

ALTERNATIVE 3 =				
ELEMENTS COMMON TO ALL ALTERNATIVES	+	ELEMENTS COMMON TO ALL ACTION ALTERNATIVES	+	ELEMENTS LISTED BELOW

ALTERNATIVE 3 CONCEPT

Alternative 3 builds on the education concept described in alternative 2 by adding measures to enhance natural resource protection and visitor experiences. Florida Bay marine waters would be zoned to better protect shallow water areas having high levels of documented damage to seagrass resources (see page 3 map of propeller scarring in Florida Bay). Implementation of an alternative wilderness waterway would provide increased resource protection and an increased range of water-based recreation experiences.

FLORIDA BAY AND THE KEYS

- Maintain existing idle speed-no wake zones (except those within the pole/troll zone described below).
- Manage Little Madeira Bay, Joe Bay, and adjacent smaller water bodies as a backcountry zone (paddle only); fishing would not be allowed in these areas so that they can continue to serve as reference sites for scientific study and areas where enhanced sport fish production may spill over into adjacent areas.
- Along the shoreline between Flamingo and Middle Cape, establish a 300-foot-wide idle speed-no wake zone to enhance resource protection, visitor experiences, and visitor safety.
- Manage high use areas and areas with highest documented propeller scarring, boat groundings, and bottom damage within Florida Bay as pole/troll zones. Within pole/troll zones, motorboats may travel using 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, continue to manage the full portion of the route between its terminus and the Hells Bay chickee as backcountry (paddle only), and manage the portion of the route between Hells Bay chickee and Lane Bay chickee as an idle speed-no wake zone.
  - In the upper Turner River area (to where the Turner River leaves Everglades National Park) — and in adjacent portions of Hurdles Creek/Cross Bays and Left-hand Turner River/Halfway Creek — manage the route as an idle speed-no wake zone. Manage the lower Turner River as the boat access zone.
  - 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 Hurdles Creek and Lopez River, and bays between Onion Key and Willy Willy campsite.
- Expand idle speed-no wake zone on Gopher Creek to enhance wilderness experiences.





