

**INTRODUCTION WRITTEN BY CHAIRMAN**

**INSERT MAP SHOWING ALL AREAS**

Zone N1: Little Hickory Bay Central

The majority of the LRRC (8 members) agreed with Option 2 from FFWCC to “change all 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. Due to the narrow nature of the channel there is not adequate room for manatees to safely avoid impacts with traveling vessels on plane and thus supports the need for a shore-to-shore Slow Speed zone.

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.

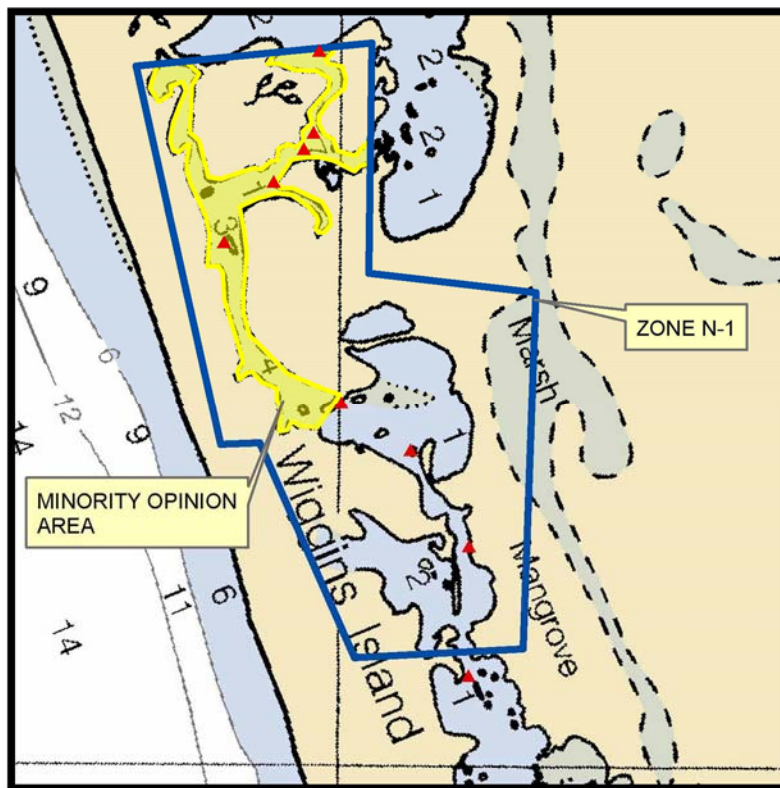


Figure 1: Exhibit of N1 Minority Opinion

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 spatial 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.

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. The existing channel is shallow and narrow restricting boats and manatees to use the same travel corridors. On multiple occasions herds of 5 to 10 individuals have been spotted within the waterway and a more restrictive zone will allow better protection for them. For a detailed minority report for Zone N3 please refer to Appendix A1 submitted by Susan Snyder.

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. For a detailed minority report for Zone N4 please refer to Appendix A2 submitted by James Calvin.

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. For more details on the minority opinion please refer to the minority reports in Appendix A3 and A4 submitted by Nancy Anderson and Susan Snyder.

#### 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 Rookery Channel to the east is a popular corridor for boats and manatees and making this intersection Slow Speed will help reduce the chance of manatee/boat collisions.

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.

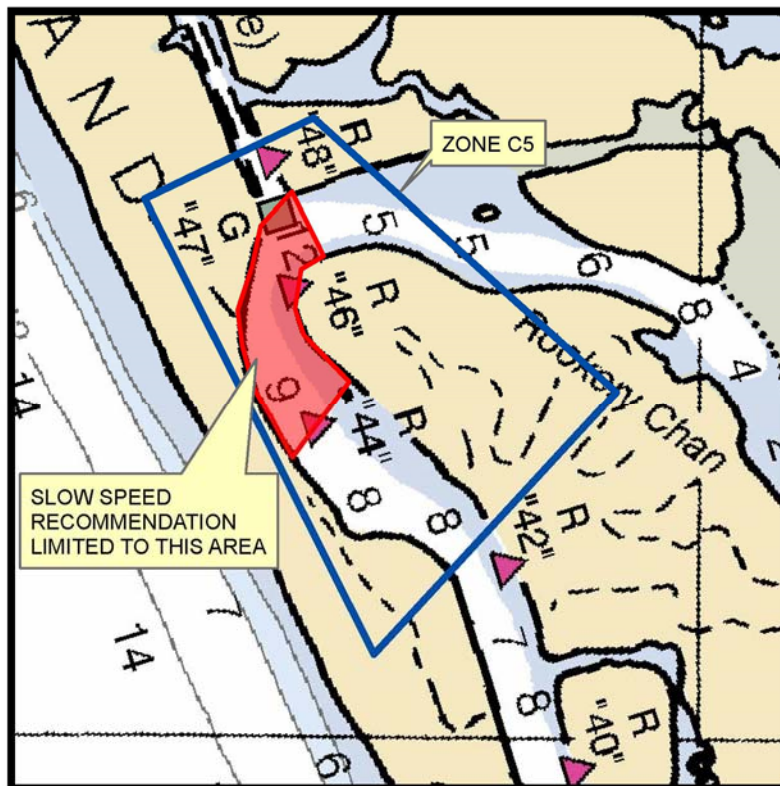


Figure 2: Zone C5 SSMW Recommendation

#### 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 channel and should not be included in the slow speed zone.

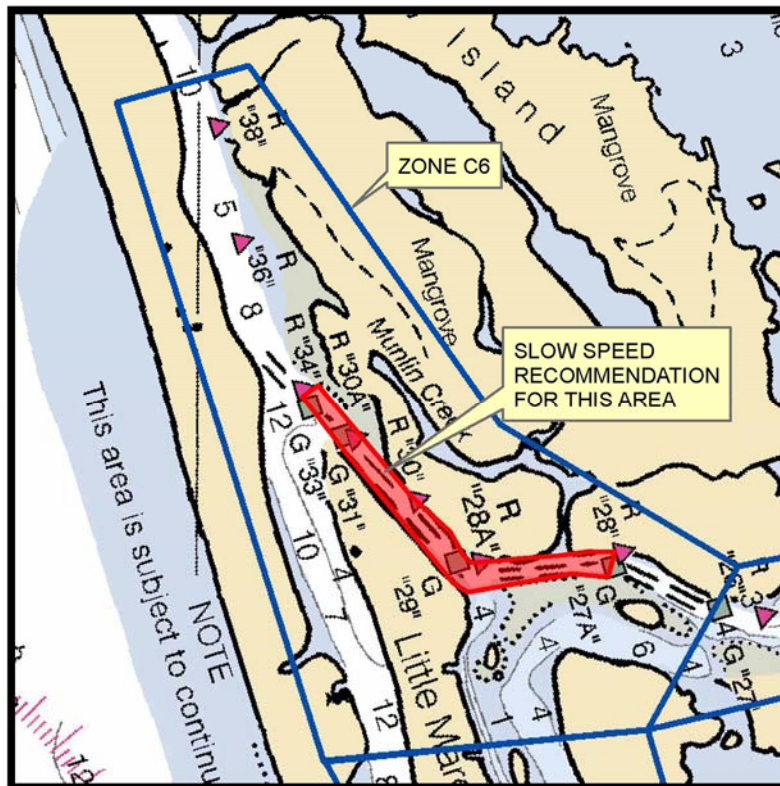


Figure 3: Zone C6 SSMW Recommendation

#### 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

The majority of the LRRC (7 members) agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." This waterway is a main channel for the intercostal waterway that connects Marco Island to Naples Bay and there is not enough data to support a more restrictive speed zone. Maintaining the slow speed outside of the existing channel provides a large water body for manatee protection.

The minority of the LRRC (3 members) thought that the area should be slow speed to provide great protection to the manatees in the area. Just as the area is a main channel of the local intercostal waterway it is also a heavily used corridor for the manatees as they travel the area throughout the year. For more details on the minority opinion please refer to Appendix A5 and A6 submitted by Susan Snyder and Nancy Anderson.

Zone C10: Johnson Bay Central

The majority of the LRRC (8 members) agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." Just like Zone C9 this waterway is a main channel for the intercostal waterway that connects Naples Bay and Marco Island. A more restrictive speed zone is not warranted as the channel is wide enough to allow both manatee and boat traffic. There are adequate depths for manatees on either side of the channel and the area is currently Slow Speed outside of the marked channel and therefore provides adequate protection for the manatee.

The minority of the LRRC (2 members) thought the channel should be Slow Speed to match the rest of the waterbody to provide an increased level of protection to the manatees. Just as with Zone C9 this area is a major corridor for manatees traversing the protected waters of Rookery Bay. For more details on the minority opinion please refer to the minority reports in Appendix A6 and A7 submitted by Nancy Anderson and Susan Snyder.

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." This channel is commonly used by area boaters to travel the intercostal waterway and the access the Gulf of Mexico from Marco Island canals. The water body is wide and provides ample room for boats and manatees.

Zone S2: Marco Interior

The LRRC unanimously agreed with FFWCC's Option 2 but only apply the Slow Speed Minimum Wake to the marked channel within the Marco River. The remainder of the river and interior canals located in Zone S2 should remain Idle Speed Minimum Wake. This allows boaters traveling east to west to maintain an appropriate speed in this fast moving water body when ingressing/egressing the Gulf of Mexico.

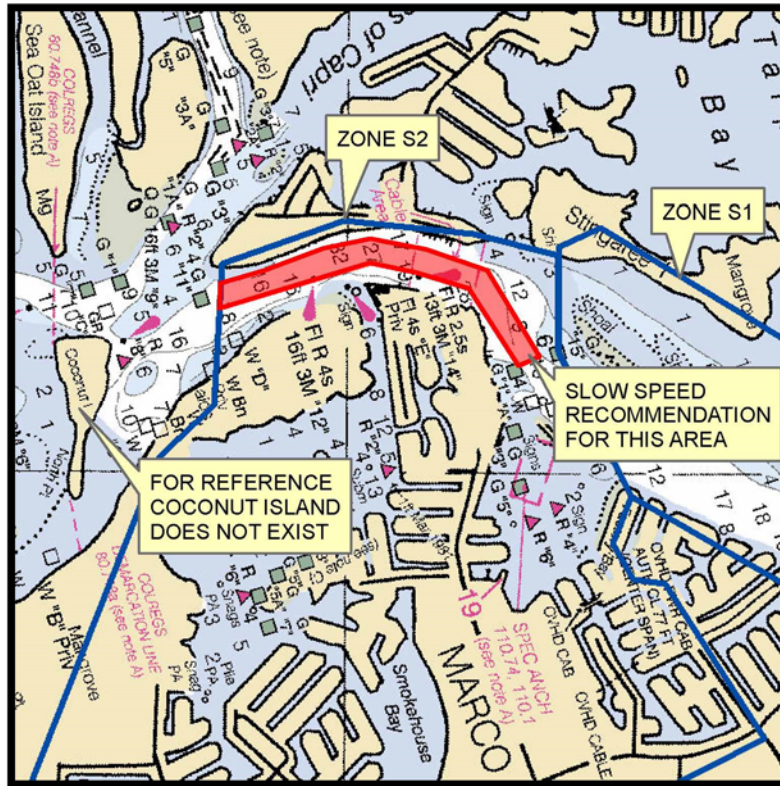


Figure 4: Zone S2 SSMW Recommendation

Zone S3: Barfield Bay

The LRRC unanimously agreed with FFWCC’s Option 1 to “take no action and leave the existing zone in place.” This area as a whole has low boat usage and does not warrant a more restrictive manatee speed zone. There is one area that has a high manatee-boat spatial overlap and that area is currently in an Idle Speed No Wake zone.

Zone S4: Caxambas Bay

The LRRC unanimously agreed with FFWCC’s Option 1 to “take no action and leave the existing zone in place.” This area has a marked channel and at the north end of a very vast series of channels and bays, outside of the channel the area is Slow Speed Minimum Wake and does not warrant a more restrictive manatee speed zone.

Zone S5: Goodland

The majority of the LRRC (8 members) agreed with FFWCC’s Option 1 to “take no action and leave the existing zone in place.” Area boaters are accustomed to the existing Idle Speed No Wake and this area is a choke point for the intercostal waterway providing an area for potential conflict and thus does not warrant a less restrictive manatee zone.

The minority of the LRRC (1 member) felt that there was not a high enough manatee-boat spatial overlap to warrant Idle Speed No Wake and recommended the area be modified to Slow Speed Minimum Wake to maintain a level of protection for the manatees. One member abstained from voting for undisclosed reasons.

This area also included the canals on either side of State Road 92 and the LRRC unanimously agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place" leaving this area Idle Speed No Wake.

#### Zone T1: Port of the Islands

The LRRC unanimously agreed with FFWCC's Option 2 but amended to exclude all boaters from the manatee warm water refuge feature. The feature was created to protect the manatees and the permit drawings include floating barricades to prevent all boaters from accessing the area. This area is one of the few warm water refuges in Collier County and thus all measures should be taken to ensure that this new feature does not become a place where manatees are disturbed by ecotourism or curious boaters.

#### Zone T2: Barron River

The majority of the LRRC (7 members) agreed with FFWCC's Option 1 to "take no action and leave the existing zone in place." Since the existing zone, Idle Speed No Wake, is currently in place area boaters and commercial fisherman that utilize the river are accustomed to the restricted speeds within the narrow river.

The minority of the LRRC (2 members) felt that the area was better suited for Slow Speed Minimum Wake as there is not a high enough manatee-boat spatial overlap to support the existing zone. The Slow Speed criteria would also allow area boaters to have the confidence to use adequate power during their ingress/egress through the river which at times can have a very swift current.

#### Additional 30/20 Zones in 10,000 Islands

The majority of the LRRC (7 members) agreed that the existing zones should be left in place as they provide some level of protection to the manatees while allowing boaters to access the vast network of creeks, rivers and bays. Since the majority of this area has no marked channels the speed limit defaults to 20mph which provides much more protection than if the zone is removed. While there is not enough data provided by FFWCC to analyze the manatee-boat spatial overlap local knowledge by LRRC members suggests that there the amount of boats utilizing this area is relatively small when compared to the more congested waterbodies throughout the county. These boaters are also typically more conscious of the waterway and avoiding obstacles as a vast portion of these areas are too shallow for slow speed operation and require the boater to be on plane while avoiding oyster bars, driftwood, etc.

The minority of the LRRC (2 members) felt that the area should be marked with channel markers to restrict faster operations to adequate waterways and limit the remainder to slow speed. With the ongoing efforts of the Everglades Restoration Project it is expected that there will be more fresh water flowing back into the natural creeks and rivers which could attract more manatees to the area. Since it is possible that the manatee zones may not be re-considered for another 10 years the future utilization of the area by the manatees should be considered. . For more details on the minority opinion please refer to minority reports A8 and A9 submitted by Susan Snyder and Nancy Anderson.

The LRRC reviewed the other 30/20 zones throughout the County and felt the same comments to the 10,000 island area apply County Wide. The 30/20 zone provide more protection than an unregulated area and more restrictive zones are already in place where data supports them.

#### Additional Area: Clam Bay System (Clam Pass, Outer Clam Bay, Inner Clam Bay, Upper Clam Bay and Adjacent Areas)

The majority of the LRRC (6 members) felt that this area should be added as a manatee speed zone as it is a sensitive area utilized by manatees and has struggling seagrass beds that should be protected to provide a food source for manatees traveling the coast. Large portions of the Clam Bay waterbody are very shallow and at low tides are too shallow for manatees to utilize restricting them to the channels where there is a high risk for manatee/boat interaction thus the entire area should be a shore to shore Idle Speed No Wake. Until

the previous signage was removed the Clam Bay System was marked as an Idle Speed No Wake and the LRRC feels that designation should be placed under the manatee protection purview of FFWCC.

The minority of the LRRC (2 members) felt that the area should be a slow speed minimum wake zone but for boater safety, not manatees. The area does not have the same manatee usage as other areas of the county as Clam Pass is often too shallow for manatees to enter the area and the majority of the seagrasses within the bays are not the preferred grasses eaten by manatees. There is also a very restricted group of boaters that utilize the area with nearly no outside motor boat utilization as the area is not part of the intercostal waterway and there are no public boat ramps introducing additional boats to the area. One member abstained from voting as their firm is currently overseeing the ongoing environmental oversight of the area.

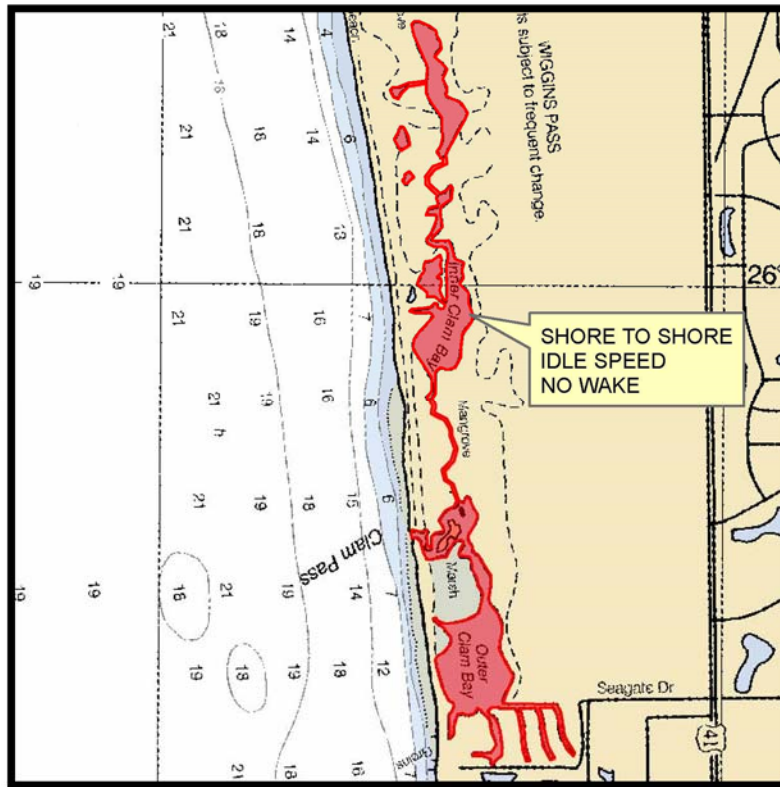


Figure 5: Clam Bay ISNW Recommendation

#### Additional Area: Wiggins Pass

This majority of the LRRC (7 members) felt that the entire pass to the four way intersection of the Caloosahatchee River and Intercostal Waterway should be modified to Idle Speed No Wake. This area is restrictive and under a state of constant change with moving shoals requiring boaters to be very cautious while under power. These shoals also restrict manatees to the channel when traveling through the pass and thus should have the same level of protection as the other passes in the County. The entire area shows a very high manatee-boat spatial overlap (over 7x the mean) and is a highly used waterway and is confusing as there are different zones with conflicting signage in the area.

The minority of the LRRC (2 members) felt that the existing Slow Speed Minimum Wake zone should stay in place as it provides boaters adequate speed to maintain a safe speed while traveling through the swift



pass. For more details on the minority opinion please refer to the minority report A10 submitted by James Kalvin.

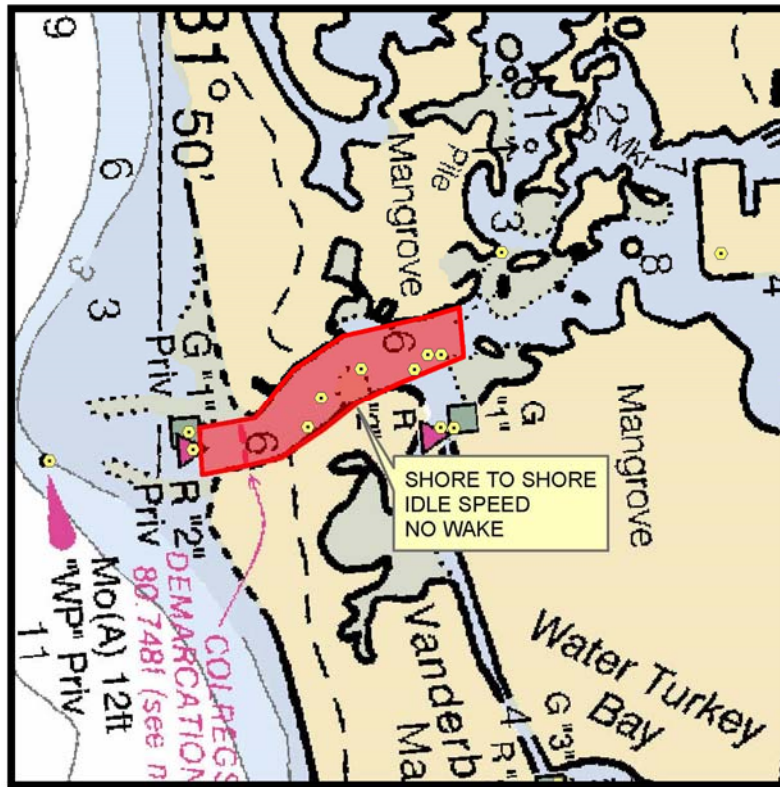


Figure 6: Wiggins Pass ISNW Recommendation

#### Guide / Commercial Permits

The majority of the LRRC (6 members) felt that the permits for commercial fishing and professional guide activities that allow them to be on plane in certain manatee zones to conduct their business be limited to only commercial net setting boats. This decision was based on the fact that there are no identifiers on the guides boats that inform other boaters and law enforcement that they are permit holders. When a guide passes another boater in a manatee zone it can cause confusion, especially for rental boaters, potentially causing other boaters to violate local manatee zones. It is very easy to distinguish the commercial boats as they typically have distinguishable features (console on bow, pilot house, etc) that make them easy to identify as commercial vessels. The commercial fisherman require the permits to set their nets as they cannot deploy them fast enough at slow speeds to catch fish.

The minority of the LRRC (3 members) felt that the permits should be left as is. The fishing guides need the permits to reach their desired fishing areas and without them will be restricted to half day charters much closer to areas like Naples Bay or Marco Island where they keep their boats. Guides may have to charge full day rates for the same trip they can now do in a half day, which will severely impact their business. Fishing guides are also some of the most experience boaters on the water and are accustomed to looking out for obstructions in the waterway and are required to report any impacts with manatees associated within their permitted areas (no reported impacts are known). For more details on the minority opinion please refer to the minority report Appendix A11 submitted by James Kalvin.

Appendix A – LRRC Submitted Minority Reports

- A1 – N3 Vanderbilt Lagoon Submitted by Susan Snyder
- A2 – N4 Doctors Pass Submitted by James Calvin
- A3 – C4 Dollar Bay Submitted by Nancy Anderson
- A4 – C4 Dollar Bay Submitted by Susan Snyder
- A5 – C9 Johnson Bay Submitted by Susan Snyder
- A6 – C9 & C10 Johnson Bay Submitted by Nancy Anderson
- A7 – C10 Johnson Bay Submitted by Susan Snyder
- A8 – 10,000 Islands Submitted by Susan Snyder
- A9 – 10,000 Islands Submitted by Nancy Anderson
- A10 – Wiggins Pass Submitted by James Calvin
- A11 – Guide Permits Submitted by James Calvin

Appendix B – LRRC Meeting Minutes

B1 – 03/07/2016 Meeting Minutes

B2 – 03/25/2016 Meeting Minutes

B3 – 04/01/2016 Meeting Minutes

B4 – 04/08/2016 Meeting Minutes

B5 – 04/22/2016 Meeting Minutes

B6 – 04/29/2016 Meeting Minutes

**B7 – 05/13/2016 Meeting Minutes**

**B8 – 05/19/2016 Meeting Minutes**

Appendix C – LRRC Member Submitted Supplemental Material

- C1 – FFWCC Speed Zone Maps
- C2 – James Calvin Opening Remarks
- C3 – Manatee Protection Zone Permit Areas
- C4 – Photos Submitted by Susan Snyder 04/11/2016
- C5 – Comments Submitted by Susan Snyder 04/11/2016
- C6 – Manatee Synoptic Surveys
- C7 – Photos Submitted by Nancy Anderson 04/06/2016
- C8 - Slower Boat Speeds Submitted by Nancy Anderson
- C9 – Reducing Boat Speeds Submitted by Nancy Anderson
- C10 – Majority Opinion Notes Dr. Pass
- C11 – Synoptic Survey Comments from Susan Snyder
- C12 – Manatee Mortality Comments from Susan Snyder
- C13 – Local and State Speed Zone Overlay
- C14 – Port of the Islands Information Submitted by Gary McAlpin
- C15 – FFWCC Weekly Report Submitted by Susan Snyder
- C16 – Aerial Photos Submitted by Susan Snyder
- C17 – Aerial Survey Article Submitted by Nancy Anderson
- C18 – Zone N4 Comments Submitted by Cliff Holland
- C19 – Synoptic Count Comments Submitted by James Calvin
- C20 – Reducing Boat Speeds Submitted by Nancy Anderson
- C21 – Wiggins Pass Comments Submitted by Susan Snyder
- C22 – Summary of Clam Pass Comments Submitted by Susan Snyder
- C23 – 10,000 Island and ENP Information Submitted by Gary McAlpin
- C24 – Email from Susan Snyder
- C25 – Moorings Bay Shoal Survey Submitted by City of Naples
- C26 – LRRC Notes Submitted by Joshua Maxwell
- C27 – Meeting Minute Corrections Submitted by Susan Snyder
- C28 – Comments on LRRC Notes Submitted by Susan Snyder
- C29 – Revised Comments on LRRC Notes Submitted by Susan Snyder

Appendix D – Community Submitted Letters, Documents, Comments