

Western Pinellas County Local Rule Review Committee Report

Submitted to FWC June 20, 2014

Committee Members

Boating Advocate Committee Members: Bill Allbright, Mark LaPrade, Terri Skapik, Doug Speeler, Dave Travis

Manatee Advocate Committee Members: Elizabeth Fleming, Serra Herndon, Dave Kandz, Katie Tripp

Three committee members who agreed to participate on the LRRC never attended a meeting and the committee voted on May 21st not to replace them since the committee had already been working together for 30 of its 60 day lifespan. Two of these were manatee advocates and one was a boating advocate. This left the LRRC with a composition of 5 boating advocates and 4 manatee advocates.

Meetings

The LRRC met weekly between April 22nd and June 4th to review and discuss the FWC proposal and provide its recommendations via voting. There were multiple FWC-proposed zones that the LRRC supported as proposed. These were N2 (year-round), N3 (year-round), S3 (warm season), S4 (year-round), S5 (warm season), S8 (warm season, 7 day/week), S10 (warm season), S12 (year-round), S14 (warm season), and S17 (year-round). Another group of zones were supported by consensus as amended: S2 (warm season), S6 (warm season), S7 (warm season), S9 (warm season), S11 (year-round). Finally, there was a third group of zones on which the committee was not able to reach consensus: N1, N4, S1, S13, S15, and S16. The LRRC's votes and supporting discussion points are included in this report. The minutes from each LRRC meeting, which includes the committee's detailed discussions surrounding each zone, are appended to this report.

N1: Spring Bayou Area

The committee noted very high cold season manatee density and moderate warm season density. The LRRC made its final vote on May 28th. A motion was made to accept Option 2 as proposed by FWC, which was for a year-round Slow Speed zone under the existing local zones, including the adjacent section of the Anclote River (but leaving Whitcomb bayou unregulated during the warm season). 5 voted in favor, 4 were opposed. Those who opposed supported Option 2 but wanted Whitcomb included for warm season regulation. This was a split vote, with all boating advocates on the committee voting for Option 2 as proposed and all manatee advocates on the committee wanting to include Whitcomb Bayou in warm season regulations. After the vote, the committee was made aware of water sports being conducted in this area during the warm season.

N2: Anclote River Mouth

The committee voted unanimously to support FWC's proposal for N2 due to high cold season use and high warm season fast overlap. The LRRC recognizes the need for a speed zone in the Pinellas portion and understands FWC will not just regulate up to the County line as this would result in vessels coming on and off plane repeatedly. Therefore, the LRRC believes it should be a local and FWC priority to address this issue in Pasco County in order to achieve protections on the waterway.

N3: Memorial Causeway (North)

The FWC data showed high manatee use and very high fast overlap in the warm season for this area, as well as abundant seagrass. The LRRC received input from City of Clearwater dock master Bill Morris who expressed support for the zone as proposed by FWC and indicated that it would not interfere with a nearby area frequently used for water recreation. The committee voted in unanimous support of this zone as proposed, casting its final vote on May 28th.

N4 Indian Rocks Causeway (North)

Local knowledge in the area indicated two water sports areas. The committee cast its final vote for this zone on June 4th. A proposal was made to exempt the ICW and two identified water sports areas from FWC's proposed warm season zone. Seven committee members supported this motion and 2 were opposed. The two members who opposed cited acute manatee watercraft-related deaths in the areas of the proposed exemption for water sports and the fact that this area is a travel corridor for manatees. These individuals believed more protection was needed based on the data presented to the committee, which included high fast overlap in the warm season.



S1: Center Section of the Narrows

The committee cast its final vote for this zone on June 4th. A motion carried with 7 in favor and 2 opposed to regulating the ICW at 25 mph in this area and regulating the area outside the ICW as proposed by FWC year-round. Opposition from the two members was based on FWC data that indicated very high fast overlap in the warm season, patchy seagrass throughout, the use of this area as a manatee travel corridor, the desire to connect existing areas of protection, and the fact that risks to manatees caused by fast-moving boats are heightened in narrow waterways.

S2: Redington Shores

FWC data indicated very high manatee use and moderate fast overlap in the warm season. The warm season manatee density was the highest of any area evaluated in Western Pinellas and there is extensive seagrass North of the ICW. The committee voted unanimously on June 4th to an amended version of S2 that exempted an area in the southwestern-most portion of the proposed zone known to be used for water sports activities.



S3: Bay Pines (West)

The LRRC unanimously supported FWC's suggested warm season slow speed zone for this area, making its final vote on May 28th. The committee noted the high manatee use, moderate fast overlap in the warm season, high warm season manatee density, two acute warm season manatee watercraft-related deaths, and extensive seagrass and manatee use of seagrass, as provided in the FWC data. Committee members noted the shallowness in this area and boating advocates on the committee did not perceive regulation in this area as providing any hardship to boaters. The committee did not see the need to regulate the basin that had historically been used for mooring since it is now fenced off on the water side, preventing any access.

S4: Johns Pass

The LRRC unanimously supported a year-round slow speed zone as proposed by FWC, to be consistent with the local zones already in place, casting its final vote on May 28th. The committee noted high warm season fast overlap even within existing protection zones, extensive seagrass inside the inlet, an acute watercraft manatee death in both the cold and warm season, warm season manatee density that was greater than the overall density for Western Pinellas, and the shallowness of waters in the area outside the dredge cut. Boating advocates on the committee agreed the zone as proposed would not create a hardship to boaters.

S5: Long Bayou (South)

The LRRC voted unanimously on May 28th to support the warm season zone as proposed by FWC. The area has high warm season manatee use, extensive seagrass on the East shoreline, and is shallow. Boating advocates expressed that this zone would not affect any nearby marinas or the ICW.

S6: Treasure Island Causeway (North)

The LRRC voted unanimously to approve a modified warm season zone on May 28th- see drawing below. The committee noted high manatee use and very high fast overlap in the warm season and abundant seagrass on the East shoreline. Boating advocates believed the zone as originally proposed would create more traffic by encouraging people to travel south around the canals to avoid the slow speed area.



S7: Treasure Island Causeway (South)

FWC data indicated high manatee use, very high warm season fast overlap, the second highest warm season manatee density of any area evaluated in Western Pinellas, 7+ times the warm season

mean for fast overlap, and abundant seagrass near the eastern shore. There is an existing water sports zone along the east side of S7 that is approximately 0.5 miles wide and 1 mile long, with depths of 8 feet reported. It was stated that the water sports activity does not continue all the way to the eastern shore, leaving manatees a corridor for travel outside of the high speed activity. The committee cast a unanimous final vote for a modified zone to exempt a known water sports area from regulation and extend slow speed protections south to encompass dense seagrass areas used by manatees for feeding.



S8: Blind Pass

The committee unanimously supported FWC's proposal for a warm season 7 day/week zone here, taking its final vote on May 28th. The committee noted very high fast overlap in the warm season despite existing regulations on weekends and holidays.

S9: Pasadena Avenue

FWC data indicated high manatee use and very high fast overlap in the warm season. There are large seagrass areas outside the ICW and manatees travel between these beds and the habitat in the Gulfport area. On June 4th, the committee cast a unanimous vote to accept S9 as proposed but exempting the ICW and placing a manatee zone over the existing boating safety zone on the northernmost extent of S9.

S10: Pasadena Golf Club

The LRRC unanimously supported a warm season zone as proposed by FWC, voting on May 28th. The committee noted high warm season manatee use and moderate cold season use and extensive seagrass.

S11: Boca Ciega Isle

FWC data indicated high warm season manatee use, moderate cold season manatee use, and extensive seagrass. Committee discussions provided information about an existing channel from the Happy Dolphin Marina with depths of 15-16 feet and the presence of a water sports area in the deeper portion of the proposed zone. On June 4th the committee cast its final unanimous vote to accept a modification of S11 that would incorporate existing markings in the area and exempt the deep areas from slow speed regulations while regulating the remaining areas of S11 at slow speed year-round.



S12: Marina Harbour

The LRRC voted on May 28th to accept a year-round zone as proposed by FWC. The committee noted high cold season use and moderate warm season use. Two canals here are believed to be a minor winter warm water manatee aggregation area with as many as 7 manatees seen in 1 aerial survey and at least 1 manatee present during 42% of cold season aerial surveys. The proposal will serve as a safety net in case the existing regulations go away, and will not result in on-water changes when implemented given the existing regulations. The proposed zone was determined not to adversely affect boating.

S13: Indian Key Area

FWC data indicated high manatee use in both the warm and cold seasons and high fast overlap in the warm season. Frenchman Creek and the marina basin at the back of the creek are minor manatee aggregation sites. Important seagrass areas are located on the north side of Indian Key and in Frenchman Creek. The committee cast its final vote for this zone on June 4th. A motion was made to accept S13 year-round but exempt the marked channel and a 100 foot wide running channel along the south side of Bayway Isles, which is an existing dredge cut. Eight committee members voted in favor of this amended zone. The one committee member who objected cited year-round manatee use between

Frenchman Creek and the seagrasses around Indian Key, high warm season fast overlap, and local knowledge of the area that led her to support the original FWC proposal.

S14: Isla del Sol

The LRRC unanimously voted for a warm season speed zone as proposed by FWC, on May 28th. The committee noted high manatee use and fast overlap during the warm season.

S15: Tierra Verde

The area has extensive seagrass and moderate warm season manatee use. The committee cast its final vote on June 4th. A motion was made to amend S15, exempting the deep channel in the northwest off Sands Point and leaving the deeper area (referred to as The Pit) and the area north of The Pit unregulated, and creating a warm season slow speed zone in the remaining area of S15. Information from the public indicated that there are Danger Shallow Water signs north of The Pit and that this area is more heavily fished in winter than summer. Eight committee members supported the zone as amended and one opposed. The member who opposed S15 cited use of the area by local fishermen and guides and a belief that the proposal was too excessive and restrictive.



S16: Sister Key Area

FWC data indicated high manatee use and very high fast overlap in the warm season as well as extensive seagrass north of Bunces Pass in the Sister Key area and the north shoreline of Mullet Key. Discussion included boating safety concerns with regulating this area due to concerns with current and safe navigation. On June 4th, the committee cast its final vote for this zone. A motion was made to reject S16. Six committee members voted to reject the zone and three voted against this motion, in

support of the zone as proposed by FWC. Among the members who supported FWC's original proposal, reasons included local knowledge of manatee use and concerns for manatee safety and a statement that current law allows boaters to not comply with posted zones if required for safety and a belief that this would address boating safety concerns.

S17: Fort De Soto

The LRRC unanimously supported a year-round slow speed zone as proposed by FWC, voting on May 28th. The committee noted high warm season manatee use and moderate cold season use, extensive seagrass, and two warm season acute manatee watercraft-related deaths. The proposed slow speed zone will serve as a backdrop for existing zones in a shallow area.

Appendix- LRRC Meeting Notes

Pinellas County LRRC Meeting Minutes

Weedon Island Preserve

April 22, 2014: 2-5 PM

Members in Attendance: Bill Allbright, Elizabeth Fleming, Serra Herndon, Dave Kandz, Terri Skapik, Doug Speeler, Dave Travis, Katie Tripp

Members Absent: Janine Cianciolo, Mark LaPrade, Dave Markett, Charles White

Staff in Attendance: Carol Grynewicz, Dave Walker (Pinellas County Water and Navigation); Scott Calleson, Ron Mezich, Mike Sommers (FWC); Pete Plage (USFWS); Dan Pariso (FWC LE)

1. All members and staff in attendance introduced themselves
2. An Introduction to the LRRC process was provided by Scott Calleson. The committee was notified that our 60 day time clock to formulate a written response to FWC's proposal starts today (4/22/14).
 - a. If a member cannot attend a meeting, another designee from his or her organization can attend, but cannot vote
3. Pinellas County Attorney Dave McRae provided an overview of the Sunshine Law provisions that govern the LRRC
4. Election of Officers
 - a. Katie Tripp volunteered to serve as Recording Secretary. The proposal was approved with no dissent.
 - b. Doug Speeler nominated Terri Skapik as Chair, Dave Travis seconded, all in favor, none opposed
 - c. Katie Tripp nominated Elizabeth Fleming as Co-Chair, Terri Skapik seconded, all in favor, none opposed
5. Meeting Scheduling
 - a. The next meeting will be Friday May 2nd in the Coastal Classroom at Weedon Island from 1-3 PM. The third meeting will take place at Weedon Island on Thursday may 8th from 1-3 PM.
 - b. Members of the public who attend an LRRC meeting will be granted 3 minutes to speak at the end of the meeting, unless the committee is scheduled to take a vote and members of the public have come to address an item up for a vote that day.
6. Scott Calleson reviewed the materials in the committee's binders
 - a. There are 4 areas in the North County and 17 in South County that FWC has identified for potential manatee protection speed zones. The need for zones is substantially less in the cold season, so most of the zones for consideration are warm season only, with

the exception of some potential year-round zones. In instances where the ICW has been suggested for regulation, the write-ups ID the area and the distance of the ICW proposed for regulation. Let FWC know if there are additional areas that need regulation.

- b. If there are existing water sports areas or other specific uses that would be affected by zones, FWC would like to hear that. They try to structure zones that don't take away those areas unless very important for manatees.
- c. The Gulf waters are essentially excluded from consideration
- d. Doug Speeler requested aerial survey data for Pinellas and statewide. He also inquired about a proposal from his group 8 or 9 years ago to change the type of airplane used in surveys to rotor craft and wanted to know if that was considered. Bill Allbright responded that the FWC still uses fixed-wing Cessnas because helicopters scare manatees.
- e. Katie Tripp asked several questions:
 - i. Was a white paper or other summary report resulted from the 2008-2010 collection of aerial survey data for Pinellas County.
 - 1. Scott Calleson said a paper was not part of the data collection process.
 - ii. Can maps showing manatee rescue locations be provided?
 - 1. Scott Calleson requested review of what was provided and if additional information was still desired, it could be requested.
 - iii. Can a break-out of the mortality data be provided to distinguish acute vs. chronic deaths?
 - 1. Scott Calleson said this could be done, with a few caveats likely for older data
 - iv. Can the PDFs on our CDs be zoomed in to see more detail on maps (i.e. Figure 15)?
 - 1. Scott Calleson wasn't sure, but said if there was something we needed to see in more detail, to let him know.
- f. Terri Skapik asked about the reasoning to add an FWC zone to an area already regulated by a local zone.
 - i. Scott Calleson explained that on the water, it may have no practical impact. If an area needs to be regulated for manatee protection, FWC aims to protect it with a manatee protection zone, because other regulations could disappear, and an area important for manatee protection could go unregulated for 10-15 years until another LRRC is formed. FWC officers are also more likely to patrol state zones vs. local zones. State zones can also be patrolled and tickets written by U.S. Fish and Wildlife Service law enforcement, but these officers cannot enforce local zones. Local officers can enforce state zones.
- g. When zones are considered, they must be oriented in a way that can be posted on the water.
- h. Bill Allbright commented that the County and Municipalities recently removed ICW speed limits, now the LRRC may add back regulation- unfortunate timing. He also

mentioned that there is an attempt to make boater's education uniform nationwide, with the same company producing education materials for multiple states. There is also an attempt to achieve uniform signage nationwide and just tell people what they can/cannot do and why, without explaining why the sign is there.

- i. Scott Calleson said that the ICW from Honeymoon Island to Tierra Verde was a 30 mph zone (if not otherwise regulated), now speed is unlimited. Scott's understanding was that most of the 30 mph zone was not signed or enforced and areas outside the ICW were unregulated. When amendments were made, local slow speed areas were maintained but other regulations were removed. Little effect on the waterway is expected.
 - ii. FWC would not duplicate signage, but would try to line any new zones up with existing zones and signs. Part of the reason for identifying a zone as a manatee zone is that FWS cannot write federal citations for conservation zones if the species affected is not listed on the sign.
 - i. Contact FWC staff if we need more info and they will forward any responses to the entire committee.
 - j. Terri Skapik asked if the cities and municipalities know about the current LRRC effort.
 - i. Scott met with them last July to let them know FWC was considering manatee protection zones. The County will contact the cities again now that the LRRC has been formed and begun to meet. City input will also be needed for FWC to prepare its Statement of Estimated Regulatory Cost (SERC) for the proposed rule.
 - k. Katie Tripp inquired about obtaining call logs for FWC LE dispatch in Pinellas County
 - i. Captain Klein with Boating and Waterways was identified as an appropriate contact
 - ii. Dave Walker will provide contact info for Pinellas County Sheriff's Office, since they also provide marine patrol.
 - l. Katie Tripp asked how citizen comments gathered by FWC over time have been incorporated into FWC's proposal.
 - i. Scott Calleson explained that FWC keeps a file and consulted the various correspondences when preparing the proposal we have been asked to review.
- 7. Minutes will be posted as Draft on the County website until the LRRC approves, then they will be posted as Final
- 8. Doug Speeler made a motion to adjourn, Terri seconded, and the meeting was adjourned at 5 PM

Pinellas County LRRC Meeting Minutes

Weedon Island Preserve

May 2, 2014: 1-3 PM

Members in Attendance: Bill Allbright, Elizabeth Fleming, Serra Herndon, Dave Kandz, Terri Skapik, Doug Speeler, Dave Travis, Katie Tripp

Members Absent: Janine Cianciolo, Mark LaPrade, Dave Markett, Charles White

Staff in Attendance: Carol Grynewicz, Dave Walker (Pinellas County Water and Navigation); Scott Calleson, Mike Sommers (FWC); Pete Plage (USFWS)

1. Approval of minutes from April 22nd meeting
 - a. Correction of spelling of Capt. Klein's name
 - b. Correction that Dave Travis, not Dave Kandz seconded Terri's nomination as chair
 - c. Bill Allbright made a motion to accept the minutes as corrected, seconded by Dave Travis
2. Scheduling future meetings
 - a. Bill Allbright proposed that the committee attempt to project out the areas it might be discussing at each meeting to aid in preparation and we may want to hold meetings closer to the area where zones are proposed on the days we are discussing them
 - b. The committee decided to schedule all future meetings nothing that we could change the venues if desired
3. Acknowledgment of extra data/information provided by FWC
 - a. New maps should be posted on county site early next week
 - b. Dave Travis would have liked to see zones off the beaches- as part of the overview maps because not all boaters use the ICW
4. Questions for FWC and County
 - a. Dave Kandz inquired about the Pinellas County Sighting Network. Dave Walker explained that some of the online components are new. It used to be phone-based. Now citizens can enter their sightings themselves. County staff review the postings to make sure they are logical. Keep in mind these sightings represent areas where manatees AND people are (to report the sighting) so they are not as objective as the data provided by FWS. Dave Kandz asked if some of the information could be printed out for the group's consideration. Dave Walker said he would try to bring something to the next LRRC meeting.
5. Ideas for How to Approach Zone Reviews
 - a. Terri: started by looking for areas where coincidence looked high
 - b. Bill Allbright: spend time with someone who is not on the committee if we would like their input/expertise
 - c. Dave Travis: concerned that an area we designate for slow speed could then become a no entry or no motor zone at FWC's discretion

- i. Scott Calleson explained that an entirely new LRRC process would be needed to amend any rules that result from this current process
 - d. Bill Albright: What if FWC decided it wanted to remove zones?
 - i. Scott Calleson: Any changes require a new LRRC.
 - e. Elizabeth Fleming: began her review by looking for obvious areas. The question for her was what would be most effective/efficient so boaters would understand because if boaters don't understand the posting, the zones will not be effective.
 - f. Terri Skapik: doesn't like shore to shore zones, prefers to keep a high speed corridor open
 - g. Bill Albright mentioned the recent FWC changes to Boating Safety Zones
 - i. Dave Walker explained that FWC had taken back the lead on Boating Safety Zones for the ICW. Dave has a PowerPoint presentation that explains what was done and why. Many changes were to ensure that sign placement on the water matched the rules as written. These changes went into effect recently and some are not even posted yet on the water. All of the changes are reflected on the maps we were given depicting local zones- even the ones not yet posted on-water.
 - h. Doug Speeler asked to discuss the current manatee situation in Pinellas
 - i. Terri asked him to wait until Agenda item 8
 - i. Dave Walker: after the last LRRC meeting, he called staff from all of the cities to let them know about the info posted to the web, and inviting them to attend meetings to observe.
 - i. Scott Calleson mentioned he will probably go back to the Big-C in the next few months. If FWC does go forward with a proposal, he will reach out to the municipalities individually. There is still a long process after the LRRC completes its work. The LRRC's role is helping FWC decide on a starting point. We are at least 5 months out from a final decision from FWC.
 - j. Bill Albright suggested projecting the zone maps on the screen to aid discussion
6. Discussion of North Areas
 - a. N1- Spring Bayou Area
 - i. Katie and Elizabeth expressed support for Option 1
 - ii. Dave Travis and Terri liked Option 2 because they believed it is consistent with local rules and wouldn't raise confusion. Dave Kandz agreed.
 - iii. Terri mentioned that there is a local zone here but if it goes away, FWC zones provide a safety net
 - iv. Scott: existing local zones are more restrictive than either option proposed by FWC. Whatever is most restrictive (if there are multiple regulations) is what gets posted.) This is not being done in anticipation of any local zones being repealed.
 - b. N2: Anclote River Mouth
 - i. Just take zone to the county line? If go to the county line now, 1/10 mile before you reach the next zone.

- ii. Makes sense to regulate the whole thing, but our authority ends at the Pinellas County line
 - iii. Some opposition to doing part now and part later
 - iv. Suggestion that we recommend regulating to the Pasco County line and that the portion over the line get picked up when a Pasco LRRC is formed- committee agreed
 - v. The surveys that were flown went to the power plant discharge in Pasco
- c. N3: Memorial Causeway (North)
 - i. More discussion needed
 - ii. Terri was not sure the area on the east side was needed because it is often times too shallow for boats or manatees
 - 1. Scott mentioned that the aerial survey showed manatees in these areas
 - iii. A preliminary vote had 4 opposed, 3 in favor, and 1 abstention
- d. N4: Indian Rocks Causeway (North)
 - i. Doug suggested we use the mortality maps from FWC to help inform our decisions
 - ii. Terri suggested no regulation for the ICW (not even 25 mph); stick to existing safety zones- Option 2 but with ICW unregulated
 - iii. Elizabeth: introducing FWC zones increases enforcement potential. The boating safety zone changes that were made were invisible changes to boaters because the zones were not posted.
 - iv. Terri: Does the city have any rules about slow speed within the city limits? Are there any provisions in code?
 - v. Dave Travis mentioned an island off 20th where people water ski and jet ski
 - 1. The representative from Indian Rocks Beach mentioned that this activity irritates residents
 - vi. A preliminary vote showed 3 in support of Option 1, 4 in support of Option 2, and 1 abstention

7. Next Meeting

- a. Begin discussion of Sough zones; no voting

Pinellas County LRRRC Meeting Minutes

Weedon Island Preserve

May 8, 2014: 1-3 PM

Members in Attendance: Bill Allbright, Elizabeth Fleming, Dave Kandz, Terri Skapik, Doug Speeler, Dave Travis, Katie Tripp, Mark LaPrade

Members Absent: Janine Cianciolo, Dave Markett, Charles White, Serra Herndon

Staff in Attendance: Carol Grynewicz, Dave Walker (Pinellas County Water and Navigation); Scott Calleson (FWC); Pete Plage (USFWS)

1. Approval of May 2nd Meeting Minutes
 - a. Elizabeth pointed out several typos and clarifications to be made. Katie will make corrections and submit to County staff.
 - b. Bill Allbright motioned to approve as amended. Doug Speeler seconded.
2. Questions on schedule
 - a. Committee voted to change May 22nd meeting to May 21st from 1-3 PM
3. New Data/Info
 - a. Dave Walker brought maps for the LRRRC showing Manatee Watch Line sightings. The map presents all composite data.
 - b. Dave mentioned an article in one of the beach newspapers about the LRRRC. Copies were available at the meeting.
 - c. County staff brought the most updated Tampa Bay Boater Guides for anyone who wants one.
 - d. Dave Walker said he is still working on providing the beach speed zones requested by Dave Travis.
 - e. Scott Calleson provided new composite maps that provide multiple data layers on one map
4. Clarifying the role of the public
 - a. Terri will address this at future meetings if members of the public attend. None were present today.
5. Committee Comments
 - a. Bill Allbright asked that we consider, location by location, whether we think the action we want to take will have an adverse effect on fishers, boaters, water skiers, etc. (from 370.12(2)(k) F.S.). Bill also asked if FWC LE is prepared to enforce any new requirements because he doesn't currently see a lot of LE in Clearwater. Bill would also like to co-locate manatee protection zones exactly over current boating safety zones so signs and words don't change and boaters don't get extra confusion.

6. Discussion of South Zones

a. S1: Center Section of the Narrows

- i. Elizabeth: warm season is where greatest overlap is
- ii. Bill: already year-round for safety so keep it at that; Terri, Dave Travis, and Dave Kandz agree
- iii. Katie: include ICW; Terri and Dave Travis agree
- iv. S1 connects areas of existing protection; do year-round to minimize confusion
- v. Most of committee supported as proposed by FWC
 1. Later, during discussion of S2, Mark LaPrade reversed his vote for S1, expressing that he didn't understand why the channel should be regulated if there had been no manatee deaths there

b. S2: Reddington Shores

- i. FWC has suggested a warm season slow speed zone with the northern limit at the southern end of the Narrows, southeast from 173rd Ave to the southern end of Oakhurst Drive; the only part of the ICW included is 0.3 miles that is already part of the boating safety zone
- ii. Dave Travis commented that he grew up here and that in the area of the middle island, people water ski and tube. The basin on the west side of the ICW is a no wake zone. On the far east side of the ICW, no boats run up there, but there is a stretch east of the ICW where people ski.
- iii. Mark LaPrade commented that he rarely sees anyone out in that area; never sees anyone skiing or on plane outside the channel
- iv. Doug Speeler expressed concern with regulating when no or few deaths observed
 1. Katie discussed how the law is written and that the current amount of take that has already been observed is unacceptable.
 2. Terri expressed that Doug's concern may be with how the law (ESA, MMPA) is written. She started her evaluation of the zones by looking at overlap, because greater overlap can lead to take.
- v. Committee members drew on maps to delineate an area in the south portion of S2 that could be left open to protect existing water sports activity. The group was in agreement about the modification drawn below:



- vi. Bill Allbright requested maps projected on the screen to facilitate discussion for future meetings.
- At this point, Doug Speeler asked for information on the federal permitting issues and lawsuits he believed had led to this LRRC process.
 - Scott Calleson replied that the LRRC process has nothing to do with petitions filed in the early 2000s or the most recent petition emanating out of Crystal River. This issue has been defined by FWC as a priority and was put in the state's management plan in 2007 because it is an area experiencing increasing manatee mortality, with significant manatee and human use, which has never been addressed to see if state manatee protection speed zones are needed. For the same reason, the southern half of the Narrows are part of a Biological Opinion (BO) from FWS in 2006-2007 that affects federal permitting coming into the area. The "No Go BO" is not a complete moratorium, but any big facilities proposed would have an issue getting permitted from the Narrows south. There were indications of increasing risks to manatees so FWC put Pinellas speed zone review in their Manatee Management Plan published in 2007. Because this was in the Plan, FWC collected data between 2008 and 2010 so they could do an evaluation and compile the information used to create the proposal we are reviewing. Nothing here is being driven by manatee listing status or a lawsuit.
 - Mark LaPrade asked if Pinellas will have a proper Manatee Protection Plan (MPP) going forward. He expressed he has run into issues because Pinellas did not have an MPP.
 - Scott Calleson said this was probably tied to FWS' BO. For FWS to re-issue a BO, the level of manatee protection in this area needs to be improved. Step 1 to achieve this is usually speed zones. An MPP follows in some cases. If local, state, and federal agencies do approve and MPP and projects come in, they usually move through the permitting process pretty easily if they are compliant with the MPP. Speed zones usually precede the MPP and the zones help establish the Boat Facility Siting Plan in the MPP.
 - Pete Plage with FWS in St. Petersburg explained that he has only been working in Pinellas the last 18 months but FWS provided a BO to the Corps in 2007 stating that new developments were likely to result in manatee take or increased take. Under the Marine Mammal Protection Act (MMPA), no take is allowed. The 2007 BO says that under the MMPA, take cannot be allowed. From the Narrows south, private docks and multifamily slips have still been getting permitted as long as they don't exceed a 1:100 slip to shoreline ratio. Larger marinas have not been getting permitted and FWS doesn't even receive the applications from the Corps. In 2007, when the BO was issued, FWS hoped an MPP would be in place within 3 years. That would have been 2010, but there hasn't been progress made. These LRRC meetings are a first step. An interim measure would be to establish speed zones. If zones are in place, FWS will have to look at individual projects and may come to a different conclusion than what was set in the 2007 BO.

- Mark LaPrade asked if there are any data to show that a dock hurt a manatee. Whether a boat is sold and goes on a trailer as compared to being able to own a waterfront condo with 10 slips, what would the difference be?
 - Scott Calleson: Boats originate from docks, ramps, and marinas. Once boats are on the water, speed zones address safety issues there. Access points are another control. All locations are not equal in terms of threats.
 - Pete Plage: The BO was a threshold. FWS was not going to shut down single family dock construction, but plans to expand a commercial marina would be looked at.
 - Dave Travis expressed that his family-owned marina is being affected by this decision.
- c. S3: Bay Pines (West)
- i. The basin the LRRRC was asked to consider for regulation is fenced off.
 - ii. There are buoys in this area that say “Caution Seagrass”; not a regulatory zone
 1. Buoys may have been part of a mitigation project with the state
 2. ~10 buoys
 3. Elizabeth inquired about the effectiveness of caution zones
 - a. Terri stated that because they display a universal caution symbol, boaters usually steer clear
 - iii. Bill Allbright inquired about depth in this area
 1. Doug Speeler said it is shallow and could be given to protection
 - iv. Dave Travis: Don’t have mullet fishermen as much as used to- just cast netting. Get recreational fishermen up there but the fishing on the flats adjacent to S5 is better.
 - v. Bill Allbright said that regulating this area would provide no hardship to boaters and suggested the group acquiesce. Mark LaPrade and Doug Speeler agreed. Mark stated that what does happen up there could hurt manatees.
 - vi. Scott Calleson stated that if they see manatees over seagrass and see >1, then it is probably an important feeding area. There are occasions where manatees will pec walk in very shallow water to get to food, but by and large, water will be 2-4 feet deep if it is routinely used by manatees. The area may be shallow and require local knowledge, but with this many sightings, manatees are using the seagrass here at least at high tide. If the water is deep enough for manatees to use, the risk is there. They may not be facing the risk now, but will in the future. FWC would like to reduce the potential for boats deciding to go in there on plane.
 - vii. All present agreed to support the zone as proposed.
- d. S4: Johns Pass
- i. Warm season density here was greater than overall density for Western Pinellas; many areas of fast overlap within existing zones
 - ii. Doug said it is so shallow here other than the dredge cut; some areas 4-6 feet deep but off that would be flats boats only; most people don’t know the

channel so use designated routes; the area is already designated slow and no wake so as long as it isn't expanded too much, no harm no foul.

- iii. Mark and Terri agreed this wouldn't place a hardship on anyone.
- iv. Terri said to keep manatee protection here year-round to be consistent with local zones already in place.

e. S5: Long Bayou (South)

- i. Doug said this has the same shallow condition as the previous zone.
- ii. Mark said this wouldn't affect any of the marinas or ICW, the proposed zone is just along the shoreline.
- iii. Dave Travis expressed he wasn't even sure a zone was needed since the spoil islands are out of the water most of the time.
- iv. Group members present agreed that the zone seemed fine as proposed.

f. S6: Treasure Island Causeway (North)

- i. Doug: area to the south of the Central Ave. bridge is a wide open basin
- ii. Mark and Dave Travis proposed to modify S6
 1. Leave the northern part as proposed, exclude the wider western portion and leave open a channel at the southern extent
 2. Mark expressed the zone as proposed would create more traffic by encouraging people to travel south around the canals.
 3. Members present showed support for the proposed modification illustrated below:



7. The group decided to begin the next meeting with a discussion of S7. The meeting was adjourned.

Pinellas County LRRRC Meeting Minutes

Weedon Island Preserve

May 13, 2014: 1-3 PM

Members in Attendance: Elizabeth Fleming, Serra Herndon, Dave Kandz, Mark LaPrade, Terri Skapik, Doug Speeler, Katie Tripp

Members Absent: Bill Allbright, Dave Travis, Janine Cianciolo, Dave Markett, Charles White

Staff in Attendance: Dave Walker and Carol Grynewicz (Pinellas County), Scott Calleson (FWC), Pete Plage (USFWS)

1. Approval of Minutes from May 8th meeting
 - a. Minutes are not yet ready, will be completed before next meeting
2. Discussion of committee members who have not yet attended a meeting
 - a. Pinellas County staff have had no further word from them
 - b. Committee was intended to be 50/50 membership of boating and manatee advocates. Manatee advocates under-represented due to absences.
 - c. The Committee requested that County staff try to establish voice contact with the missing parties to determine whether or not they will serve on the committee. We are almost one month into the process at this point.
 - d. Committee will decide next week what to do, based on the results of the County's outreach calls.
3. Public Input
 - a. Terri reviewed the role of the public at meetings as there was one member of the public present. Members of the public who wish to speak will be given 3 minutes to do so at the end of the meeting.
4. Discussion of Zones
 - a. S7: Treasure Island Causeway (South)
 - i. Abundant seagrass near east shore and patches in coves and canals to the west; most important are seagrass areas along the east shoreline south of Villa Grande; no existing zones; boating safety zones present in ICW but not in S7; proposed north limit at Causeway and south limit running southeast from the south end of the peninsula containing 79th Circle South to the western end of Majestic Way South.
 - ii. Mark LaPrade: the east side is used for water sports; 8 feet deep- safe enough to ski; Treasure Island Bridge has 5 foot clearance; water sports area is ~0.5 mi wide and 1 mi long
 - iii. Manatees eat in the seagrass along the east side
 - iv. Doug: there are so few areas families can use for recreation; Terri agrees and it is mostly smaller boats that use this area

- v. Mark, Terri, and Doug believed it would not be feasible to subdivide the region of S7 from north to south, leaving a high speed area in the middle and a shoreline buffer for manatees.
- vi. Katie proposed protection of the seagrass area along the southeast extent of the currently proposed S7, and to the south, encompassing known seagrass areas and meeting the existing idle speed zone to the south
- vii. Mark commented that there have been no manatee deaths here and few sightings; had 1 watercraft-related death north of the causeway, so he's not sure what we're disturbing here.
- viii. Elizabeth asked whether the 5 large marinas, currently on hold due to the No-Go BO would add traffic to this area if permitted.
 - 1. Terri gave a summary of the projects:
 - a. 1 was already built- a Condo Association built docks because they received a joint permit and assumed it was a state/federal joint permit. This is located in Treasure Island north of S7. Project listed as Peter Olms.
 - b. Madeira Grand modified their application and didn't expand their number of slips, just got the number of slips allowed- Santa Madeira
 - c. Spring Lake Aquaplex- developer wanted to dredge a connection to the coastal waters from Spring Lake to Frenchman's Creek, next to Huber's marina and put 300 wet slips in an area that could hold only 50. This was an application to test what could get permitted.
 - d. Bay Pines Marina (Dave Travis' marina) proposed a net increase of 90 wet slips and dry slips to create a total of 400 dry slips
 - e. Treasure Island- condo development on 114th for 6 slips- went back to residential dock density and only took 2 slips
 - f. Gulfport wanted 3 slips for a municipal project
 - 2. Nothing that exceeds residential dock density has been permitted since 2007
 - 3. Elizabeth's point in bringing this up is that we need to be planning for future development and mitigating for those impacts
 - a. Mark stated that this is a valid thought but what is existing is not likely to increase
 - 4. Doug has data he will bring to the next meeting about hi and dry and wet slips
- ix. Terri noted that this area received a "black" designation in Table 6, indicating 7 or more times the warm season mean for fast overlap and suggested that the existing idle speed boating safety zone could be extended north to encompass the seagrass beds.

- x. Serra commented that she would like to see the cove at the bottom of the proposed S7 area protected and maybe the easternmost strip of shoreline along the length of S7. The group proposes to add protection along the shoreline at S6 but stop north of the causeway. Manatees will go to a protected shoreline area to a water sports area. If we can provide some protection in the important feeding ground, she feels that would be a good compromise. Move the Carry slow speed protections north of the idle speed boating safety zone and extend northeast into the southern portion of S7.
 - 1. Doug noted that this would still leave a major portion open for water sports.
 - 2. Terri said she was leaning towards support for this modified zone
- xi. Scott Calleson asked if the existing water sports area extends south of S7
 - 1. Mark said that it does come a little further south but if we protect the seagrass there, it will not hamper the activity
- xii. Doug proposed squaring off an area to protect the seagrass bed
- xiii. Scott Calleson inquired whether there are a lot of these water sports areas
 - 1. Doug said there is one in every community; maybe 2 more south of this one; this water sports area serves a lot of people from this immediate vicinity and the Paradise Isles area to the west
- xiv. Mark proposes to bring protections north from the existing idle speed zone to protect manatees and their feeding area in the contiguous seagrass area. Leave a gap between the zone and the finger canals to the west to allow boats to run along the shore up to the water sports area.
- xv. Doug: Kids don't ski on the east side so it will leave a natural corridor for manatees to traverse, but it shouldn't be marked because it would impede recreation
- xvi. The group showed support for the following modification of S7:



b. S8: Blind Pass

- i. Existing Zones only on weekends and holidays; warm season zone proposed in all or part of area; use same north boundary as existing local zone? New FWC zones would be more protective since existing zones are only in effect on weekends.
- ii. Serra supports a 7 day a week slow zone in the warm season
- iii. Mark supports warm season only
- iv. Treasure Island and St. Petersburg collaborated to create existing zone
- v. Terri has no problem with a warm season slow speed zone
- vi. The underlying local rule will stay in effect during the cold season
- vii. All members present accepted a warm season, 7 day a week slow speed zone
 1. Scott mentioned that the existing zone extends north of the FWC proposal
 - a. Mark responded that there is another existing zone there that is also in effect during the weekdays

c. S9: Pasadena Avenue

- i. Doug doesn't accept encumbering any more of the ICW
- ii. Mark: already have a shore to shore boating safety zone to the north; the area outside the ICW he is fine with for S9 but is not OK with slowing down the ICW; people will go out into the Gulf of Mexico on days they shouldn't
- iii. Terri said that Bill Allbright had expressed that he did not want any more zones in the ICW
- iv. No one present had an objection to the Option 2 portion of the FWC proposal- including the existing boating safety zone
- v. None of the 3 boating advocates present wanted the ICW channel regulated
 1. A 0.5 mi stretch of ICW would be regulated by the FWC proposal
- vi. Katie asked Scott why FWC thought regulation in the ICW was needed in this area
 1. Scott responded that manatees use this section as a corridor to cross over between S9 and S10 and are probably crossing the ICW frequently in this general area
 2. Katie expressed that she thinks this is a valid reason and location to regulate a very short stretch of ICW (0.5 mi) and noted that no additional ICW regulations are proposed from here south.
- vii. Elizabeth asked how fast boats go in this area of the ICW
 1. Mark said 30 mph; Scott said 25-30 mph is accurate
- viii. Terri asked if everyone agreed with a warm season slow speed zone in the southern area of S9 outside the ICW
 1. Mark responded that he wanted a corridor left open along the finger canals to the south to allow people to run their boats to the ICW; and he wants the ICW excluded from regulation

2. Terri doesn't agree with leaving a channel off the tips of the finger canals because she thinks boaters coming out of residential properties will not go fast and this would push more boat use to the very southern edge
 - a. Mark said that is what they do now
 - ix. Elizabeth questioned whether this area of ICW would have more use in the future
 1. Terri said a developer owns 8-10 parcels on Corey Ave. where Leverocks used to be and is waiting for the market to turn; the moratorium allows him to maintain and keep up the slips, but not expand; he keeps paying submerged land fees on docks he can't use but his only other option is to lose his grandfathering
 - x. 4 LRRRC members present accepted FWC's proposal including the ICW channel; among the 3 other members present, there was a proposal to accept the FWC proposal minus the ICW regulations and another proposal to exempt the ICW and a channel along the finger canals in the south portion of S9 leading to the ICW
 - xi. Scott commented that staff doesn't propose regulations in the ICW unless they really think it is necessary. This was 1 are where they really thought it was necessary and they consciously excluded the ICW in other areas.
 - xii. Doug commented that boaters are already being punished with slow speed for 1.5 miles to the north.
 1. Katie commented that was for boating safety and not manatee protection
 - xiii. Terri reminded the group that all comments will be taken into consideration and we are not setting a rule, just providing input
 - d. S10: Pasadena Golf Club
 - i. Elizabeth accepts S10 as proposed
 - ii. Terri has no issue with S10
 - iii. Doug said there is no skiing here so no objection
 - iv. Mark has no objection
 - v. All members present accepted S10 as proposed
 5. May 21st meeting at the County offices in Clearwater will begin with discussion of S11
 6. Terri made a motion to adjourn at 3:10 PM, seconded by Doug

Pinellas County LRRRC Meeting Minutes

Pinellas County Offices- Clearwater

May 21, 2014: 1-3 PM

Members in Attendance: Bill Allbright, Elizabeth Fleming, Serra Herndon, Dave Kandz, Terri Skapik, Doug Speeler, Katie Tripp

Members Absent: Janine Cianciolo, Mark LaPrade, Dave Markett, Dave Travis, Charles White

Staff in Attendance: Dave Walker and Carol Grynewicz (Pinellas County), Scott Calleson and Mike Sommers (FWC), Pete Plage (USFWS)

The meeting was called to order at 1:14 PM

1. Approval of minutes from May 8th and May 13th meetings
 - a. May 13th last page under S9 discussion- 3- Bill Allbright didn't want more zones in ICW, not Dave Travis
 - b. S7 form to from (xiii)
 - c. Katie will make 2 corrections and send to Dave Walker
 - d. Motion to approve as corrected by Bill Allbright, seconded by Doug Speeler
2. Follow-up on members not present:
 - a. Charles White has a school conflict and can't attend; Dave Markett also cannot attend as meetings are during work hours; Janine Cianciolo didn't respond to voice or email
 - b. There was discussion of trying to solicit a new manatee advocate LRRRC member to re-establish 50/50 committee composition
 - i. The committee decided we are too far along in the process to do this
 - ii. We can reflect the discrepancy in the committee composition in the final report for any votes where it is relevant
 - iii. All members present voted in support of leaving the committee composition as it is, with 5 boating advocates and 4 manatee advocates
3. Committee member questions
 - a. Doug Speeler announced an item he wanted put on record. He stated that he believed Pinellas County has more safety and protection zones than any other county he could find and has never known any kind of speed zone to be removed once implemented.
 - i. Elizabeth inquired about the issue previously brought to the LRRRC's attention- where speed limits were recently removed from the ICW.
 1. Dave Walker reviewed the nuances of those changes which did not create a visible change to boaters on the water in Pinellas.
 2. Scott Calleson stated that local boating safety zones don't usually get removed, but they could, and this has happened. State boating safety zones typically precede manatee protection zones. In the past, there have been cases where FWC did not propose manatee protection speed

zones in an area protected by boating safety zones, but later, the boating safety zones were removed, creating a void in manatee protection. For this reason, staff no longer assume other types of speed zones will be permanent and may propose manatee protection speed zones to serve as a backdrop in areas where manatee protection is warranted, in case other types of speed zones are removed.

3. Scott also disagreed that Pinellas is more regulated than any other county. Most areas where FWC has put in speed zones have more acreage of protection than Pinellas currently does. Scott agreed that there is a good backdrop of local zones in Pinellas and FWC staff looked at these existing zones but felt they didn't completely address what was needed to for manatee protection.
4. Katie asked if Doug had any written information or statistics relevant to his statement.
 - a. Doug said he would provide information.
 - b. Bill Allbright stated that FWC's Office of Boating and Waterways should know the location of all markers
 - i. Scott replied that they could provide the location of permitted FWC markers but do not have area calculations or GIS layers for local zones in counties
 - c. Terri mentioned that it would be nice if FWC had a county liaison
 - i. Dave Walker expressed that they work closely with FWC Boating and Waterways
 - d. Doug asked if Save the Manatee Club had GIS info for local zones
 - i. Katie replied that SMC gets GIS info from FWC and FWS
 - e. Doug then said that he couldn't provide more info about his statement regarding the amount of existing regulations in Pinellas relative to other counties. He said his statement was more of a question than a recommendation. He believed that question needed to be asked and read into the record. He believes that when all the existing zones are overlaid, they are pretty extensive- not extensive enough, he understands, and we still have changes to make.
 - i. Scott said that thinking there is already enough existing protection is a valid opinion
- b. Bill Allbright mentioned the discussion of connecting speed and wake size, which was covered at last week's state Boating Advisory Council (BAC) Meeting in Tallahassee. Bill said he doesn't want us to "get tied to something we don't want to be tied to."

1. Katie is a member of the BAC and clarified the discussion from the meeting- that the office of Boating and Waterways is still considering the need to include discussion of wake (i.e. minimum wake, no wake) into speed designations (i.e. slow and idle speed)
4. There were no requests for additional information from Pinellas or FWC
5. Discussion of public participation
 - a. Members of the public will be given 3 minutes at the end of the meeting if they wish to address the LRRC
 - i. Bill Allbright asked that this be flexible at the discretion of the Chair
 - ii. Terri mentioned that the City Manager of Indian Rocks Beach contacted here in regard to N4, stating that those area near the seawall and other larger areas have a lot of recreational use
 - iii. Bill Allbright stated that Representative Kathleen Peters from District 69 had contacted the Marine Industries Association (MIA) lobbyist and another individual, who passed the information on to Bill. Bill called and left a message for Rep. Peters but she has not called back.
 1. Scott Calleson stated that Rep. Peter's office and the MIA lobbyist are in contact with FWC
 - iv. Terri stated that committee members should bring direct communication to the group for consideration, not 3rd party information
6. Continuation of review of South zones
 - a. S11: Boca Ciega Isle
 - i. High manatee use in the warm season, moderate use in the cold season; extensive seagrass; most use in the immediate vicinity of seagrass; may be a local zone along St. Pete Beach; FWC received requests for increased protection in this general area
 1. Doug Speeler stated that there is a marina behind the Happy Dolphin on Gulf Blvd. that has signage and there is a channel from the marina that boats run
 - a. Dave Walker said this zone is not on our maps and may not be regulatory
 - b. Elizabeth asked whether the area where boats run coincides with manatee sightings
 - i. Doug said he thought the area was already marked for seagrass, which would protect manatees; there is definitely a huge grass bed here
 - c. Dave Walker offered to have someone go by and check for any existing markings
 2. Terri expressed that her initial impression (based on Table 6) was that a zone was not needed, but upon receiving the composite maps and seeing clusters of manatees, and knowing there is a marina and large grass beds there, she might like a modified zone that captures the big

triangle. It's possible that the area off the marina is already marked. If so, keep the zone over that area. It's nice to have the dredged cuts for boating, also knowing manatees like to dive for cover, it seems logical to modify the proposal.

3. Katie inquired about the depth of the dredge cuts and Doug said they are 15-16 feet deep.
4. Elizabeth inquired about the nature of boat use here and Doug responded that the use on the north end is residential, the west shore is commercial, and the island to the south is rimmed with residential docks.
5. Elizabeth asked if more boats will use this area in the future.
 - a. Doug said no, and that boat usage is down in the County.
6. Bill asked why we need to regulate it if it is so shallow.
 - a. Serra explained that this is a popular flats boat fishing area
7. Serra said she was recently in the area and saw no signs
8. The committee will re-visit S11 for a vote after receiving more info from the County regarding existing signage and aerials of the dredged channels

b. S12: Marina Harbour

- i. High manatee use in the cold season, moderate use in the warm season; 2 canals provide a minor warm water aggregation site with as many as 7 manatees seen here in 1 aerial survey and at least 1 manatee present during 42% of cold season surveys
- ii. Doug said 1 channel serves Maximo Marina- and is spring-fed. He also said the channel is deep.
- iii. Doug said boats don't hook up and run in the channel
- iv. Bill asked why we need a regulation if no one can go fast there
 1. Katie commented that someone could go fast
 2. Bill said to put the zone in
- v. Elizabeth supports protecting areas where manatees can rest when it's cold
- vi. Scott said this is one of the few areas where greater use was in the cold season
- vii. Doug said there is no high speed traffic here now and a lot of manatees; they congregate here. He said the spring flows have diminished.
- viii. Elizabeth said she would like at least cold season protection here. Serra agreed and said it is not going to adversely affect boating. Bill accepts if it is not adversely affecting boating, Terri agreed.
- ix. All members present agreed to a year-round zone as proposed by FWC.

c. S13: Indian Key Area

- i. High manatee use in both seasons and high fast overlap in warm season; Frenchman's Creek and marina basin are minor aggregation sites; seagrass areas on the north side of Indian Key and Frenchman's Creek are most important; there is an existing Idle Speed zone in Frenchman's Creek, a No Internal

Combustion Motor Zone surrounding Indian Key, and a non-regulatory shallow water caution zone west of Indian Key

- ii. Terri stated that back in 2007 this was a very important area for manatee protection and coincided with the proposed Spring Lake project.
- iii. Katie shared her local knowledge of the area
- iv. All members present voted to accept the following modified zone year-round. The 100 foot wide running channel in the northwest segment is an existing dredge cut.



- d. S14: Isla del Sol
 - i. High manatee use and fast overlap during warm season
 - ii. Katie supports a warm season slow speed zone
 - iii. Terri said there is no access from Isla del Sol on the north side of S14. She has no issue with this zone.
 - iv. Elizabeth, Serra, and Dave Kandz support
 - v. All members present accepted as proposed
- e. S15: Tierra Verde
 - i. moderate warm season manatee use; low fast overlap in both seasons- likely related to existing regulatory and non-regulatory zones; may want to try to align with existing zones for signage
 - ii. Scott commented that most of this area has non-regulatory seagrass caution areas and the regulated area is in the Tierra Verde canals. The area has a lot of buoys for seagrass protection. Because there is so much manatee use here, it is important to protect the area from fast boat activity for the future.

- iii. Doug stated that it is very deep off the finger canals and proposed leaving the deep channel area east and north of the finger canals open year-round while regulating the rest of the proposed area year-round
- iv. The LRRC members present agreed to the following modified zone:



At this point in the meeting, Bill Allbright asked Pete Plage if the LRRC's actions are getting close to what is needed to make the USFWS happy and end the moratorium on new large boat facilities in the County. Pete responded that the process of establishing manatee protection speed zones is good, a manatee protection plan with a facility siting element would also be helpful, and there is a need for more enforcement.

Doug Speeler asked whether the current and pending lawsuits would have any effect on this process. Pete said no, the Marine Mammal Protection Act doesn't allow any take while the Endangered Species Act can allow take.

- f. S16: Sister Key Area
 - i. High manatee use and very high fast overlap in the warm season; low cold season manatee density and no fast overlap; extensive seagrass north of Bunces Pass in Sister Key area; high manatee use and very high fast overlap in warm season; extensive seagrass north of Bunces Pass channel in Sister Key and the north shoreline of Mullet Key
 - ii. Doug has problems with regulating the channel and stated that there are lots of other regulations in this area

- iii. There was discussion of the difficulty in marking a modified zone. Elizabeth stated that it would be a shame if the feasibility of marking is what would prevent a zone here. Doug said it could be marked.
 - iv. Katie mentioned that essentially all manatees seen crossing the channel were in this 0.5 mile stretch and their strategy is to take a breath, dive, and hope to come up on the other side unscathed. She noted that the greater number of sightings on the north and south shores may be because those in the middle of the channel were diving and not present at the surface to be counted during the survey. She also noted this area was designated “black” in Table 6 indicating very high fast overlap in the warm season.
 - v. Terri commented that the channel may provide enough depth to protect them
 - vi. Bill proposed protecting the north and south shores but leaving a corridor for boats to travel on plane in the middle of the channel
 - 1. Scott stated that FWC can’t put a corridor where there isn’t a channel because they can’t mark the boundaries. He also stated that if the committee was going to leave a corridor, it wouldn’t be worth the hassle of marking. Either accept as proposed because concerned about manatees or exclude because worried about boaters.
 - vii. Bill Allbright asked what the likelihood of a manatee fatality is here if we don’t regulate
 - 1. Katie expressed that due to the very high fast overlap, she believed a manatee take was likely.
 - viii. If forced to consider an all or none proposal, 4 members present supported the zone as proposed while 3 opposed it.
 - g. S17: Fort De Soto
 - i. This entirely overlaps existing protections and is shallow.
 - ii. All members present agreed to the zone as proposed
7. For the next meeting
- a. Katie offered to compile an outline of all of the zones where the group agreed with FWC, agreed with modifications, and those zones that require an additional vote. She suggested we vote in all of the zones we preliminary agreed upon at the next meeting to finalize those items so she could initiate work on the final report.
 - i. The committee agreed and decided to start the voting at N1 and work south once this item was completed at the next meeting.
 - b. County staff agreed to send notice to the full LRRRC that voting will start next week
 - c. The committee expressed interest in meeting at the Clearwater facility again next week if space were available
8. Motion to adjourn was made by Doug Speeler and seconded by Terri Skapik. The meeting was adjourned at 3:51PM.

Pinellas County LRRC Meeting Minutes

Pinellas County Offices- Clearwater

May 28, 2014: 1-3 PM

Members in Attendance: Bill Allbright, Elizabeth Fleming, Serra Herndon, Dave Kandz, Mark LaPrade, Terri Skapik, Doug Speeler, Dave Travis, Katie Tripp

Staff in Attendance: Carol Grynewicz and Dave Walker (Pinellas County), Scott Calleson and Mike Sommers (FWC)

1. Approval of minutes from May 21st meeting
 - a. Motion for approval by Doug Speeler, seconded by Mark LaPrade, all in favor
2. Committee member comments/questions
 - a. Doug Speeler presented information regarding the number of boats in Pinellas marinas and how often they are used. Dave Travis commented his marina gets 40 dry stack launches on a weekend. Mark LaPrade said his marina in Englewood gets 20. The committee requested this be emailed for everyone to see.
 - b. Doug also commented that S11 has 6 existing markers for either seagrass or other county regulation.
 - c. Dave Travis requested boat registrations. Scott Calleson has and can provide to the LRRC. A comment was made that the peak occurred in 2006 or 2007 and has decreased since then.
3. Mention of policy regarding public comment for those members of the public in attendance
4. Confirmation of upcoming meetings
 - a. June 4th meeting to be held at County offices in Clearwater
 - b. June 11th and 16th meetings will be held at Weedon Island
5. Consent vote on those zones for which the preliminary LRRC vote resulted in unanimous approval as proposed by FWC
 - a. The group reviewed the list and consulted the maps one final time.
 - b. A motion was made by Doug Speeler and seconded by Mark LaPrade to accept the following zones as proposed by FWC: S3 (warm season), S4 (year-round), S5 (warm season), S8 (warm season, 7 day/week), S10 (warm season), S12 (year-round), S14 (warm season), S17 (year-round). All committee members voted in favor.
6. Consent vote on zones unanimously supported by LRRC during preliminary vote, after modification of original FWC proposal
 - a. The preliminary list up for consideration consisted of: S2, S6, S7, S13, and S15
 - b. Discussion resulted in S2, S7, S13, and S15 being removed from this list and placed on a list for further discussion
 - c. Dave Travis made a motion to accept S6 as modified by the LRRC, Dave Kandz seconded. All were in favor.
7. Discussion of remaining zones beginning with N1

- a. N1: Spring Bayou Area
 - i. Bill Allbright commented that none of his contacts have any objection to N1 or N2 as proposed
 - ii. Elizabeth Fleming asked Scott Calleson why Whitcomb Bayou was only proposed for cold season regulation. Scott responded that Spring Bayou to the northeast is an aggregation point and manatees go out the river from that area.
 - iii. Katie Tripp expressed support for Option 2 but adding in Whitcomb.
 - iv. Mark LaPrade expressed support for leaving Whitcomb unregulated in the warm season. Terri Skapik agreed.
 - v. Bill Allbright made a phone call and returned to the group saying none of his contacts know of any recreational water sports activity in Whitcomb.
 - vi. A motion was made to accept N1 Option 2 as proposed by FWC. 5 voted in favor, 4 were opposed. Those who opposed supported Option 2 but wanted Whitcomb included for warm season regulation. This was a final vote.
 - b. N2: Anclote River Mouth
 - i. The committee voted unanimously to support as proposed by FWC. The LRRC recognizes the need for a speed zone in the Pinellas portion and understands FWC will not just regulate up to the County line as this would result in vessels coming on and off plane repeatedly. Therefore, the LRRC believes it should be a local and FWC priority to address this issue in Pasco County in order to achieve protections on the waterway.
 - c. N3: Memorial Causeway (North)
 - i. There was discussion of the information provided by Bill Morris from the City of Clearwater. Terri called Bill to confirm his position and reported to the LRRC that Bill supports the zone as proposed for year-round protection, including the area of overlap. Terri noted that the only area of ICW included in FWC's proposal is already regulated.
 - ii. The committee voted in unanimous support of this zone as proposed. This was a final vote.
 - d. N4- committee discussions will begin here at June 4th meeting
8. Public Comment
- a. Representative Kathleen Peters from the Pasadena area shared concerns with several of the zones including N4, S1, S2, S6 (southern portion), S7, S9, S10, S11, and S13. She believes FWC's proposal is over-reaching. She asked whether the fact that Pinellas is an Aquatic Preserver would factor into this process at all. Scott Calleson responded that being an Aquatic Preserve results in extra scrutiny from DEP but doesn't lessen any requirements for speed zones. Scott Calleson also mentioned that FWC has reached out to all the local governments where zones are being considered and asked for their input/involvement.
 - b. Norm Schulz expressed agreement with Rep. Peters' comments. He has read all of our meeting minutes and admires the work we are doing. He said it is important to strike a balance and senses that is what we are trying to do. He is a St. Petersburg resident and

boats in Pinellas. He also writes for Soundings Trade Only magazine. His concerns are particularly with N4, S9, S11, S13, S14, and S16.

9. A motion to adjourn was made by Terri Skapik, and seconded by Elizabeth Fleming. All were in favor. The meeting adjourned at 3:28 PM.

Pinellas County LRRC Meeting Minutes

Pinellas County Offices- Clearwater

June 4, 2014: 1-4:30 PM

Members in Attendance: Bill Allbright, Elizabeth Fleming, Serra Herndon, Dave Kandz, Mark LaPrade, Terri Skapik, Doug Speeler, Dave Travis, Katie Tripp

Staff in Attendance: Dave Walker and Carol Grynewicz (Pinellas County), Scott Calleson and Mike Sommers (FWC)

The meeting was called to order at 1:06 PM

1. Approval of May 28th meeting minutes
 - a. Motion to approve by Doug Speeler, seconded by Bill Allbright, all in favor
2. Committee member questions, requests for information
 - a. The LRRC received a spreadsheet of boat registration by year from FWC for a number of Florida Counties, including Pinellas, as requested by Dave Travis at the last meeting
 - i. Dave Travis commented that from 2008 to 2013 Pinellas had 9,662 fewer registered boats. There have been economic changes in the marketplace and other regulations such as those on fishing also impact boaters.
 - ii. Mark LaPrade stated he recently read an article in Trade Only that identified a \$38 billion boating industry in boats and motors only and he estimated 734,000 people were employed by this sector of the industry, not including owners of other boating-related businesses. He believes we need to take into consideration how deeply we reach into the marketplace.
 - iii. Katie Tripp commented that what the boat registration statistics don't tell us is how many of those boats are still sitting in people's yards in Pinellas County, and will get re-registered and end up back on the water as the economy continues to improve
 - iv. Mark LaPrade expressed agreement with Katie's comment and said the manatee population is also growing and stated his opinion that we need to look at all that is happening on the water
 - b. Doug Speeler asked what was driving this process and expressed his belief that it was being driven by previous lawsuits by Save the Manatee Club
 - i. Katie Tripp stated that was not true at all, and that Scott Calleson had already told us why this process was being undertaken
 - ii. Scott reiterated that the investigation of manatee protection speed zones for Western Pinellas County doesn't have anything to do with lawsuits but is being driven by the fact that this side of Pinellas has never been addressed for zones. There is a lot of human use, a lot of manatee use, and an increase in manatee deaths and injuries from boats has resulted in permitting issues with USFWS so FWC put this in their 2007 Manatee Management Plan as an area to review.

- c. Mark LaPrade stated that the St. Pete Times recently reported that between 2003 and 2012 the County has had 784 pedestrian deaths but no one is restricting what happens on U.S. 19 and other roadways
- d. Mark LaPrade received information that Whitcomb Bayou is a water sports area and reiterated his support for high speed activity being allowed there
- e. Doug Speeler mentioned the moratorium that started in 2007 and that he makes his living building docks.
- f. Terri stated that we are supposed to be voting at this point. We have been discussing these zones since April 22nd and have to produce a report in a couple of weeks. We are here because recommendations have been made by FWC. If there was a terrestrial mammal pedestrian act, then there would be cars off the road. There is an ESA and MMPA on record and we have to review this information in light of those laws although she does not saying she agrees with the laws. If zones aren't added, FWS will not issue permits, so we are stuck in a catch 22. We need to move through this process.
- g. Doug Speeler expressed that he wants to be sure the record reflects everything.
- h. Terri stated that the minutes have already reflected everything and the report will as well.
- i. Scott Calleson stated that it may be important for everyone to keep in mind where this committee fits in the overall process. FWC will provide a response to the LRRC report. If the committee does not come to a unanimous vote on a zone, there will be 1 or more minority position stated along with the majority position and FWC will review all majority and minority positions. FWC could disagree with all LRRC positions on a particular zone and suggest something else and explain their reasoning. No view is lost and the formal public process has not even started yet.
- j. Mark LaPrade wants to get beyond this moratorium because people's businesses are affected. FWC put the proposal together and the agency will consider its own opinion. He does not believe the process started from a neutral position.
- k. Scott Calleson stated that the LRRC could recommend to FWC that it do nothing in Western Pinellas.
 - i. Mark LaPrade stated that he understood that.
- l. Scott Calleson stated that if FWC thought nothing was needed in Western Pinellas, they would not have asked the County to form an LRRC
 - i. Mark LaPrade stated that he has no heartburn with doing something, he just doesn't want to overreach.
- m. Elizabeth Fleming asked Scott Calleson to clarify that FWC's recommendations were based on areas where boats and manatees overlap
 - i. Scott Calleson replied that different people place more importance/value on different factors. What FWC doesn't do is draw zones around carcass recovery locations, but uses carcasses as an indication that collisions are occurring. FWC tries to figure out where the risks are based on where they are seeing manatees and what they are doing- migrating, moving. FWC flew surveys to know where manatees are and where boats are being operated and whether those boats

tend to be moving fast vs. slow. FWC uses spatial overlap to see if that helps their evaluation. They also consider where seagrasses are located. Their recommendations are refined after hearing from the LRRC and the info is taken to a larger audience after being vetted through this smaller group of local residents.

- n. Doug Speeler stated that he didn't believe a member of the boating industry on the LRRC should have had to ask for boat registration information; that it should have been automatically provided. He also commented that boat use is almost insignificant during the week. If someone is going to put in a traffic light or more enforcement that is usually dictated by human fatality. This is why he kept asking if there had been a lot of manatee fatalities in this area. He doesn't think we are having many fatalities and asked whether we are having so many fatalities that the flag goes up and we are alarmed.
 - i. Scott Calleson stated that boat registration data are readily available to the public.
- o. Dave Travis mentioned that he has not been able to make changes at his marina since 2007 and has gotten attorneys involved; that he has been held up by the USFWS Biological Opinion.
- p. Scott Calleson mentioned that speed zones are one of the primary means by which risks to manatees are mitigated. Once boats are on the water, if there are no zones, the risk of contacting manatees is high. It is a balancing act.
- q. Dave Travis expressed that boating is less in Pinellas today than several years ago.
- r. Scott Calleson stated that it would be shortsighted to assume that a drop in boating in the last few years during severe economic decline would not turn around
- s. Dave Travis stated that he has lost people to the cost of fuel and hasn't been able to raise his rent since 2007. He would hate to put to many more hurdles.
- t. Scott Calleson stated that FWC is going to chew on all the info provided by this committee. The drop in vessel registration in recent years is known and noted. It is not insignificant, but it's not the entire picture. Flagler County put in zones but scaled back and now projects that had been dormant have come back. Economics are cyclical but not permanent. Even if Pinellas boat registration was down permanently, 46,000 boats is still a lot. Scott did quick number crunching based on the zones the committee has worked on so far. Pinellas to the Pasco County line has 46 miles of ICW and about 8 are currently under some form of boating safety regulation. If FWC moved forward with everything as is on our maps, it would add 3 miles of slow speed to the existing 8 miles for a total of 11 miles within the 46 miles of ICW in the County, from N4 to S9. This would add 19 minutes to travel time. Claims that hours would be added are not true based on the amount proposed for regulation. It takes 8.5 minutes to go 1 mile at slow speed, averaging 7 mph. 19 minutes may still be considered significant by some, but claims that the proposal would add hours are not true. Whatever comes out of FWC will result in increased travel time of 19 minutes or less.
- u. Mark LaPrade asked where zone S1 comes from- boat kills?
 - i. Scott responded no.

- v. Mark LaPrade asked whether a committee would reconvene on this issue if manatees were no longer endangered
 - i. Terri Skapik stated that the MMPA doesn't allow take and it would require either an act of Congress or manatees to no longer be classified as a marine mammal to do that. It is a matter of US law.
 - ii. Scott Calleson commented that even if there was no ESA protection, there is still the MMPA and the Manatee Sanctuary Act, which protects manatees independent of their listing status.
 - iii. Bill Allbright stated that the info Mark LaPrade has for Whitcomb Bayou is better than what he gave last week.
 - 1. Katie Tripp stated that this had already been captured in the minutes.
 - iv. Bill Allbright stated that people are not coming down from up north because of changes to anchoring and mooring. Other forces are contributing to the downturn in boating.
3. Policy on Public Attendance
- a. Terri Skapik asked if anyone wished to make a motion to allow public comment before our discussion. Doug Speeler made a motion, Serra Herndon seconded. Public comment was heard.
 - b. Norm Schulz had a memo passed out to the LRRC. He stated his belief that what this committee decides should have a major influence on FWC's decision. FWC and the LRRC have looked at each area by itself and FWC computed 19 minutes to go through the added zones, but didn't take into consideration the existing speed limits/zones. Regardless of why a zone was created, it still protects manatees. We are not talking about specific small areas but large areas. If we accepted all the rest of the zones, would restrict more than 75% of navigable waters, not just ICW, from Pasadena to Belleair. Look at N4 in its relationship from Pasadena all the way up. The zones we already voted on didn't impede boating all that much but those still in front of us are tough. A solution would be to reject any more increases in ICW restrictions. In S1, put limits outside the ICW but not inside the ICW. Even if all restrictions are outside the ICW, we would have created a huge protected area but not impeded the ICW. For S9, make the zone outside the ICW only and still accomplish a great deal without impeding boating traffic. S13 would restrict an important channel that comes from the ICW to Port Brittany. There are lots of boats here but also lots of manatees. The island there is protected, so is Frenchman's Creek. If there was no speeding outside the marked channel, it would add to what was protected without impeding boating. S15 is the largest uninterrupted acreage being reviewed by the committee. It is a shallow area with lots of flats fishing. Tarpon Key is protected. There is an area within S15 called the pit, which is 7-9 feet deep. It would be easy to put a manatee protection areas south of the deep water. S16, Bunces Pass is a tough pass. It is very narrow and there is a very strong current. If there is a west wind with any significant sea and incoming tide, it becomes a breaking inlet. From a boating safety point of view, this zone shouldn't be

done. There is some risk to manatees if it is not regulated, but you don't want to put boating safety at risk. This would be one of the worst decisions of all for boating safety.

- i. Scott Calleson commented that FWC LE reviews all zones with regard to boating safety and the agency takes boating safety issues seriously. If officers thought there was a boating safety issue with any zone FWC proposed, they would take it off the table. FWC LE wasn't concerned with S16 but Scott will circle back. There is also a safety exception, if conditions warrant- if a boater is responding to an emergency where life, limb, or property is in danger, he doesn't have to comply with posted zones. Human safety always comes above manatee safety.
- ii. Doug Speeler asked where/how the surveys were flown.
 1. Scott Calleson said that there was an entire flight path flown each time.
 2. Doug asked whether manatees could be counted twice.
 - a. Scott said the same manatee could be counted on different days.
 3. Doug asked about manatees that are more stationary vs. on the move
 - a. Scott said that even manatees at the power plant will only stay in a day or so, then go out to feed. Also, manatees don't stick to the same herd- they are continually with different individuals.
- iii. Emily Velialla was also present from the public. She is an Environmental Science Technology student at St. Pete College and she stated this issue is very important to her but she had no comments for the record.

4. Discussion/Vote on Remaining Zones

a. N4

- i. Bill Allbright asked if we should assume we will have an enforcement problem due to the boating safety rules that were recently repealed
 1. Elizabeth Fleming responded that putting in FWC zones would increase FWC enforcement in the area.
 2. Katie Tripp stated that those zones were "removed" because they were never posted and not enforceable.
 3. Dave Walker restated the history of what was done
 4. Bill Allbright acknowledged that this issue did not apply to us
 5. Dave Travis mentioned a letter from FWC Captain Roger Young about additional LE presence in Pinellas and the fact that FWC runs 3 boats out of his marina and FWC has had a boat at Bay Pines Marina since 2007. There is also a Sheriff's boat that patrols back there.
- ii. Bill Allbright suggested we could either do nothing in N4 or exempt the known water sports areas there and the ICW
- iii. Terri Skapik proposed removal of the ICW regulations and the 2 water sports areas. Mark LaPrade, Dave Travis, and Doug Speeler agreed.
- iv. Elizabeth Fleming noted the acute manatee watercraft deaths in the area of the water sports zone.

- v. Scott Calleson said this was a zone where FWC was considering either slow or 25 mph in the ICW. FWC thought about regulating the ICW here because it is a travel corridor for manatees and there is seagrass on the east side.
- vi. With regard to existing water sports areas, Scott will talk to the City Manager again. And as FWC goes through the public meeting process, if other water sports areas come to light, they will be considered.
- vii. Terri Skapik made a motion to accept N4 but exclude the ICW and the 2 areas determined to be water sports areas by the LRRC. Bill Allbright seconded the motion. 7 were in favor, 2 were opposed.
 - 1. Elizabeth Fleming stated opposition because she would like to see at least part of the ICW regulated here, particularly in the northernmost part where the data show manatees aggregating and acute watercraft deaths nearby. She believes this area needs more protection.
 - 2. Katie Tripp stated that she would be able to accept leaving at least part of the ICW unregulated in N4 if S1 carried as proposed by FWC.
- viii. N4 revision that was subject of final vote:



- b. S1
 - i. On preliminary vote, the group was in consensus to accept as proposed. Mark LaPrade later changed his vote at that meeting.
 - ii. Mark LaPrade inquired whether the ICW was to scale on our maps.
 - 1. Scott Calleson replied that the blue lines are a line of uniform width
 - 2. Doug Speeler said the ICW is 100 feet wide on average
 - 3. Katie Tripp inquired about depths outside of the channel here
 - a. Mark LaPrade responded that he did not know

- iii. Mark LaPrade suggested to keep manatee protection as proposed outside the ICW and make the ICW 25 mph in this area. Dave Travis seconded. 7 were in favor, 2 opposed.
 - 1. Elizabeth Fleming stated her opposition based on the data presented in the maps.
 - 2. Katie Tripp expressed opposition based on the narrowness of the waterway and the increased risk to manatees that creates if boats are moving on plane.

c. S2

- i. Originally discussed May 8th, unanimous support as revised, but got pulled from consent agenda at May 28th meeting
- ii. Bill Allbright made a motion to accept the zone as shown revised in the minutes. Terri Skapik seconded. All were in favor.



d. S7

- i. Pulled from consent agenda on May 28th because of posting concerns for the LRRC's proposed revision raised by FWC
- ii. The committee discussed various scenarios
- iii. Katie made a motion to bring the southern line west to the easternmost shoreline of the "fingers" and extend a straight diagonal line up to the northernmost tip we had previously drawn. Serra Herndon seconded. All were in favor.



- e. S9
 - i. *Katie asked Scott Calleson why FWC had thought it appropriate to regulate the ICW here. Scott responded that this is where the waterway starts to narrow. Manatees are traveling through and feeding on the seagrass on the south side of the ICW and moving across the ICW to Gulfport*
 - ii. *Katie Tripp made a motion to accept S9 as proposed by FWC but exempting the ICW and placing a manatee zone over the existing safety zone on the northernmost extent of S9. Mark LaPrade seconded. All were in favor.*
- f. S11
 - i. *Dave Travis made a motion to accept as proposed but exclude the deep water area. Mark LaPrade seconded. All were in favor.*



g. S13

- i. At the preliminary vote the group members present were in consensus to modify the proposed zone at the north and south ends and regulate year round.
- ii. Katie Tripp asked Scott Calleson why FWC thought it was important to include the channel in the proposed slow speed zone. Scott Calleson stated the year-round manatee use out of Frenchman's Creek and the channel bisects manatee access between Frenchman's and the abundant seagrass around Indian Key.
- iii. Elizabeth Fleming asked if there was a speed limit in the channel.
 1. Scott Calleson and Mark LaPrade both stated that the speed is not posted.
- iv. Katie asked whether the area the committee had previously suggested exempting from regulation on the south end would be re-added if the channel was left unregulated. There was no objection.
- v. A rough estimate by County staff showed the marked channel at 335 feet wide
- vi. Katie asked whether the channel would be unregulated all year. Members of the committee expressed that is what they would want.
- vii. A 100 foot corridor would still be kept along Bayway Isles as the group had previously supported.
- viii. Mark LaPrade made a motion to accept S13 as proposed for year-round protection except the marked channel and 100 feet off the docks on the south side of Bayway isles. Terri seconded and 8 committee members were in favor.
 1. Katie objected due to familiarity with this section of waterway and risks to manatees. She supported the zone as proposed by FWC.
 2. Members of the committee felt the speed limit in the channel was self-regulating and did not wish to assign a speed limit

h. S15

- i. Dave Travis opposes all of S15. Local fishermen and guides use the area. He noted Tarpon Key to the east is a no internal combustion motor zone.
- ii. Katie Tripp made a motion to accept S15 except for the channel we already excluded at an earlier meeting and a corridor for the pit. Serra Herndon seconded.
- iii. Discussion then continued. Member of the public Norm Schulz said that there are Danger Shallow Water signs north of the pit.
- iv. Katie retracted her motion.
- v. Mark LaPrade made a motion to accept S15 as shown for a warm season zone except the Pit and the area north, and the channel off Sands Point.
 1. Norm Schulz stated that this area is more heavily fished in winter than summer.
 2. Katie seconded Mark's motion and 8 voted in favor.
 3. Dave Travis opposed because he felt the zone was too excessive/restrictive



- i. S16
 - i. Doug Speeler made a motion to reject S16. Terri Skapik seconded. 6 members supported the motion to reject, 3 supported FWC's proposal.
 - 1. Serra Herndon understands the boating safety concern but she is in that area often and sees the problem for manatees.
 - 2. Dave Kandz agrees with Serra. He kayaks there and sees manatees.
 - 3. Elizabeth Fleming said that since there is a provision to allow boaters to motor through if in the interest of safety, she would like to accept the FWC proposal
- 5. Other Business
 - a. The meeting on June 11th is cancelled.
 - b. The June 16th meeting has been rescheduled to June 18th from 1-3 and will only be held if requested by members after review of the draft report.
 - c. Katie agreed to have the draft report to the County for distribution to the LRRC by noon on Monday June 9th. The LRRC is to return feedback to the County, to forward to Katie, by close of business June 13th. Katie will incorporate any revisions and have a final report back to the County by close of business on Monday June 16th. If any committee member wishes to call a meeting for June 18th, he/she must do so by noon on June 17th.
 - d. Terri Skapik made a motion to disband the LRRC after our report is submitted to FWC and to hold no further meetings after today unless there are issues with the report. Doug Speeler seconded. All were in favor.
 - e. Serra Herndon asked Scott Calleson when this might be taken to the FWC Commission.

- i. Scott replied that September would be the earliest, with agenda items being drafted by early August. The Commission meeting will be the first time the Commissioners see the LRRC's work and FWC's response. FWC would ask the Commissioners for permission to publish a notice of proposed rulemaking and seek public comment. A local public meeting in Pinellas would happen after that.
 - ii. Doug Speeler asked for the Commissioners' names and hometowns.
 1. Scott Calleson explained how to find that information on the FWC's website.
 - iii. Dave Kandz asked whether any Commissioners would be coming off before this was voted on.
 1. Scott Calleson said no.
6. Doug Speeler made a motion to adjourn at 4:26 and it was seconded by Terri Skapik. All were in favor.