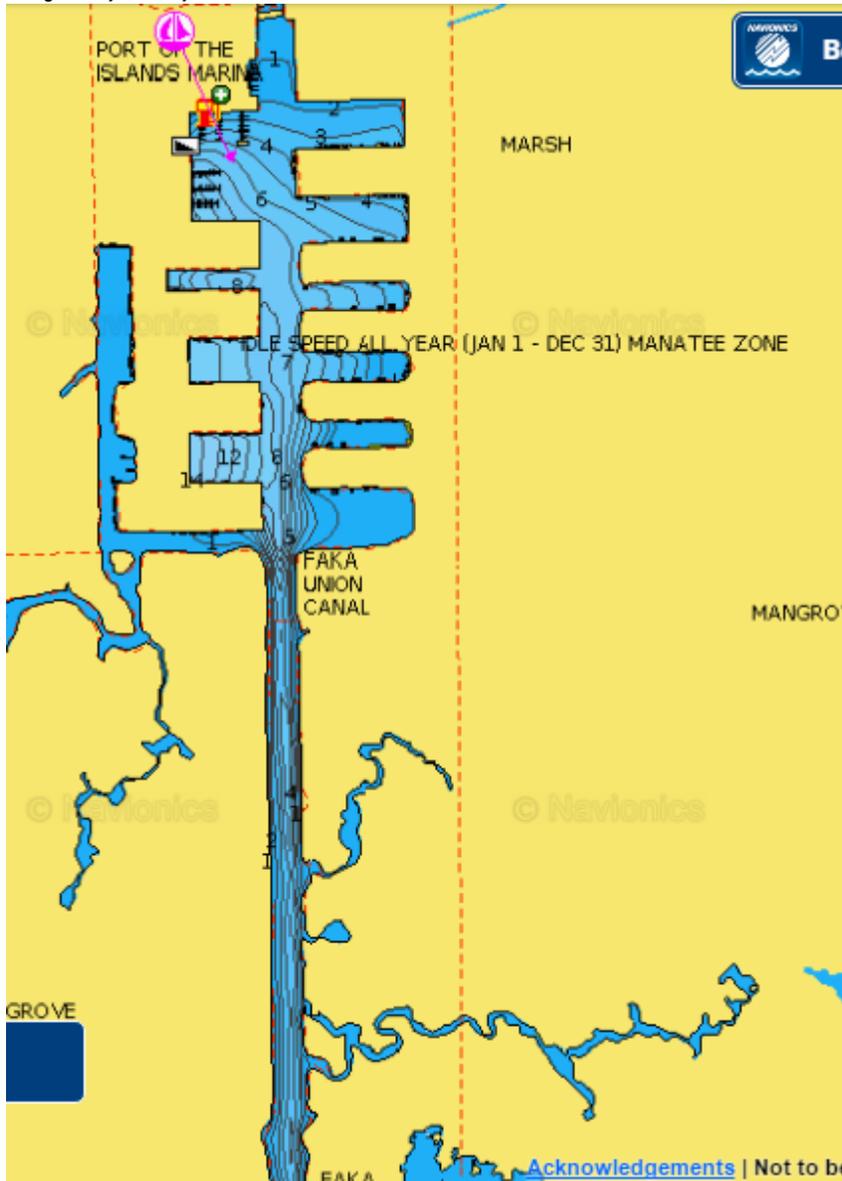
Additional Area Canals on either side of SR92 – Option 1 motion by Nancy, second by Jeremy. Passes (10/0) Majority Only.



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

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.



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Zone T2: Barron River

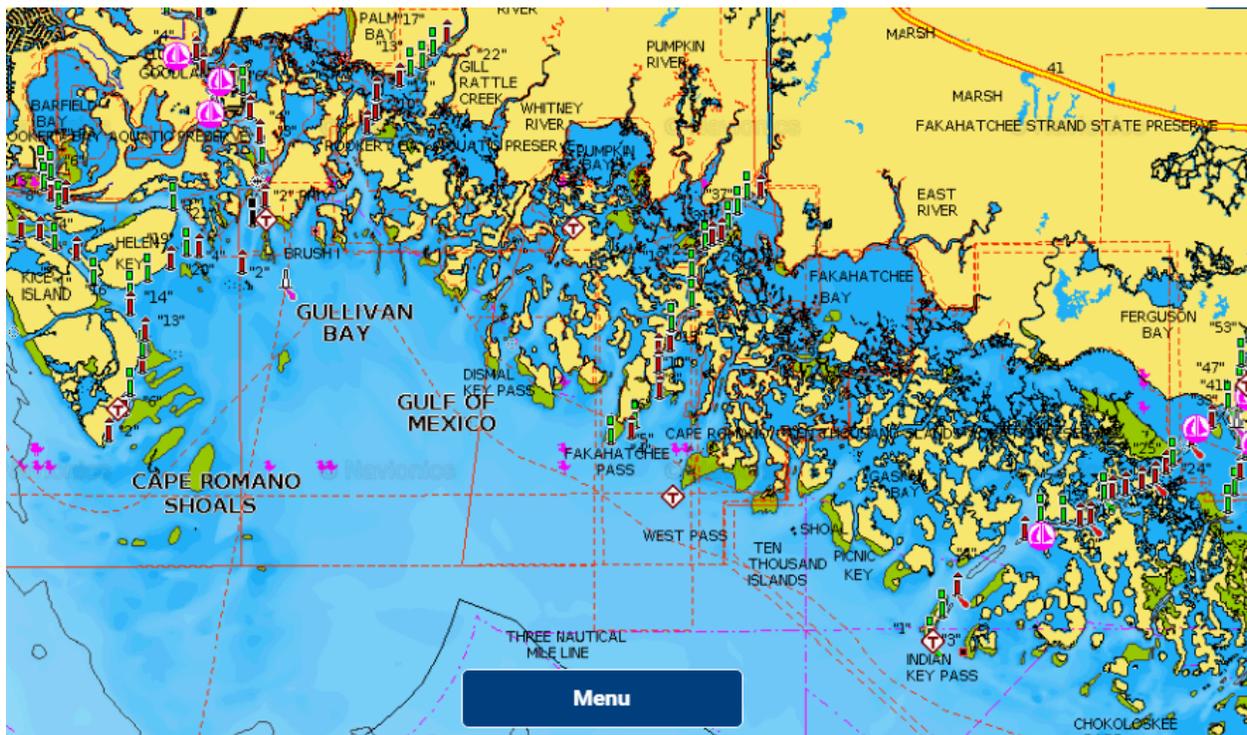
T-2 Barron River – Public Comment Rod Hagerman defining the different types of boats and impact forces. Option 1 Approved. Majority and Minority Opinion. (7/2) Josh and Jeremy are the Minority.



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

### 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).



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Additional Area: Clam Bay **(Add:)** System (Clam Pass, Outer Bay, Inner Bay, Upper Bay, and all interconnecting shallow creeks and small open water areas)

**(Add description: )** The majority of the LRRC (6 members) recommend that an idle speed/no wake manatee protection zone be designated for the Clam Bay System. Historic information and current data support the majority's position. Manatees are well-documented in the Clam Bay System. Within the "Florida Fish and Wildlife Conservation Commission's Collier County Manatee Data Review" published in January 2016, Manatee aerial survey data for 2006-08 (Figure 5) and Manatee PTT Telemetry Data from 1991-2008 (figure 20) recorded manatees in the Clam Bay System. This data has been supplemented by numerous recent manatee sightings reported by residents and Conservancy of Southwest Florida volunteers who conduct nature walks in Clam Bay. The shallow (-4 ft to -6.5 ft), warm water of the Clam Bay System is an ideal environment for seagrasses to flourish, and manatees to visit, rest, and forage. Seagrass beds are well-documented throughout the Clam Bay System.

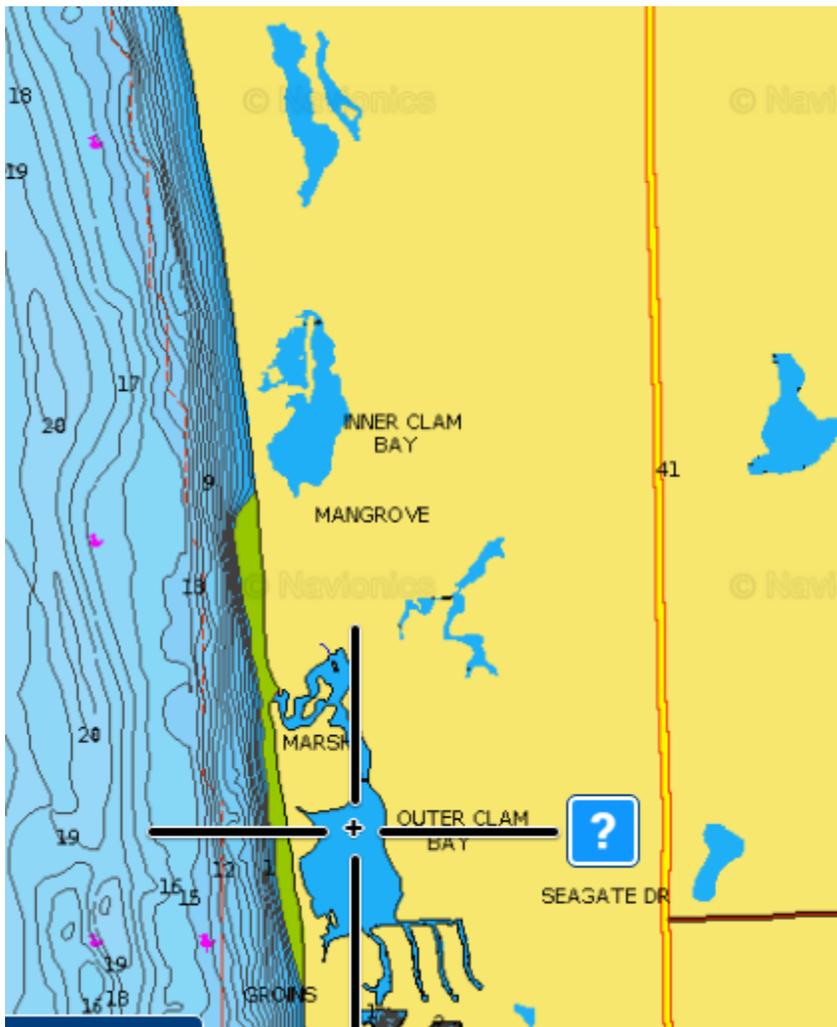
In 1982, the Clam Bay Conservation Area was deeded with restrictions to Collier County by the Pelican Bay Developer. As a result of that deed, the area is to remain a permanent nature preserve. In 1995, the Clam Bay System was recognized as a Natural Resource Protection Area (NPRO) by Collier County Commissioners, and Collier County designated Clam Bay System as an ISNW zone in the Collier County Manatee Protection Plan. In 1996 (Ordinance 96-16), the area was designated as an ISNW zone. However, in 2009, ISNW signage was removed, leaving the NPRO without any conservation protection. Since the removal of the signs, planing watercraft have increased the turbidity, resulting in reduction in the size of seagrass beds.

By designating the Clam Bay System as ISNW, low impact recreational use will be available to all water craft (motorized and otherwise). An ISNW zone will protect the nature preserve by reducing turbidity, improving conditions for seagrass beds to expand, and thus, improving manatee habitat. Section 379.2431(2) F.S. (The Florida Manatee Sanctuary Act), 68C-22.001 Scope and Purpose lists conditions where restrictions are

Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

necessary to protect manatees or manatee habitats. The Act recognizes "the existence of features within the area that are essential to the survival of, or are known to attract, manatees, such as seagrasses or other food sources..." The LRRC supports this restriction by recommending the ISNW designation for this area.

One person abstained from voting. The minority of the LRRC (2 members) felt that.....



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

Additional Area: Wiggins Pass **(Add:)** and Inshore of Wiggins Pass

**(Add Description:)** The majority of the LRRC (7 members) recommend that an idle speed/no wake manatee protection zone be designated for Wiggins Pass and inshore of Wiggins Pass, to include the four-way intersection of the Cocohatchee River. Present signage is contradictory with west to east posted signage stating slow speed/minimum wake, and east to west posted signage stating idle speed/no wake. Signage posted from the southern branch of the Cocohatchee into the four-way intersection is idle speed/no wake, while signage posted from the northern branch of the Cocohatchee into the 4-way intersection is slow speed/ minimum wake.

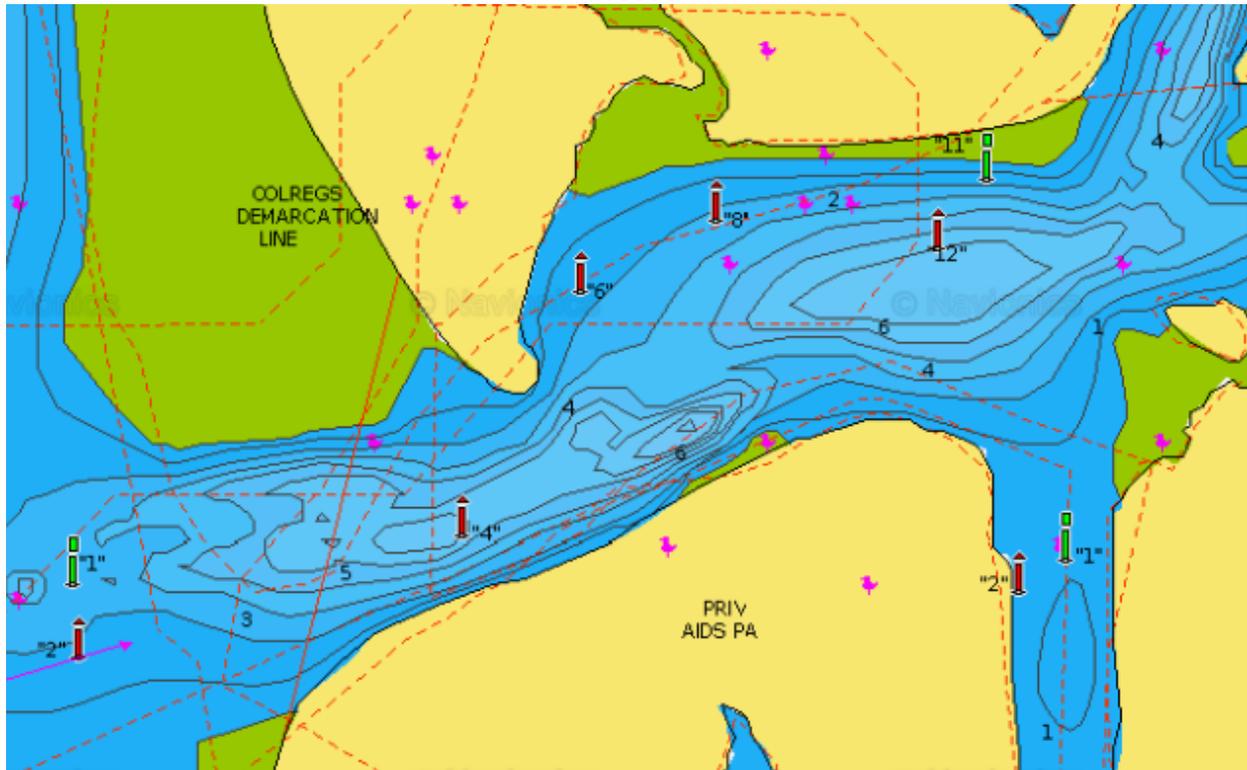
In addition to signage problems, Wiggins Pass and inshore portions of Wiggins Pass are constricted and shallow. Shoaling is constantly changing the position of the channel. There are seven shoaling and shallow-water warning signs in this area. Additionally, Wiggins Pass is bordered by Barefoot Beach County Park to the North and Delnor-Wiggins State Park to the South. Barefoot Beach permits boat mooring; Delnor-Wiggins State Park permits tourism companies to use the beach as a drop-off point for beach walkers.

Wiggins Pass is the most-used pass in North Naples, and inshore of Wiggins Pass is the most-used water intersection in North Naples. The Pass is the only entry and exit point for manatees and boats between the Cocohatchee River and the Gulf. Figure 12 shows "All Boats" Manatee Spatial Overlap All months at 7x mean. This area has extremely high potential for manatee-boat collisions.

By making the area from Wiggins Pass to the inshore portion of Wiggins Pass (including the four-way intersection of the Cocohatchee River ) an Idle Speed/ No Wake Manatee Protection area, signage contradiction will be eliminated and the potential for boat/manatee collisions will be reduced.

The minority of the LRRC (2 members) felt that.....

Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16



Draft of Josh's final report: with some additions/corrections by Susan Snyder dated 3/14/16

**(Omit the following 30/20 zone discussion and incorporate with 10,000 Islands)** 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). **( Only 9 voting members were present. According to the minutes of April 29th, the vote was 6/3... not 6/3/1)**