

ALTERNATIVE 4 =				
ELEMENTS COMMON TO ALL ALTERNATIVES	+	ELEMENTS COMMON TO ALL ACTION ALTERNATIVES	+	ELEMENTS LISTED BELOW

ALTERNATIVE 4 CONCEPT

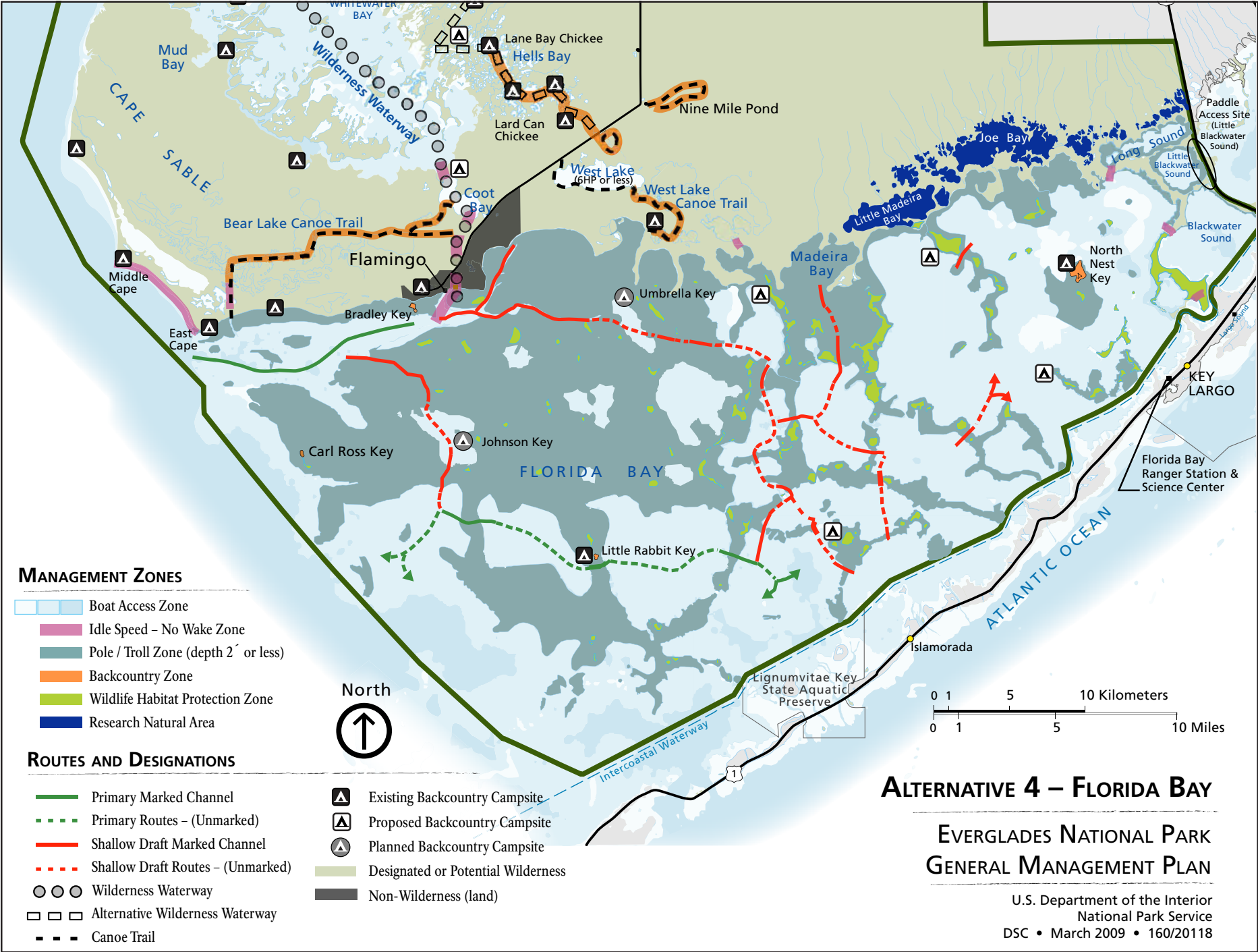
Alternative 4 builds on the education, resource conservation, and visitor experience concepts described in Alternatives 2 and 3 by adding elements to further enhance natural resource protection and visitor experiences. This alternative would take a more cautious approach, erring on the side of resource conservation when it comes to potential resources at risk, including seagrass habitats. It would provide a greater degree of natural resource protection than the other alternatives and a wider range of quality visitor experiences. It would rely on mandatory compliance with measures implemented to protect sensitive resources and provide quality wilderness experiences.

FLORIDA BAY AND THE KEYS

- Maintain existing idle speed-no wake zones (except those within pole/troll zone described below).
- Manage Little Madeira Bay, Joe Bay, and adjacent smaller water bodies as a research natural area (a baseline for long-term ecological monitoring and restoration efforts); these areas would remain closed to public use.
- Manage areas within 300 feet of Florida Bay keys shorelines as pole/troll zones to reduce wildlife habitat disturbances (excluding the four keys that would remain open to public use).
- Along the shoreline between East Cape and Middle Cape, establish a 300-foot-wide idle speed-no wake zone to enhance resource protection, visitor experiences, and visitor safety.
- Manage all areas that are *at risk* of bottom damage within Florida Bay — not just those that are already scarred — as pole/troll zones. Based on the results of the propeller scarring study, the areas at most risk for prop scarring coincide with waters in Florida Bay with a depth of 2 feet or less at mean low water. Within pole/troll zones, motorboats may use combustion motors *only within marked channels*.

GULF COAST

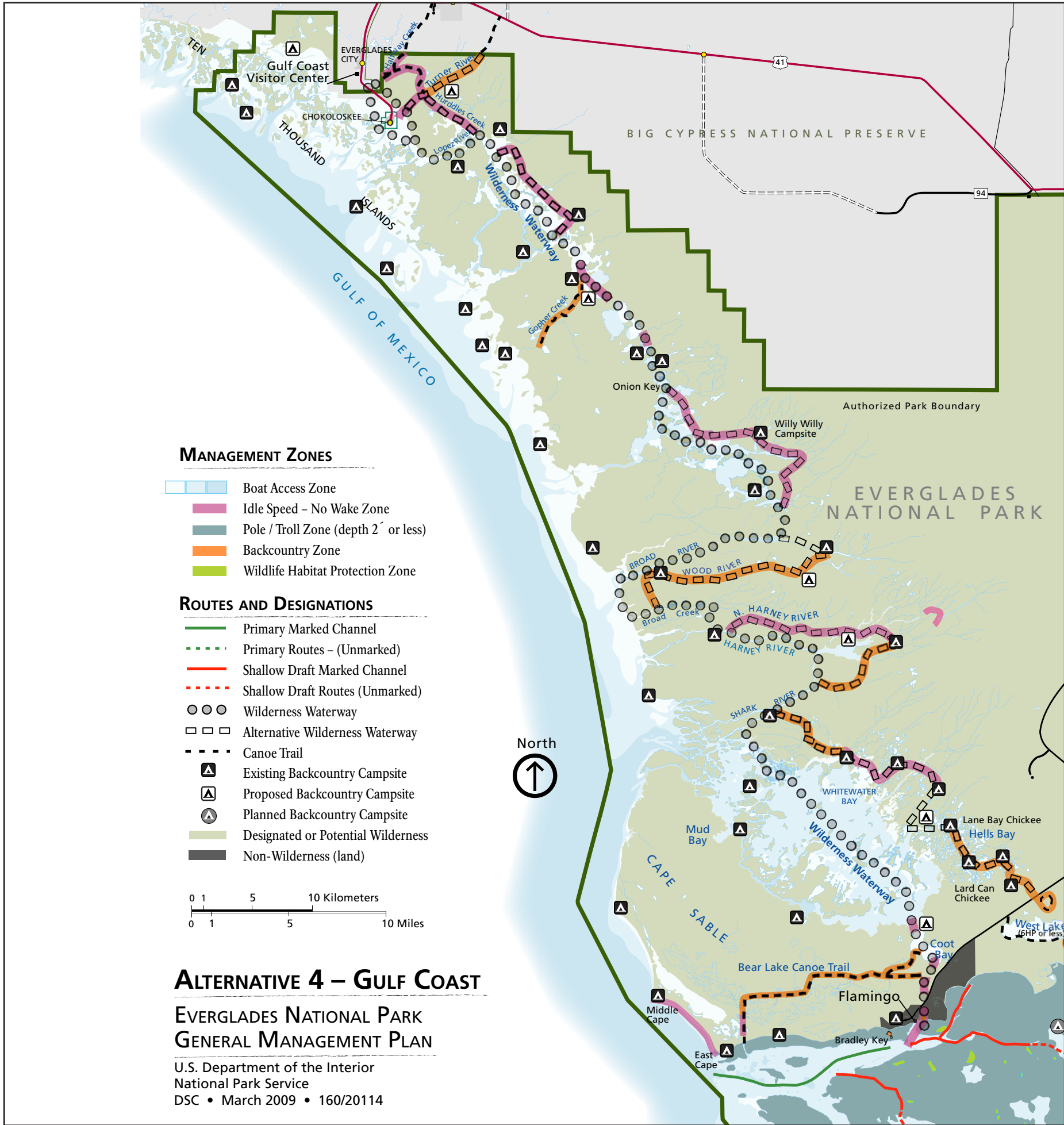
- Continue to manage most marine areas of the Gulf Coast as they are now, including the existing wilderness waterway
- Establish alternative wilderness waterway route to provide an enhanced opportunity for a quiet, tranquil wilderness experience:
  - Manage some segments as the boat access zone (counting on continued, relatively infrequent use of these segments by motorboaters).
  - Manage other segments as idle speed-no wake zones based on water bodies’ narrowness, shallowness, low clearance due to mangroves, and/or available alternate routes of access for motorboats to nearby waters.
  - Manage the very narrow, shallow Wood River segment in the central portion of the route as the backcountry zone (paddle only).
  - In the Hells Bay area, manage the route between its terminus and the Lane Bay chickee as a backcountry zone (paddle only).
  - In the upper Turner River area (to where the Turner River leaves Everglades National Park), manage the route as a backcountry (paddle only) segment. Manage the lower Turner River, and adjacent portions of the Hurdles Creek/Cross Bays and Left-hand Turner River/Halfway Creek, as an idle speed-no wake zone.
- Manage Gopher Creek segment as a backcountry zone (paddle only) to enhance wilderness experiences.





## GULF COAST (CONTINUED)

- Notes related to the alternative wilderness waterway:
  - Where the boat access zone is on both sides of a marked backcountry or idle speed-no wake zone, motorboats would be able to cross over, using common courtesy and respect for other recreationists.
  - Where a backcountry zone or idle speed-no wake zone occurs within the following areas, these zones would be limited so that motorboat use could occur elsewhere in these bays: Hells Bay/Lane Bay area, northeast portion of Whitewater Bay, bays between Hurddles Creek and Lopez River, and bays between Onion Key and Willy Willy campsite.



## Notes