

CHAPTER 2: DESCRIPTION OF ALTERNATIVES

This chapter includes a description of the no-action alternative and two action alternatives for trail designation for the Dry Bay area of Glacier Bay National Preserve. It also includes mitigating measures, a summary comparison of the alternative actions, and a summary of the environmental consequences of each alternative.

2.1 ALTERNATIVE 1: NO ACTION

Under the no-action alternative 83.5 miles of trails and routes in the Dry Bay Area of Glacier Bay National Preserve would be open to off-road vehicle use (Fig. 2-1 and 2-2). Commercial fisherman may continue to use ORVs in all areas of Dry Bay in support of commercial fishing. Other ORV users, such as lodge operators and guests, would continue to be restricted to existing trails under a permit.

Management of the existing trail system would remain unchanged. Trail closures, annual trail maintenance activities, or stream crossing improvements would not be undertaken.

Fifteen stream crossings would remain open to ORV use under the no-action alternative. Table 2-1 identifies stream crossings occurring on individual trails open to ORV use under the no-action alternative.

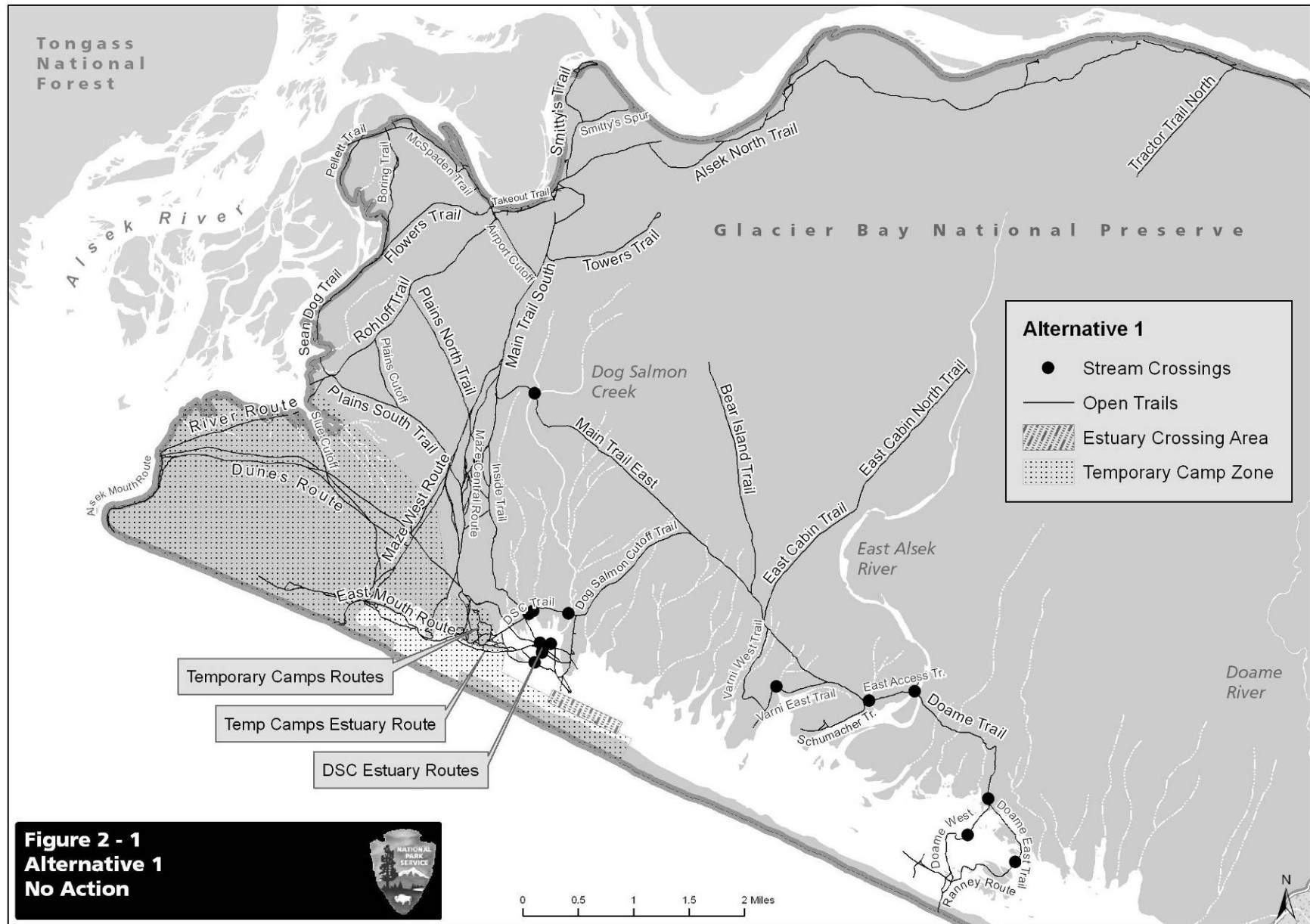
Table 2-1 Stream Crossings Open Under Alternative 1

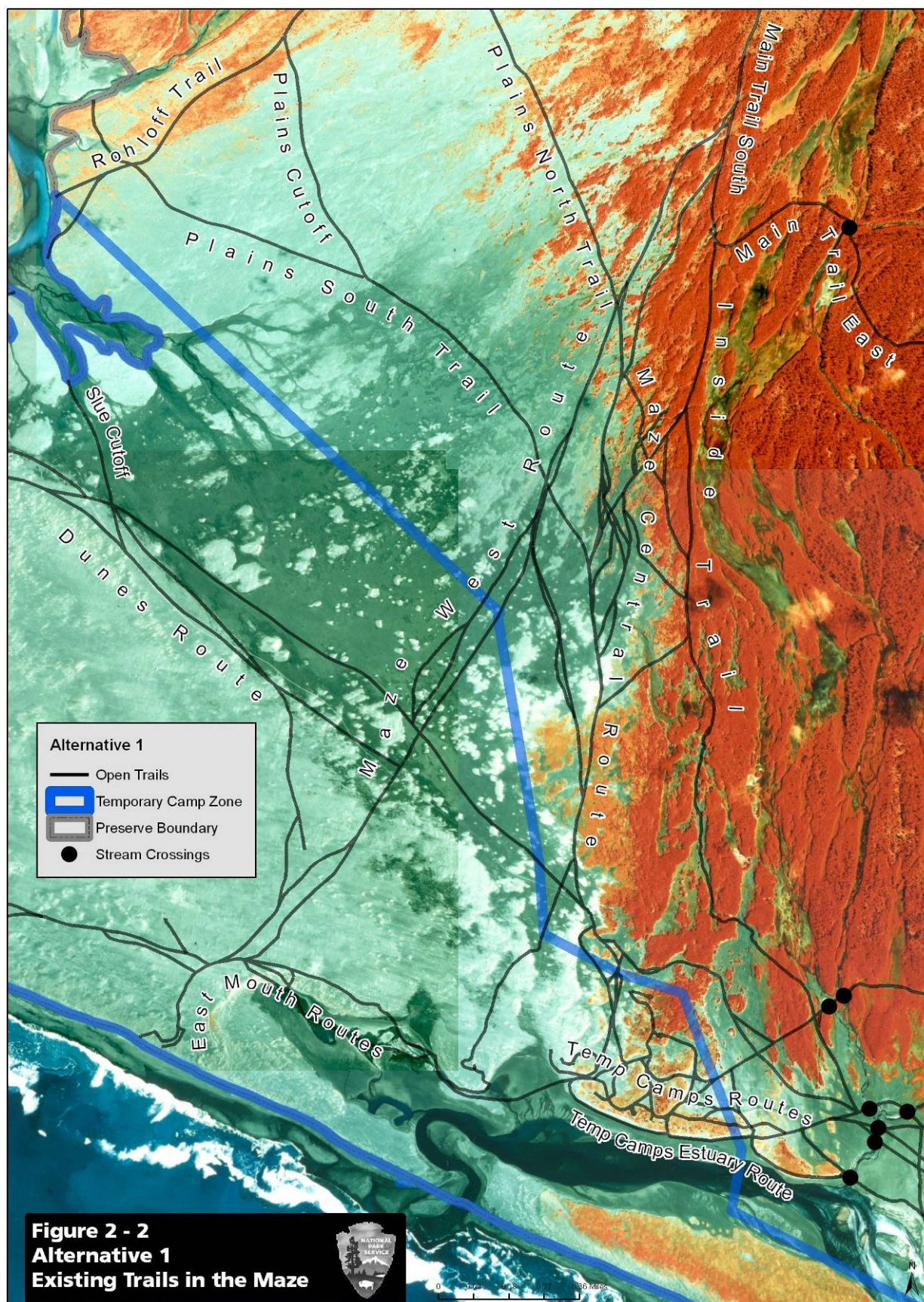
Trail	Water Course	Number of Crossings Per Trail
Main Trail East	Upper Dog Salmon Creek	1
DSC Trail	Middle Dog Salmon Creek	1
DSC Trail	Unnamed Drainage	2
DSC Estuary Routes	Lower Dog Salmon Creek	5
Varni East Trail	Small Unnamed Drainage	1
East Access Trail	Lake Outlet Crossing Southwest of EAR	1
Doame Trail	East Alsek River (EAR)	1
Doame Trail	Small Unnamed Drainage	1
Doame West Route	Doame River delta	1
Doame East Trail	Doame River delta	1

2.2 ELEMENTS COMMON TO ALTERNATIVES 2 AND 3

2.2.1 ORV Trail and Route Designations

ORV trails have a fixed spatial location that does not change from year to year. ORV routes differ from trails in that ORV routes vary in location from year-to-year depending on climatic and environmental conditions. ORV routes are ephemeral in that they are washed away or covered by sand at least once every year. ORV trails and routes are defined as linear corridors of travel generally less than 12 feet or less in width.





Precise ORV routes would be established on an annual basis by the NPS. The NPS would delineate specific on-the-ground routes at the beginning of each summer season depending on environmental conditions. Routes would be designated by markers. Route designations would be made annually for the River Route, Dunes Route, Maze West Route, Maze Central Route, East Mouth Route and Lower Dog Salmon Creek (DSC) Estuary Route.

Existing trail remnants closed prior to this planning process for airstrip safety reasons or abandonment would remain closed. Short sections of duplicate parallel braided trail and duplicate 'Y' type access trails would be closed.

All closed trails and routes would be posted with closure signs and barriers would be placed at the start and terminus of the closed trail section. Designated ORV trails that traverse airstrips would be posted with caution/warning signs.

No new trails would be developed under Alternatives 2 and 3. However, in instances where river or oceanic erosion removed trails or routes designated under these alternatives, new trails or routes would be created by NPS to replace the lost trail segments and to maintain existing access to the commercial fishing infrastructure, lodges, and State and U.S. Forest Service lands. This situation has occurred in the past on the Alsek North Trail, East Mouth Route, and Alsek Mouth Route.

When new commercial fishing sites or new temporary camps are established, temporary access trails would be approved by the NPS. Temporary access trails would take the least environmentally disturbing, shortest and most direct route possible from an authorized/existing trail/route to the new camp or fishing site. Access trails would be closed after the fishing site or camp was abandoned.

ORV users wishing to access State tidelands along the Gulf of Alaska and commercial fishermen needing to access the Ranney fish camp would transport their ORVs across the estuary on a boat or raft.

2.2.2 Allowable ORV Uses

Designated trails and routes would be open to ORV use for commercial fishing activities and other purposes (i.e., recreation, subsistence, and hunting). The designation of ORV trails/routes and the expansion of allowable ORV uses would be authorized through special regulations.

2.2.3 Trail Maintenance

Generally each designated trail should be inspected and receive some basic maintenance annually. The amount and scope of maintenance would be proportional to the funding, manpower and the availability of housing and equipment for work crews. Basic annual maintenance could include trail vegetation brushing to maintain trail width and for safety purposes, removal of fallen trees, and maintenance of stream crossing improvements. The goal for funding and trail repairs under Alternatives 2 and 3 would be 3 to 5 years.

The NPS would develop management prescriptions (treatments) to address degraded conditions along trail alignments, as necessary. Trail improvement would be addressed in the following priority: trail safety, stream crossings, and trail integrity (i.e., width, braiding, ponding).

The majority of trails segments in the poorest condition occur on the Main Trail East. Fourteen specific locations along the Main Trail East have been classified as degraded. Problems include excessive trail width, multiple trails and water ponding. Prescriptions could include projects to reduce excessive trail width, eliminate multi-braided trails, and reduce trail water ponding.

Examples of excessive trail width, multiple trails and water ponding needing treatment are identified in the Photos 2-1 and 2-2 below.



Photo 2-1: Example of excessive trail width on Main Trail East



Photo 2-2: Example of multiple trails and ponding on Main Trail East

2.2.4 Trail Monitoring

The NPS's goal would be to conduct a comprehensive monitoring program about every 5 years to detect changes in trail conditions. The same inventory system should be employed during each comprehensive monitoring effort with key components of the trail condition assessment being trail surface character, trail impact rating, trail drainage, mud-muck index, track type, and track width. Annual monitoring would be employed to assess key components of the trail system (surface character, trail width).

2.3 ALTERNATIVE 2: DESIGNATE TRAILS/ROUTES DIRECTLY INCIDENT TO COMMERCIAL FISHING AND AUTHORIZED UNDER CONCESSION CONTRACTS.

Alternative 2 would designate trails and routes in the Dry Bay area of Glacier Bay National Preserve for ORV use that are (1) directly incident to the exercise of valid commercial fishing rights and privileges (access to fishing sites, campsites, cabins, boat landing areas and airstrips) and/or (2) provide access and rights to existing lodges authorized under concession contracts or (3) provide access to the NPS East River visitor use cabin. Trails or routes not meeting these criteria or that provide duplicate access or have a high potential for environmental damage would not be designated (See Appendix A).

This alternative would authorize ORV use on 58.7 miles (70.3%) of existing trails/routes and close 24.8 miles (29.7 %) of existing trails/routes to ORV use. ORV use off designated trails/routes would be prohibited. Figures 2-3 and 2-4 identify all trails and routes designated as open and closed to ORV use under Alternative 2.

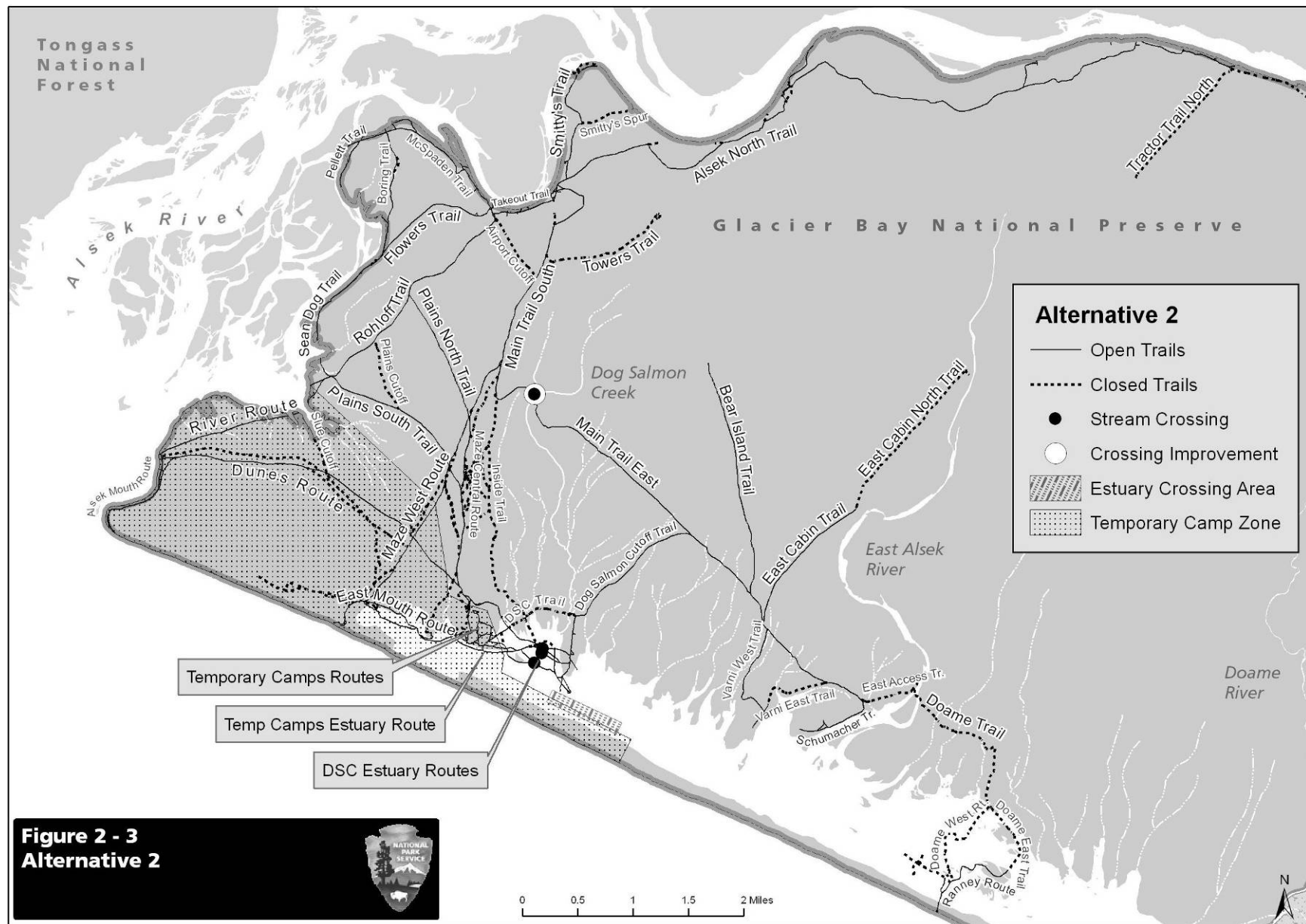
The following trails and routes would be designated and open for ORV use under Alternative 2.

- Alsek Mouth Route
- Alsek North Trail to Tractor N. Trail
- Bear Island Trail
- Boring Trail
- Dog Salmon Cutoff Trail
- DSC Estuary Routes
- Dunes Route
- East Cabin Trail
- East Mouth Routes
- Flowers Trail
- Main Trail East
- Main Trail South
- Maze Central Route
- Maize West Route
- McSpaden Trail
- Pellett Trail
- Plains North Trail
- Plains South Trail
- Ranney Route
- River Route
- Rohloff Trail
- Schumacher Trail
- Seafoods Routes
- Sean Dog Trail
- Smitty's Trail
- Takeout Trail
- Temporary Camps Estuary Routes
- Temporary Camps Routes
- Varni West Trail

Four ORV stream crossings would remain open under Alternative 2. Trail closures would result in 11 ORV stream crossings being closed. Table 2-2 identifies stream crossings occurring on individual trails open under Alternative 2.

Table 2-2 Stream Crossings Open Under Alternative 2

Trail	Water Course	Number of Crossings Per Trail	Number of Stream Improvements
Main Trail East	Dog Salmon Creek	1	1
DSC Estuary Routes	Dog Salmon Creek	3	0



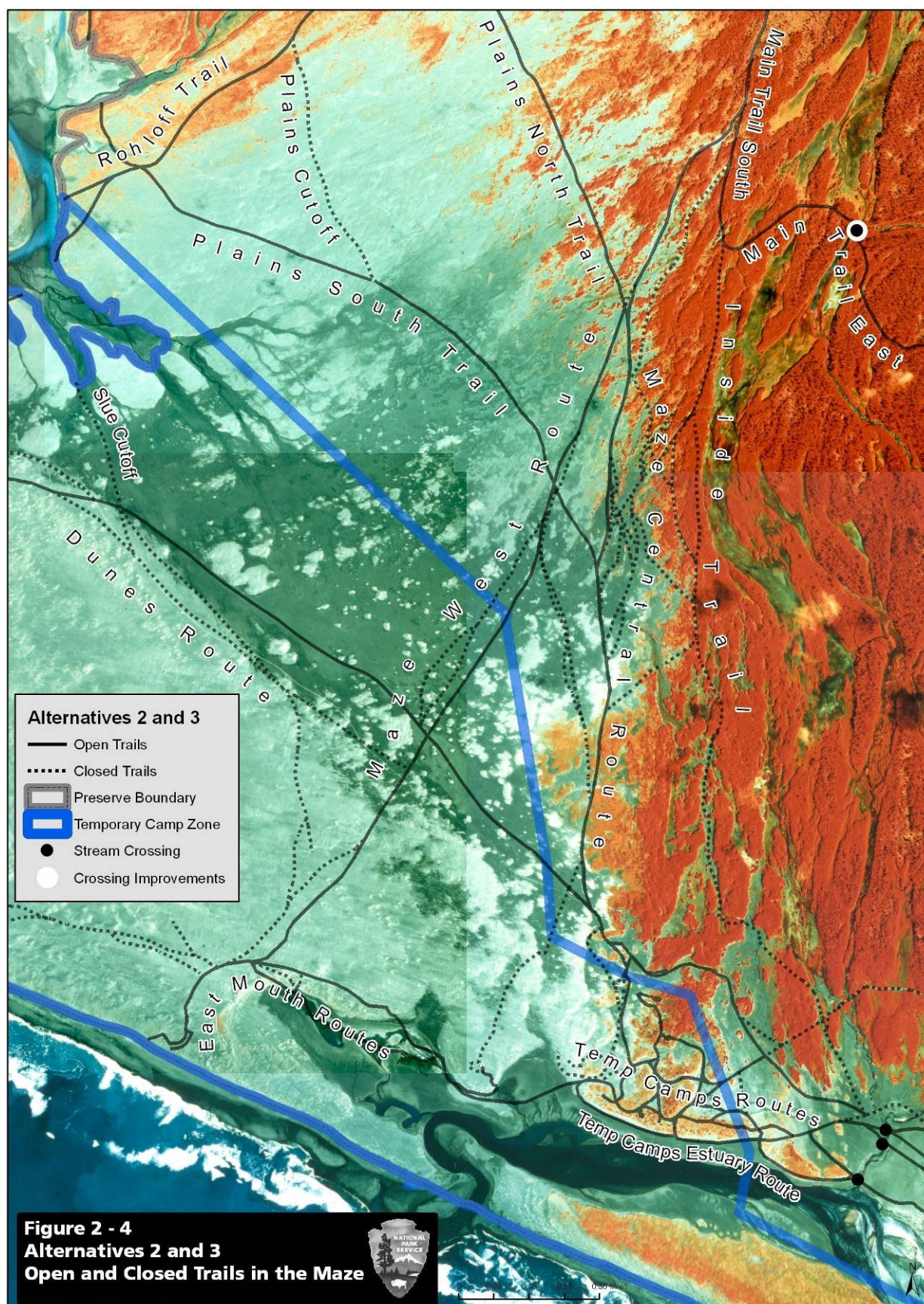




Photo 2-3 Dog Salmon Creek Crossing on the Main Trail East

Prescriptive actions for stream crossing improvements would be taken at one anadromous fish stream. Dog Salmon Creek on Main East Trail (Photo 2-3) would require stream crossing improvement. Stream bed and bank hardening with porous pavement panels such as Geoblocktm or other trail hardening methods would bring treated areas to a sustainable level due to the resistant nature of the treated tread surface. Trail widths at existing stream crossings would be kept to a maximum of 10 feet.

Three ORV routes crossing the Dog Salmon Creek, in the estuary area, would remain open but would not be improved through stream bank and bed hardening. Any stabilization efforts would probably be washed away since the estuarine area is heavily influence by tides and shifting sand substrate (Kanouse, 2006).

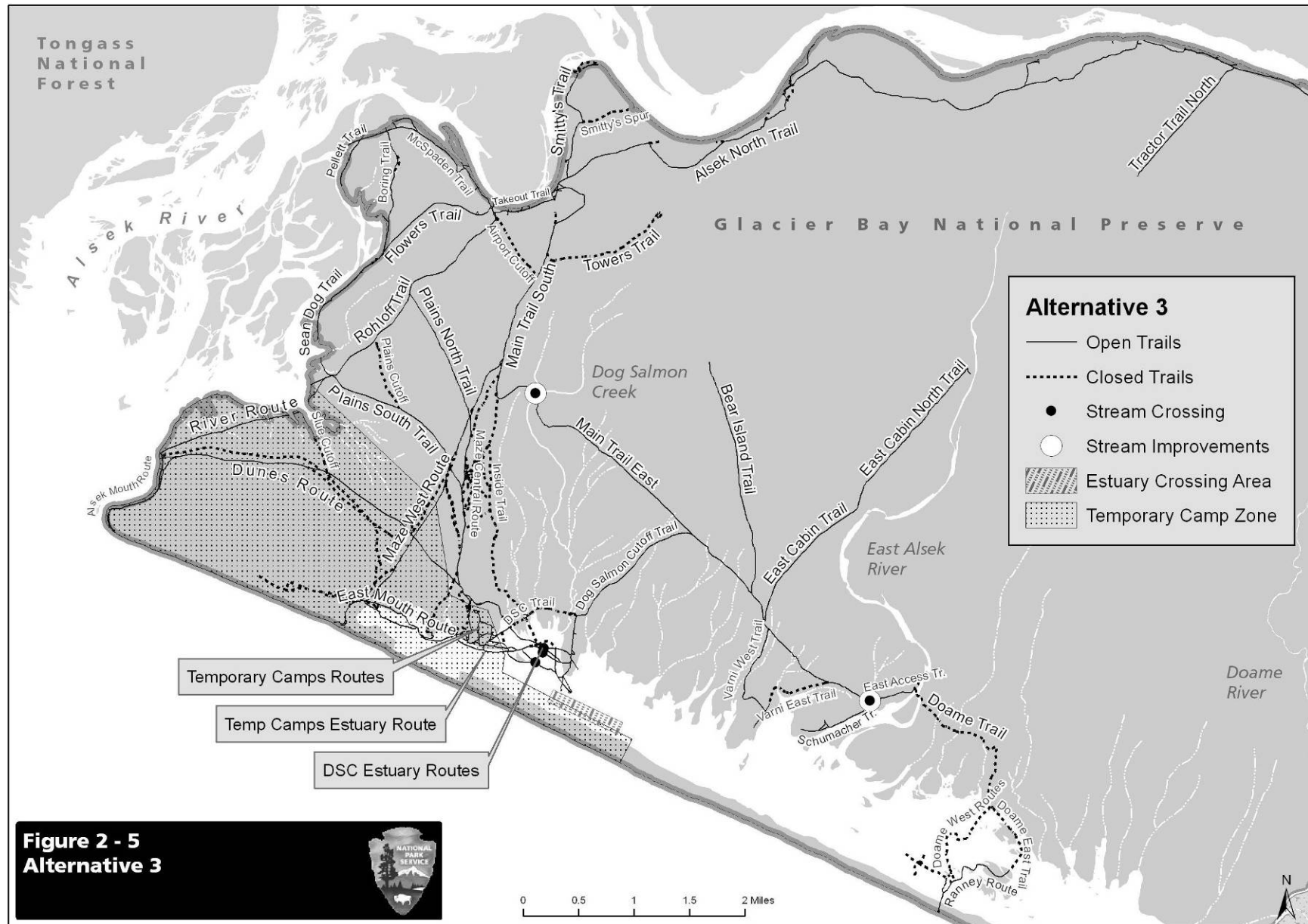
2.4 ALTERNATIVE 3: DESIGNATE TRAILS/ROUTES DIRECTLY INCIDENT TO COMMERCIAL FISHING, AUTHORIZED UNDER CONCESSION CONTRACTS, AND FOR OTHER PURPOSES (NPS PREFERRED ALTERNATIVE).

Alternative 3 would designate trails and routes in the Dry Bay area of Glacier Bay National Preserve for ORV use that are (1) directly incident to the exercise of valid commercial fishing rights and privileges (access to fishing sites, campsites, cabins, boat landing areas and airstrips) and/or (2) provide access and rights to existing lodges authorized under concession contracts or (3) provide access to the NPS visitor cabin, and (4) provide access for areas for other purposes (i.e., recreation, subsistence, hunting, and sport fishing). Trails or routes not meeting these criteria or that provide duplicate access or have a high potential for environmental damage would not be designated.

This alternative would authorize ORV use on 62.9 miles (75.3%) of trails or routes and close 20.6 miles (24.7%) of existing trails and routes to ORV use. ORV use off designated trails/routes would be prohibited. Figures 2-5 and 2-4 identify all trails designated as open and closed to ORV use under Alternative 3.

Trail designations in Alternative 3 would be the same as Alternative 2 except that an additional 4.2 miles of trail would be opened to provide access for other purposes. These include the following trails in addition to those identified in Alternative 2.

- Alsek North Trail Extending upstream of Tractor North Trail
- Tractor North Trail
- East Cabin North Trail
- East Access Trail



Five ORV stream crossings would remain open under Alternative 2. Trail closures would result in 10 ORV stream crossings being closed. Table 2-3 identifies stream crossings occurring on individual ORV trails open under Alternative 2.

Table 2-3 Stream Crossings Open Under Alternative 3

Trail	Water Course	Number of Crossings Per Trail	Number of Stream Improvements
Main Trail East	Dog Salmon Creek	1	1
DSC Estuary Routes	Dog Salmon Creek	3	0
East Access Trail	Lake Outlet Southwest of EAR	1	1



Photo 2-4 Lake outlet crossing on the East Access Trail

Prescriptive actions for stream crossing improvements would be taken at two anadromous fish streams. Specific streams requiring improvements include the Dog Salmon Creek on Main East Trail (Photo 2-3) and the Lake Outlet crossing southwest of EAR on the East Access Trail (Photo 2-4). Stream bed and bank hardening with porous pavement panels such as Geoblock[™] or other trail hardening method would bring treated areas to a sustainable level due to the durability of the tread surface. Trail widths at existing stream crossings would be kept to a maximum of 10 feet.

Three ORV routes crossing the Dog Salmon Creek, in the estuary area, would remain open but would not be improved through stream bank and bed hardening. Any stabilization efforts would probably be washed away since the estuarine area is heavily influence by tides (Kanouse, 2006) and shifting sand substrate.

2.5 MITIGATING MEASURES

Fish Habitat: Improvement of ORV stream crossing (streambed and bank hardening) will be conducted in accordance to the Standard Alternative Measures identified in the General Consistent Determination for the construction of small ATV Trails (GCD-22) under the Alaska Coastal Management Program List of Expedited Consistency Reviews.

Visitor Education: The NPS will develop a program for educating local users about the selected alternative. The program would include a mechanism for regular local input to assist the park in implementing the proposal.

Cultural Resources: If cultural resources are discovered during trail maintenance or construction activities, the site would be protected and the activities would stop until the park archeologist can be notified and has the opportunity to evaluate the site.

2.6 ENVIRONMENTALLY PREFERRED ALTERNATIVE

The Environmentally Preferred Alternative is the alternative that will promote the national environmental policy expressed in the NEPA section 101(b) of the NPS DO-12 Handbook and Director's Order (NPS, 2005a). The Environmentally Preferred Alternative is the action which results in the least damage to the biological resources and environment while protecting, preserving, and enhancing the historic, cultural, and natural resources.

Both Alternatives 2 and 3 would be environmentally preferable over the no-action alternative. However, Alternative 2 would provide slightly more environmental protection because it would designate fewer miles of trail for ORV use, allow more acreage to revegetate naturally, and provide more protection for anadromous fish streams than Alternative 3.

Alternative 2 would authorize ORV use on 58.7 miles (70.3%) of trails or routes and close 24.8 miles (29.7 %) of existing trails and routes to ORV use. The closure of 24.8 miles of trail would allow up to 34 acres to naturally revegetate. Alternative 2 would close 4.2 miles of trail more than Alternative 3 (62.9 mi. open and 20.6 mi. closed) allowing up to 3 additional acres of trail footprint to naturally revegetate and provide habitat for wildlife.

Alternatives 2 & 3 would both use a combination of trails closures and a stream crossing improvements to protect fish habitat, water quality, and wetlands. The alternatives would close four ORV trails and routes crossing anadromous streams that are environmentally sensitive. These include the DSC Trail, northern most DSC estuary route, Varni East Trail, and the Doame Trail complex. After trail/route closure these degraded habitats would be allowed to naturally recover. The difference between the alternatives is that Alternative 2 would also close the East Access Trail while under Alternative 3 this trail would remain open and a stream crossing improvement would be placed in the Lake Outlet crossing southwest of the East Alsek River (EAR) to protect habitat. Both alternatives would provide a stream crossing improvement for Dog Salmon Creek on the Main East Trail East.

Under both alternatives ORV routes crossing the Dog Salmon Creek, in the estuary area, would not be improved through stream bank and bed hardening. Stream substrate at the crossings consists of sand and some gravel. Any stabilization efforts would probably be washed away since the estuarine area is heavily influence by tides (Kanouse, 2006) and shifting sand substrate. The estuarine ORV crossings are accessible by ORVs only during low tide when few fish are present and would likely have minimal effect on salmonids.

2.7 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION

The following described actions raised during public scoping were considered but eliminated from detailed evaluation in this EA.

1. Authorize ORV use only for commercial fishing and concessions purposes.

The same users are in Dry Bay year after year with the same ORV's. From a practical standpoint, it is difficult to distinguish between uses for commercial fishing purposes and other uses, such as subsistence, recreation, or general travel. The NPS does not wish to question ORV users to ascertain the purpose of their travel on a continuing basis. This would not be a productive use of the very limited law enforcement personnel in Dry Bay. The public would not appreciate continued NPS questioning of their travel purposes.

2. Restrict certain vehicle types (weight, number of wheels, tracks). Only those ORVs that meet certain standards that have been shown to minimize impacts (engine size, gross weight, 4-stroke, decibel level, tire design, etc) should be allowed. The EA should discuss how technological improvements and refinements will be incorporated into the EA.

Requiring commercial fishermen to replace the existing stock of four-wheelers with new models that minimize impacts (engine size, gross weight, 4-stroke, decibel level, tire design, etc) would be reasonable. In order to meet their transportation and economic needs, fisherman would in all likelihood replace the majority of the ATV's near the end of the equipment's life-cycle with newer eco-friendly models.

In addition, about 95 percent of the trails and routes in Dry Bay are rated in good/fair condition with the current mix of ORVs using the trails. Trails and routes that are susceptible to damage from repeated ORV use would be closed under the two action alternatives. Restrictions on vehicle type to those meeting certain standards that minimize impacts do not appear to be warranted.

3. Explore options for limiting the total number of users, time and space restrictions or closures.

Options that limit the total number of ORV users in Dry Bay are not necessary. A similar number of commercial fishers and lodge clients are in Dry Bay year after year using the same ORVs. Also, the probability of individual recreational users transporting an ORV to that area is unlikely given current use demand and associated cost.

Alternative 2 and 3 include options for closing trails for environmental reasons.

4. Evaluate an ORV registration or permit system and enforcement rules for the Dry Bay trail system. The permit system would keep track of who is using ORV's and for what purpose.

There are two main reasons for not implementing an ORV permit system in Dry Bay:

(1) Individuals in Dry Bay using ORVs are already under permit for commercial fishing cabins, lodge concessions and guiding, etc. Therefore, there is no need to add an additional permit requirement for ORVs. If there is a future need to collect more information specifically on ORV use in the preserve, it can be accomplished through existing permits.
(2) The same users are in Dry Bay year after year with the same ORV's. The probability of anyone transporting greater numbers of ORVs to the area for short-term use is very minimal. Additionally, the cost to transport an ORV to Dry Bay for short-term use would be prohibitive.

In regard to enforcement rules, individuals in Dry Bay using ORVs are already under permit for commercial fishing cabins, lodge concessions and guiding, etc. The violation of permit requirements regulating OHV use would result in a citation.

5. Close the Bear Island Trail to ORV travel.

Section 205 of ANILCA allows for the use of public lands for campsites, cabins, motorized vehicles and aircraft landings on existing airstrips that are directly incident to valid commercial fishing rights and privileges in the Dry Bay area of the National Preserve. A 0.25 acre parcel at the terminus of the Bear Island Trail, has been authorized by the NPS under a special use permit for the operation of a commercial set gillnet salmon fishing camp during the fishing season. The permittee is authorized to use the site until March 2011. The Bear Island Trail provides the only access to the cabin and closure of the trail to ORV travel would unreasonably restrict access to a facility supporting commercial fishing operations. In addition, the Bear Island Trail was rated in good condition and can support continued ORV use at existing levels without degradation of Preserve resources and values.

6. Close the East Cabin North Trail to ORV travel. This trail is used by concession operations to provide access to float the East Alsek River.

Closure of the East Cabin North Trail because a lodge uses the trail for access to float the East Alsek River would eliminate ORV access to this area for other purposes (i.e., recreation, hunting, trapping, and fishing). If floating the East Alsek River caused environmental degradation to preserve resources, closing the specific activity through the concession permitting process would be more appropriate than closing the trail to all ORV users. In addition, the East Cabin North Trail was rated in good condition and can support continued ORV use at existing levels without degradation of Preserve resources and values. The East Cabin North Trail would be closed in Alternative 2 and open to ORV use in Alternative 3.

2.8 SUMMARY AND COMPARISON OF ALTERNATIVES

Table 2-4 provides a comparison of the three alternatives. Table 2-5 summarizes the expected environmental impacts of the alternatives, based on the impact analysis documented in Chapter 4.

Table 2-4 Comparison of Alternatives

	Alternative 1 (No-Action)	Alternative 2: (Designate Trails/Routes Directly Incident to Commercial Fishing & Authorized Under Concession Contracts)	Alternative 3 (Designate Trails/Routes Directly Incident to Commercial Fishing, Authorized Under Concession Contracts & for Other Purposes)(NPS Preferred Alternative)
Existing Trails (Open)	83.5 miles (100%)	58.7 miles (69.1%)	62.9 miles (75.3%)
Existing Trails (Closed)	0	24.8 miles (30.9%)	20.6 miles (24.7%)
New Trails	0	0	0
Stream Crossings & Type	15 fords	4 fords	5 fords
Stream Crossing Improvements	0	1	2

Table 2-5 Summary of Impacts by Alternative

Impact Topic	Alternative 1: No Action	Alternative 2: (Designate Trails/Routes Directly Incident to Commercial Fishing & Authorized Under Concession Contracts	Alternative 3: (Designate Trails/Routes Directly Incident to Commercial Fishing, Authorized Under Concession Contracts & for Other Purposes)
Water Quality	ORV effects on water quality under the no-action alternative would be minor despite 83.5 miles of trails and 14 water crossings (plus the deepwater estuary route) remaining open. While water quality effects would be minimal at some water crossings, measurably greater effects would continue at specific crossing locations (i.e., DSC Trail, Varni East Trail, Doame Trail complex).	ORV effects on water quality under Alternative 2 would be negligible because 30% of trails would be closed including 11 water crossings. Closure of key trails across more heavily impacted water crossings would have a measurable & net positive benefit on water quality. Only four stream/estuary crossings and the deepwater route across the estuary would remain open. The Main Trail East stream crossing on upper Dog Salmon Creek would be stabilized to mitigate ORV crossing effects on water quality.	ORV effects on water quality would be slightly greater than under Alternative 2 but still negligible because 25% of trails would be closed including 10 water crossings. Closure of key trails across more heavily impacted water crossings would have a measurable & net positive benefit on water quality. Five stream/estuary crossings & the deepwater route across the estuary would remain open. In contrast with Alternative 2, the lake outlet stream crossing along the East Access trail would remain open. The Main Trail East stream crossing on upper Dog Salmon Creek & the East Access trail lake outlet crossing would be stabilized to mitigate ORV crossing effects.
Vegetation (including wetlands)	Impacts to vegetation & wetland resources would be minor. About 20 acres of new impacts to vegetation would occur along newly disturbed trail segments & persist for decades. The overall integrity of vegetation in the preserve would remain.	Alternative 2 would have a moderate, long-term, beneficial impact on vegetation and wetlands. The continued use of ORVs on trails open under this alternative would not result in any additional loss of vegetation while trail/route closures would allow for the natural recovery of about 40 acres of previously disturbed vegetation, including up to 18 acres of wetlands.	Alternative 3 would have a moderate, long-term, beneficial impact on vegetation & wetlands. The continued use of ORVs on trails open under this alternative would not result in any additional loss of vegetation while trail/route closures would allow for the natural recovery of about 36 acres of previously disturbed vegetation, including up to 17 acres of wetlands.
Fisheries & Fish Habitat	ORV effects on aquatic biota and habitat at fifteen water crossings & the deepwater estuary crossing area would be minor, despite more obvious negative effects at specific stream crossing locations (i.e., DSC Trail, Varni East Trail, isolated pools along	ORV effects on aquatic biota and habitat would be negligible because 30% of trails would be closed including 11 stream crossings. Several of the stream crossing closures under this alternative would have a measurable & net positive effect on biota & habitat. Only 4 water crossings plus the	ORV effects on aquatic biota and habitat would be negligible because 25% of trails would be closed including 10 stream crossings. Several of the stream crossing closures under this alternative would have a measurable & net positive effect on biota & habitat. Only 5 water crossings plus the

	west end of Main Trail East, and Doame Trails complex.).	deepwater estuary crossing would remain open. The Main Trail East crossing on upper Dog Salmon Creek would be stabilized and improved to mitigate ORV passage effects on biota and habitat.	deepwater estuary crossing would remain open. Both the Main Trail East crossing on upper Dog Salmon Creek and the lake outlet crossing along the East Access Trail would be stabilized and improved to mitigate ORV passage effects on biota and habitat.
Wildlife	Impacts on wildlife as a result of ORV induced habitat loss & disturbance would be minor. The level of human use would occur in the same basic locations and at the same level. Disturbance related effects would be temporary & localized.	Impacts on wildlife from ORV induced habitat loss & disturbance would be minor as the level of human use would occur in the same basic locations and at the same frequency. Disturbance related effects would be temporary & localized. Wildlife using habitats in the East Alsek River corridor & Doame River area would benefit from reduced disturbance by ORVs.	Impacts on wildlife from ORV induced habitat loss and disturbance would be minor. The level of human use would occur in the same basic locations and at the same frequency except that habitats in the Doame River area would benefit from reduced ORV disturbance. Disturbance related effects would be temporary & localized.
Visitor Use	The no action alternative would have a minor negative impact on visitor use primarily due to localized trail deterioration. Public access across the Preserve would remain generally the same.	Alternative 2 would have moderate negative effect on visitor use due to the closure of 24.8 miles of trails & routes. ORV access across the western portion of the Preserve would benefit from regular trail maintenance. Access to the eastern portions of the Preserve would be reduced due to trail closures in the Doame River area. Hikers would have slightly increased opportunities to access areas without ORV disturbance.	Alternative 3 would have minor negative effect on visitor use due to the closure of 20.6 miles of trails & routes. ORV access across the western portion of the Preserve would benefit from regular trail maintenance. Access to the eastern portion of the Preserve would be reduced due to trail closures in the Doame River area. Hikers would have slightly increased opportunities to reach areas without ORVs disturbance.
Commercial Fishing	The no-action alternative would have a negligible long-term impact on commercial fishing in the Dry Bay area. The existing trail network would continue to provide access to commercial fishing areas & infrastructure with unmaintained trails, routes & ORV stream crossings being a slight impediment to the overall commercial fishing effort.	Alternative 2 would have a negligible long-term impact on commercial fishing in the Dry Bay area. The trail network under Alternative 2 would provide access to commercial fishing areas and infrastructure. Trail/route maintenance and improvements would improve the transportation network used by commercial fisherman.	Alternative 3 would have a negligible long-term impact on commercial fishing in the Dry Bay area. The trail network under Alternative 3 would provide access to commercial fishing areas and infrastructure. Trail/route maintenance & improvements would improve the transportation network used by commercial fisherman.

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