

CAHA # 2909



Mike Murray

11/29/2007 05:03 PM
EST

To: Sandra Hamilton/DENVER/NPS@NPS

cc:

Subject: rev draft prelim alts

Sandy,

Here is a revised draft preliminary alternatives which incorporates comments I received from Cyndy and Thayer. Most changes are minor, except for major editing of the Education and Outreach section to make it more relevant to ORV management (a general concern received about this section is that much of what was originally presented is not directly involved in ORV mgmt, but rather interpretive elements of a General Mgmt Plan); and to create a new section on "Improve ORV Routes and Amenities." I tweaked the wording some other places too to (hopefully) make possible improvements for ORV users be a little more visible. I'm comfortable that there are enough options that would be perceived as beneficial by ORV users, though open to any additional ideas that yo come up with.

Please take a look and we can discuss on Friday.



CAHA ORV Prelim alt elements.park edits.112907.doc

Thanks,

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ORV MANAGEMENT ELEMENTS

*The following elements are for deliberative purposes only. The internal alternatives development process identified a variety of possible management elements. The elements listed below are not *intended to be* all inclusive, nor necessarily always compatible or mutually exclusive. Multiple compatible elements can be considered in combination to come up with a diverse range of alternatives.*

Designate ORV Routes

- Designate existing ramps, interdunal roads, and beach corridors open to ORV use
- By choosing various elements below, reconfigure and designate **different or additional** ~~other/additional/different~~ ORV access ramps, interdunal roads and beach corridors open to ORV use

Designate Use Areas for Various Recreational and/or Resources Protection Uses

- Develop and define consistent terminology for use areas and for closures
 - Area types: (e.g., resource area, ORV area, non-ORV or pedestrian area, etc.)
 - Closure types: (e.g., sSeasonal closures, safety closures, resource closures, etc.)
- Designate fixed areas for respective uses (e.g., resource areas, ORV areas, non-ORV or pedestrian areas, etc.)
- Allow for flexible designation of use areas based on seasonal conditions or other criteria
- Provide for a combination of fixed use areas and flexible designation of use areas
- Continue with current options for ORVs and pedestrians (ORVs and pedestrians are prohibited in all resource closures. Seasonal and safety closure exclude ORVs but allow pedestrian use.)
- Redefine which areas are open to ORV and/or pedestrian use on a seasonal or year-round basis.

Define Management of Beaches in Front of Villages

- Develop consistent approach for the villages
 - Continue seasonal ORV closures in front of the villages from May 15 – September 15 (*status quo*)
 - Expand duration of seasonal ORV closures in front of the villages from May 1 – October 15 (or some other dates)
 - Establish year-round closures to ORVs on the beach in front of the villages.
 - Expand non-ORV use areas for a set distance (1/2 mile? one mile?) on either side of the villages to allow undeveloped areas for pedestrian use.
 - Reopen all beaches in front of the villages to ORV use during the “off-season” (i.e., outside of the seasonal closure dates)
 - Establish/increase parking on the edge of all of the villages.
- Develop case-by-case approach for the Villages

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- o Establish dates for seasonal closures to ORV on the beach in front of each village dependent on individual village circumstances.
- o Adjust ORV closure dates in front of villages (shorter or longer than current, which is May 15 to September 15)
- o Establish year-round closures to ORV on the beach in front of some villages, but maybe not all, depending on individual village circumstances.
- o Expand non-ORV use areas (1/2 mile, one mile) on either side of some, but maybe not all, villages dependent on individual village circumstances.
- o Evaluate and expand parking on a village by village basis.

Define Management of Beaches in Front of NPS Campgrounds and Lifeguarded Beaches

- Develop consistent approach
 - o Provide ORV free areas in front of all campgrounds and lifeguarded beaches during the summer season.
 - o In front of campgrounds could designate an ORV pass through corridor on the upper beach while leaving the lower beach available to pedestrians.
 - o Leave areas in front of lifeguarded beaches closed to ORV use during the summer season
- Develop case-by-case approach
 - o Continue *status quo* (lifeguarded beaches closed to ORV use; Ocracoke Campground beach closed to ORV use; other campground beaches open to ORV use)
 - o Redefine which areas are open or closed to ORV use during the camping and lifeguard season

Create a "Cell System" of ORV Routes to Facilitate Access Around Closed Areas

- Add more ORV access ramps (no more than 2 miles apart) where Hwy 12 parallels the beach to facilitate access around full beach closures.
- Provide strategically located interdunal roads or bypasses (e.g., at spits and Cape Point-South Beach area) where NC-12 is not parallel to the beach. Designate sufficient number of "cross over" routes to connect the interdunal route to the beach and facilitate access around full beach closures.

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Create a "Cell System" of ORV Access Routes to Provide Alternate Routes Around Closed Areas

- Add more ramps (no more than 2 miles apart) where access to Hwy 12 parallels the beach to increase flexibility in establishing full beach resource closures and pre-nesting closures in historically used areas for American oystercatchers.
- Provide strategic/limited use of interdunal roads or bypasses (e.g., at spits and Cape Point-South Beach area) where NC-12 is not parallel to the beach. Designate sufficient number of "cross over" routes to connect the interdunal route to the beach.

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Improve ORV Routes and Amenities

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- ~~Improve routine maintenance of access ramps.~~
- Improve or redesign "difficult" ramps where inexperienced ORV operators often get bogged down (e.g., Ramp 4 and Ramp 49)
- Provide more pull-outs on long, narrow ramps and interdunal roads to facilitate vehicles passing.
- Provide adequate parking/staging areas at ORV access ramps to allow for airing down of vehicles before driving on the beach and to reduce congestion at ramp entrances.
- Improve signing of ramps, both on the beach and at the intersection of the ramp with the paved roadway.
- Provide permanent restroom facilities (e.g., sweet smelling vault toilets) and trash disposal containers at high use access ramps.
- Work with local businesses to provide air stations near major ORV ramps, or provide in park if unavailable locally.
- Address drainage problems, where feasible, to minimize the size and duration of closures due to flooding.

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Provide Beach Access Alternatives to ORV Use

- Expand existing parking lots on NPS lands and provide boardwalks to the beach
- Build additional parking lots at strategic locations, such as adjacent to the villages
- Provide parking and pedestrian access at some/all ORV access ramps
- Work with Dare County to identify and increase public parking for beach access within the Hatteras villages
- Establish alternative transportation systems in resource sensitive areas, such as Cape Point, Hatteras Spit, Bodie Island Spit, and South Point on Ocracoke. Alternative transportation could include:
 - o Beach shuttles (e.g., authorized operators to shuttle visitors around closures)
 - o Boat shuttles to spits with nearby marinas

Provide Access for Commercial Fishing

- Define where holders of commercial fishing permits may go throughout the Seashore
 - o Allow holders of commercial fishing permits to use ORVs for fishing access in seasonal and safety closures but not resource closures (*status quo*).
 - o Revise which type of closures commercial fishermen may enter with ORVs
 - o Prohibit commercial fishing using a vehicle in any non-ORV area. Commercial fishing permit holders would still be able to operate vehicles in areas with safety closures.

Comment [MSOffice1]: General concern is that much of what is presented is not directly involved in ORV mgmt, but rather interpretive elements of a General Mgmt Plan. Edits shown below are primarily for this reason.

Education and Outreach

- ~~Establish a hotline that provides daily beach access and species information updates.~~
- ~~Create partnerships with other federal and local government interests~~
 - o ~~Partner with visitor bureaus to allow them to issue permits (see Permitting below) and provide educational information to the public.~~

Comment [MSOffice2]: Not realistic. It is difficult enough to issue accurate beach access and resource status reports on a weekly basis.

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- o Coordinate with the visitor bureau and local tackle shops to have them provide a link on their website to the park's website. This would ensure different segments of the visiting public have up-to-date information on beach closures and ORV permitting information.
- o Work with other seashores to get bird websites up and running so that if park piping plover are tagged, the public can track migration up and down the coast. This could also be done with American oystercatcher and red knot, which are already banded. Provide option for the public to "adopt" a piping plover and/or an American oystercatcher and see where the birds are migrating.
- o Investigate the potential for tagging and tracking seabeach amaranth seeds as they are dispersed.
- **P**Expand available Seashore interpretive programs to provide more information about ORV management issues and related resource protection issues
 - o Provide additional beach information to local shops, on the park website, and broadcast on the local TV station/PBS.
 - o Hire more park rangers to provide additional informal education/stewardship
 - o Expand the "know your park" speaker series to include programs on ORV management and related resource protection issues target the local community in the off season so that they can be better stewards of the park.
 - o Improve all signage in the park so that beach closures and park resource information is readily available and presented in a clear manner to the public
 - o Implement more educational programs in local schools. Expand the Junior Ranger program to include more web-based options. The goal is to get kids excited about park resources and stewardship.
 - o Partner with other federal, state and local government agencies to develop and distribute joint information about ORV use and protection of beach resource
 - o Expand the turtle night watch program.
- Encourage increased involvement of local interest groups and other interested citizens
 - o Establish a "friends" group with strong park advocates. Work with local organizations and businesses to ensure wider distribution of ORV and resource protection information
 - o Coordinate with the visitor bureau and local tackle shops to have them provide a link on their website to the park's website. This would ensure different segments of the visiting public have up-to-date information on beach closures and ORV permitting information.
 - o Work with ORV groups to develop and implement an ORV operator training program
 - o Develop a user friendly ORV educational program (e.g., video, DVD, or on-line) that could be self-administered at a variety of outlets such as tackle shops, welcome centers, and NPS offices.
 - o Work with ORV groups NCBBA to provide beach driving information at key access ramps Ram (e.g., Ramp 4) p 4 to help orient first time drivers to how to drive on the beach.

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Comment [MSOffice3]: Move seed tagging idea to research section

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Comment [MSOffice4]: This is a good objective for interpretation in general, but in this context it needs to worded in a way that is relevant to ORV management or dropped.

Comment [MSOffice5]: Not realistic. It is difficult enough to issue accurate beach access and resource status reports on a weekly basis.

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Comment [MSOffice6]: Covered elsewhere

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- Develop and implement resource oriented education and outreach programs relevant to ORV management and protection of beach resources
 - Provide roving interpreters at key beach driving locations to provide information on beach driving rules and beach resource protection.
 - Establish an “adopt a beach” program with local schools or community groups. Conduct community clean ups at known breeding spots right before pre-nesting management begins.
 - Partner with the Boy Scouts/Girl Scouts on projects (e.g. an eagle scout project for maintaining closures).
 - Involve local environmental groups, such as the Audubon Society, to lead bird-watching tours.
 - Partner with a local business organization to develop information on resource based business opportunities.
 - Increase NPS involvement in local festivals to provide information on ORV use and beach resource protection (e.g. continue park participation in Wings Over Water, participate in resource oriented festivals such as Wildfest but focus on the Seashore).
 - Offer a weekly article (e.g., notes from the Superintendent) in the local newspaper about park resource issues.
 - Provide a workshop for store owners on beach driving information and resource stewardship to help improve the knowledge of species life history information and reasons for protection.
 - Create an “adopt a plover” program and partner with universities and schools to shadow NPS biotechnical staff.
 - Implement more educational programs in local schools. Expand the Junior Ranger program to include more web-based options. The goal is to get kids excited about park resources and stewardship.
- Use permits as an educational and outreach tool (see Permits section below)
 - If Develop an ORV permit system is developed, include an educational component in the permitting process that could be used as an educational tool to promote better beach stewardship and safe beach driving practices.
 - Use a centralized NPS location for distribution of educational materials and permits. Provide beach driving stations at entrances to the park and in the park that show the resource the park is trying to protect. NPS would control permit issuance to insure the quality of information going to permit holders. Alternatively permits could be issued at the Visitor Bureau under a close partnership with NPS.
 - Develop a user friendly ORV educational program (e.g., video, DVD, or on-line) that could be self-administered at a variety of permit outlets such as tackle shops, welcome centers, and NPS offices.
- Determine new opportunities to provide park information to the public.
 - Offer a weekly article (notes from the Superintendent) in the local newspaper about park resource issues.

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- o Provide a workshop for store owners on beach driving information and resource stewardship to help improve the knowledge of species life history information and reasons for protection.
- o Provide roving interpreters at hot points to get information out.

Law Enforcement

- Increase visitor access to information on beach driving requirements
 - o Ensure enforcement has an educational component, e.g. provide equipment for education, video.
 - o Standardize signage on all ramps and explain the regulations in place at the Seashore so visitors are more informed about what is considered a violation.
 - o Provide signage at Seashore entrances so that visitors are aware they are entering the Seashore.
- Increase enforcement presence on the beach, both by increasing staffing to the extent funding allows and by improved scheduling and assignment of existing LE staff
 - o Increase emphasis on patrolling resource closures and issuing violations for resource closure violations.
- Adjust fines for violations to improve compliance (*Fines are approved by the Court. NPS could request the Court to adjust the existing fine schedule.*)
 - o Raise fines, especially related to dogs off leash and alcohol violations.
 - o Lower fines for the first offense of dogs off-leash, but increase fines for second offense to encourage citing more people with dogs off leash and reporting of violations. This is to address the perception that under the current fine of \$125 per dog, the high level of the fine may prevent rangers from issuing a citation the first time.
 - o Use a tiered fine system for all offenses to start with a lower fine for the first offence and increase the fine for subsequent offences.
- Revise and Enforce Speed Limits
 - o Reduce current parkwide speed limit from 25 mph to 15 mph year-round and increase enforcement.
 - o Provide electronic speed signs (“posted speed limit” vs. “your speed” signs) at congested locations.
 - o Selectively do radar enforcement of speed limits on congested beaches
- Restrict some visitor uses
 - o Prohibit beach fires from 11 pm to 6 am.
 - o Prohibit night driving in sea turtle nesting areas during the nesting season.
 - o Close beaches to ORV use from 11 p.m. to 6:00 a.m. year-round.
 - o Limit the number of vehicles allowed in highly congested areas during high visitation weekends (one vehicle leaves, another allowed entry).
 - o Prohibit alcohol parkwide.
- Use citizens to support enforcement efforts
 - o Enlist volunteers to provide information (including the beach ambassador programs) regarding rules and regulations of the Seashore.

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- Establish and publicize a phone number for the general public to report violations observed on the beach.
- Use permits as an enforcement tool (also see Permits below)
 - With an education component, permittees should know the rules and have “no excuses” for violations
 - Revoke beach access permits for egregious violations.

ORV Permit Options

- Do not require permits
- Require permits, including some/all of the following:
 - Require permit buyers to watch an informational video before they are issued a permit. The video would provide education on park resources and proper ORV driving techniques.
 - Develop a “driver test” required before issuance of permit. The permit applicant would need to take this test after viewing a video either in person or on-line.
 - Provide a permit sticker that would be placed on the ORV bumper for annual permits, a mirror hanger for weekly permits. A visible permit on the vehicles would encourage peer pressure and reporting of non-permitted vehicles.
 - Require all ORV permit holders to carry a signed copy of the rules and regulations while operating an ORV on the beach.
 - Issue permits to the vehicle, not the person.
 - Issue permit to the person, not the vehicle. The specific car does not have to be operated by the owner.
- Permit Distribution
 - Issue permits only at NPS offices to ensure completion of education component
 - Make permits readily available through tackle shops, other businesses, NPS offices, and/or Outer Banks Visitors Bureau welcome centers.
 - Make permits available on-line.
 - Use the North Carolina saltwater fishing license system as a model for distributing ORV permits
 - Develop a computer-administered system for ORV permitting.
 - Establish a computer-based permit system able to gather demographic information on permit buyers.
 - Construct a system of kiosk stations that issue ORV permits.
- Permit Fees and Types
 - Issue only annual permits.
 - Issue both annual and two-week permits.
 - Do not charge a permit fee
 - Charge a permit fee based on duration of permit.

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- Establish fee permits for congested areas only; ORV users of “non-congested areas” would obtain free permits.
- Base permit fees on “cost recovery” for administering and distributing the permits.
- Base permit fees on “cost recovery” for administering the entire ORV management program including paying for additional ranger vehicles, for researchers to establish carrying capacity standards and indicators, for research on the effects of ORVs, monitoring, additional and improved fish cleaning stations, or any other element included in an ORV management plan.
- Adjust permit fees periodically (e.g., every 3 years) based on administrative costs.
- Permit Quantity
 - Allow for no limit on the number of permits issued. Note: Site specific capacity limits on the number of vehicle in congested areas could apply.
 - Limit the number of people on the beach, such as in congested areas, at any one time instead of limiting number of permits issued.
 - Permits could be applicable to park-wide access or to site-specific access ~~to ORV areas throughout the park.~~
 - Permit numbers or vehicular limit could apply only to congested areas (e.g., spits and Cape Point). These areas would be managed adaptively so if visitation at currently non-congested areas increased, these areas could be added.
 - Limit the total number of permits issued
- Other permit system options
 - Establish an education component as a requirement for obtaining a permit
 - Work with local organizations to provide beach driving training related to permitting.
 - Revoke permits for certain violations (drunk driving, unsafe operation, ~~resource closure entry~~); permits would be revoked for the remainder of the permit year.
 - Issue different permits for each island (color coded) to consider different carrying capacities for different islands.
 - Use a permit system as an educational tool requiring a contact, even if it is on-line, so education and information can be provided.
 - Establish heavy use areas as permit only areas, with capacity control (may allow for a greater range of uses).
 - Require a permit for ORV use on the beach, charge a fee for the permit, and establish a carrying capacity.
 - Provide a built-in periodic review process (2-5 years) to determine if the permitting system is functioning correctly. The system needs to be adaptive so that NPS can react to increasing demand and park use.

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Carrying Capacity Options

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- Indicators for Determining Carrying Capacity
 - Determine how many cars could fit at a certain beach and restrict further beach access once this number is reached.
 - Limit numbers such that ORVs can be parked on the beach in a single row for safety reasons. For example, if up to 15 ft. of space were allowed per vehicle (15:1), which is sufficient for most vehicles to open doors on both sides and still have room between vehicles, a one mile section of beach could hold approximately 350 vehicles parked one deep perpendicular to the beach. The ratio (15:1) could differ for high use areas and lower use areas. ~~The capacity of an area could vary based on the current amount of beach accessible to beach driving, which may vary due to closures, or when resource closures are in effect to the water line, for the time the closure is in effect.~~
 - Allow for more capacity in certain areas. For example, designate Cape Point a sport fishing area and allow cars to park three deep. Users in this area would expect it to be crowded and could go to a lower capacity area for other uses.
 - During special events, limit access to no more participants than the carrying capacity allows.
 - Determine capacity based on peak use and reevaluate this level occasionally to determine where this use occurs.
 - Base capacity on the resource conditions. Determine the level of activity tolerated by Seashore species to determine this level of use.
 - Determine a carrying capacity based on the effort required for law enforcement vs. available resources to preserve quality and safety.
- Management tools for achieving carrying capacity
 - Limit or prohibit vehicles at the spits and Cape Point during breeding season.
 - Regulate types of vehicles on the beach.
 - Provide the ability to adjust capacity as things get more crowded at the Seashore.
- Management tools to address “hogging” an area
 - Issue night fishing permits for a limited number of consecutive nights in any one area.

Sanitation/Waste Management

- Evaluate dumpster locations and provide predator-proof dumpsters.
- Evaluate porta-potty locations and provide porta-potties at high use access ramps.
- Provide dumpsters and restroom facilities only in developed areas (e.g., adjacent to parking lots) and not at trail heads or boat launch areas.
- Relocate dumpsters, porta potties and fish cleaning tables away from sensitive resource areas.
- Implement a trash cleanup plan and educational program.
- Initiate a “trash-free” park program (Leave No Trace), such as at used at the C&O Canal and other parks.

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- Provide a mechanized on-site waste disposal system, such as grinding, at all fish cleaning stations to replace trash cans. Also provide the infrastructure to get the waste into the disposal system so that fish waste is not put into trash cans or dumpsters or discarded into the environment.
- Provide permanent restroom facilities (e.g., sweet smelling vault toilets) at high use access ramps.
- Require vehicle operators to carry a personal waste disposal device or institute a pack in/pack out policy, including human waste.

Other Management Issues

- Address accessibility issues at the Seashore
 - Provide access for the disabled in accordance with appropriate guidelines (found at Accessboard.gov).
 - Issue a special use permit for areas in front of the villages to allow ORVs to drop people off at beach and then go back to the street (current situation)
 - Provide beach wheelchairs that can be checked out in each district (current situation).
 - Retrofit existing boardwalks with handicap accessible ramps to provide more opportunities to access or view the beach.
 - Allow disabled visitors to take vehicles into areas closed to vehicles, except resource closures.
- Establish safety equipment requirements for all ORVs using Seashore beaches.
- Consider providing other “amenities” to support ORV use (air stations, restroom and waste disposal facilities, etc.). Determine key locations and what amenities to provide.

SPECIES PROTECTION OPTIONS

Establish Resource Protection Areas and Closures

- DesignateEstablish “resource areas” to enhance resource protection (see also Establish Use Areas)
 - Define specific “resource areas” (i.e., bird habitat areas) and set aside these areas for resource protection. These areas could include: South Point, Cape Point, South Beach, the north end of Ocracoke, and all spits.
 - Close resource protection areas during breeding season. “Resource areas” could be closed to ORV use during these times. Pedestrians could still have access to these areas.
 - Establish a criteria for designating ORV routes where there would be the least conflict with resources
 - Close some resource areas year-round to the public for all uses
 - Establish non-kite boarding zones around resource areas (i.e. have no launch zones in locations where kite boards might travel into the resource areas if

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- launched there). Partner with the North Carolina Wildlife Resources Commission to establish regulations for kiteboarding in waters adjacent to high priority resource zones.
- Give more protection to the resource area by reducing the width of the ORV corridor adjacent to it.
 - Limit or prohibit vehicles at the spits and Cape Point during breeding season.
 - Identify areas and routes with fewest resource conflicts during the breeding season as open to ORV use
 - Establish standard buffer distances around beach nesting wildlife during specific life cycle activities
 - Adopt some or all of the interim protected species management strategy actions.
 - Use the interim protected species management strategy as a starting point. Identify limitations/concerns with it and revise accordingly.
 - Assimilate USGS protocol Option B or C to determine resource areas and buffer distances
 - Prohibit ORVs and pedestrians in all resource protection areas (*status quo*).
 - Allocate portions of popular spits and Cape Point for resource protection and for recreational use to enhance resource benefits and ensure at least partial access
 - Sites include: Bodie Island Spit, Cape Point, Hatteras Spit, North Spit Ocracoke, South Point Ocracoke
 - Adjust ORV access during breeding based on interim strategy or modification of interim strategy (*status quo*)
 - Maintain east side access to Cape Point to the extent possible. Designate west of Cape Point to Salt Pond Road or Ramp 45 as a year-round or seasonal resource area.
 - Implement a rest and rotation system at certain locations such as Hatteras Spit. Under this system the soundside could be open to ORV use in the summer while the oceanside would be closed for species protection. In the winter this could be reversed and the soundside would be closed to ORV use and the oceanside open, providing the more sheltered soundside shoreline to wintering and migrating birds as a place to forage.
 - Provide the flexibility to “un-designate” and reopen a resource area through adaptive management if it ceases to be suitable habitat or to designate a new area that has become suitable habitat.
 - Simplify closures so they are easier and less staff intensive to implement (e.g., west of Cape Point to Salt Pond Road).
 - Expand the areas where ORV use is permitted during times of extensive resource closures (see Designate Use Areas section).
 - Establish larger closures for piping plover instead of the minimum buffer so that dawn to dusk monitoring may not be needed.

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- Establish prenesting closures (i.e., before birds arrive) for American oystercatcher and terns in previously used areas that are used regularly, if the site still contains suitable habitat (e.g., area between Ramps 23 and 27 and between Ramps 27 and 30).
- Close certain spits to all public use during part of the year (April 1 to August 15 or when the last birds fledge, including terns) or year-round to provide a solitude experience.
- Close certain spits to ORVs and dogs during part of the year (April 1 to August 15 or when the last birds fledge, including terns).
- Designate one or more of the spits or Cape Point to be closed year-round to all access.
- Designate one or more of the spits or Cape Point to be closed year-round to ORV access. Area could be open to pedestrian access outside of breeding season.
- Close the beach between Ramp 23 and Ramp 27 as a “resource zone” to protect nesting areas.

Management Tools Related to Sea Turtles

- Manage turtle nests on a case-by-case basis (*status quo*).
- Restrict or prohibit night driving during turtle nesting season.
- Issue “night fishing” permits to allow nighttime ORV use for fishing access under certain circumstances
- Create an “adopt a turtle nest” volunteer program.
- Work with Dare County to develop turtle friendly lighting standards within the villages and create incentives for voluntary compliance. Support program with educational component.

Regulate Pet Access

- Allow pets on a leash in all locations except within resource protection closures (current practice).
- Prohibit pets at spits and Cape Point during breeding season.
- Prohibit pets in all “resource areas”.
- Prohibit pets everywhere but in developed areas (lighthouses, historic districts, etc.).

Implement Additional Research Programs

- Develop a local program with USFWS to band and track piping plovers. The purpose of this would be to improve identification of breeding pairs and obtain a long-term analysis on the effect of ORVs and other factors on the piping plover.
- Conduct local research to determine causes of piping plover chick mortality.
- Conduct local research to determine the impact of ORVs on the beach ecosystem as a whole (e.g., food sources).
- Experiment with a year-round closure in one prime bird area to let natural processes take place.

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- ~~• Create an “adopt a plover” program and partner with universities and schools to shadow NPS biotechnical staff.~~
- Work with USFWS, other national seashores, and state wildlife agencies to get bird websites up and running so that if certain species of shorebirds are tagged, the staff as well as public could track migration up and down the coast.

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Other Tools Related to Species Protection

- Identify opportunities for habitat restoration or enhancement
- If the opportunity arises, conduct controlled habitat restoration research using spoil from dredging to cover a vegetated area and create new habitat (this would be done if funding and opportunity were available, but would not be a scheduled action).
- Increase core resource management staffing on a year-round basis, instead of relying so heavily on seasonal employees
- Turn over management of bird habitat areas to USFWS under an interagency agreement.

SITE SPECIFIC MANAGEMENT OPTIONS

*The following are examples of how various options described above could apply to site specific situations. The options/elements listed below are not **intended to be** all inclusive, nor necessarily always compatible or mutually exclusive. Multiple compatible elements can be considered in combination to come up with a diverse range of site specific alternatives.*

Bodie Island District

Ramp 1 to Ramp 4

- Continue current ORV closure from Ramp 1 to Ramp 2.
- Continue seasonal ORV closure from Ramp 2 to approximately 0.5 mile south of Ramp 2. Create a new ramp at mile 2.5 to facilitate ORV access during the summer season.
- Reduce the seasonal ORV closure to 0.1 mile south of Ramp 2 to provide more ORV area to offset areas closed at Bodie Island Spit during the breeding season.
- Establish the ½ mile between Ramp 2 and the newly established Ramp 2.5 as a year-round, non-vehicular multi-use recreation area.
- Expand existing parking areas around Ramps 1 and 2 and provide pedestrian access to the beach.

Ramp 4 to Bodie Island Spit

- Continue current practice of open access, subject to resource closures and weather/tide conditions.
- Close spit to ORV use during breeding season or summer months.
- Close a portion of the spit year round to ORV use. Allow pedestrian access, except in resource closures.

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- Close spit to ORV use year round. Allow pedestrian access, except in resource closures.
- Increase parking area at Ramp 4.
- Establish interdunal road from Ramp 4 to open flats near the bait pond to provide access to spit when beach is impassible.
- Establish ½ - ¾ mile boardwalk from Ramp 4 through marsh area for pedestrians and anglers to access the spit.

Expand Pedestrian Areas

- Expand non-ORV area from Ramp 1 south to mile marker (MM) 2.25.
- Establish a non-ORV area from Ramp 4 north to MM 3.75 to establish a non-vehicular multi-use recreation area in front of the campground.

Expand ORV Routes in Winter

- Provide an ORV corridor from Ramp 1 to the inlet during the winter time when the bathhouse is closed, the campground is closed and, at present, there are few pedestrians.

Establish an Entrance Station for Either Fee Collection or Capacity Control

- Staff a year-round entrance station at Ramp 4 that provides capacity control for an established number of vehicles at any one point in time and/or provides education.
- If the entrance is for capacity control, access from Ramp 2 (or the alternate Ramp 2.5 in Option 1) would be controlled/closed.
- Charge an entrance fee at Ramp 4 year-round, to pay for the entrance station staff.
- Establish the number of ORVs permitted (carrying capacity) from Ramp 4 to the spit and enforce the capacity on a first come/first serve or by issuing permits for the area.

Provide Soundside Access

- Open the existing road behind the lighthouse to ORV use (currently it is only open to pedestrians) and designate a parking capacity to provide for kayaking and canoeing in this area (currently there limited soundside access on Bodie Island).
- Provide access to "Kite Point" (i.e., Salvo day use area)
- Identify and establish other soundside access points and parking areas.

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Provide ORV Access Seasonally

- Continue the seasonal ORV closure from Ramp 1 – south of Ramp 2 consistent with the seasonal ORV closure dates in front of the villages.
- Open the entire beach on Bodie Island (i.e., Ramp 1 to Oregon Inlet) to ORV use during the winter time.

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Initiate closures described in Options 1, 2, 3 only in the summer.

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Provide Larger Parking Lots in the Tri-village Area

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- Increase parking at Ramp 23. Area north of the parking lot would be a non-vehicular multi-use recreation area, and ORV use would be permitted in the area south of the ramp.
- Add parking and a boardwalk between Ramps 23 and 27, with pedestrian access only on these ramps.
- Provide restroom and/or bathhouse facilities at Ramps 23 and/or 27.
- Close from Ramp 23 to one mile north of Ramp 27 to ORV use year-round; expanding the parking lot at Ramp 23 and create a non-vehicular multi-use recreation area (this area is not a high ORV use area and the number of cottages is expanding).
- Establish a non-vehicular multi-use recreation area from the tri-village area to north of Ramp 27.

Alternative Transportation

- Establish alternative transportation systems in areas with sensitive resources, such as Bodie Island Spit to provide access when the spit is otherwise inaccessible by ORV or by foot, such as could happen during breeding season.
- Increase parking at the Oregon Inlet fishing center and establish a water taxi/shuttle service that would operate under a CUA to transport visitors to the spit at Oregon Inlet when it is otherwise inaccessible by land.

Increase ORV Access Whenever Resource Closures Occur

- Increase ORV access elsewhere when there are resource closures at popular areas such as the spits and Cape Point. For example, increase ORV access north of Ramp 4 to some extent if/when resource closures at the spit reduce the amount of area open to ORV use. This is most applicable to the summer season when both resource utilization of habitat and park visitation is high.

Hatteras Island District

Establish ORV Zones and Non-Motorized Multiple Use Recreation Zones (which could function on a seasonal or a year-round basis)

- Close the beach seasonally to ORV access in front of the tri-village area south to one mile north of Ramp 27.
- Close the beach year-round to ORV access in front of the tri-village area south to one mile north of Ramp 27.
- Close Ramp 23 to 1 mile north of Ramp 27 to ORV use and establish a non-motorized multiple use recreation area year-round. In addition, expand parking at Ramp 23 and close the ramp.
- Leave Ramp 23 open and add additional parking for pedestrians as this area does not presently have heavy ORV use.
- Designate an ORV corridor from 1 mile north of Ramp 27 to Ramp 34.
- Close Ramp 34 to Ramp 43 to ORV access (this area includes villages).

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- Designate a non-motorized multiple use recreation area from **xx** north of Avon to Ramp 38. Close Ramp 38 to ORV access and expand parking.
- Continue current ORV corridor from Ramp 43 to Cape Point to Ramp 49, subject to resource closures and storm/tide related closures.
- Provide a vehicle free area north of Ramp 49 in front of Frisco Campground. Allow ORVs to pass through on the upper beach to access beaches to the north.
- Expand the parking areas on the access road to the Frisco campground for additional parking. This element would include providing fencing and signage around the airstrip to keep pedestrians out of this area.
- Manage beach between Ramp 49 and Ramp 55 (in front of Frisco and Hatteras Villages) consistent with approach selected for other village beaches.
- Close the area between Ramp 49 and 55 and designate as a non-motorized multiple use recreation area.
- Continue current ORV corridor from Ramp 55 on beach and along Pole Road/Spur Road to end of the spit for ORV use when there are no resource closures or storm related safety closures present.
- Close both ocean and soundside shoreline areas to ORV access south/west of the Spur Road to the end of the spit year-round establishing a non-motorized multiple use recreation area.
- Close ocean shoreline south of Spur Road to the inlet during breeding season.
- Close sound shoreline access from Cable Crossing to Spur Road outlet during winter season.

Establish an Interdunal Road from Ramp 44 to Ramp 49

- Used only as an alternate route when there is a complete beach closure on South Beach.
- Open seasonally, with beach access subject to resource closures and storm/tide related safety closures.
- Open all the time, with beach access subject to resource closures and storm/tide related safety closures.

Provide Additional Soundside Access and Parking

- Expand the parking lot and close Ramps 58 and 59 (soundside ramps) at Canadian Hole (Kite Point). The road to the parking lot could be paved with shell and clay, with the road leading to the expanded parking lot. ORV access would not be permitted beyond this road and parking lot.
- Maintain Ramps 57 and 60 for ORV access, but replace and upgrade signs showing where ORV use is allowed and use bollards or other method to keep ORVs on the established path and mitigate the resource damage currently occurring at Ramp 57.
- Formalize and designate approved ORV access routes. Close inappropriate ORV access routes and provide alternatives for parking.
- Provide better signage to indicate the old 4-wheel drive spur roads are closed at Little Kinnakeet Ramp.

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- Provide barriers along the road to address the current situation of parking on vegetation and the expanding width of the road.

Provide Alternative Transportation

- Establish a beach shuttle service to provide controlled access to popular fishing areas such as Cape Point and Hatteras Spit at times if/when those areas are otherwise closed to ORV access due to resource protection closures.
- Establish a boat shuttle service from Hatteras Village to Hatteras Inlet during breeding season, if/when ORV and pedestrian access is otherwise precluded by resource closures.

Ocracoke Island District

Increase ORV Areas Seasonally

- Expand ORV access south of Ramp 59 June through August to off-set crowding from resource closures elsewhere on the island.
- Allow ORV use areas to expand into non-ORV areas (pedestrian) during resource closures at the spits.

Provide Additional Soundside Access and Parking

- Formalize existing access points
- Identify locations for additional parking and access to existing soundside beaches
- Create a swim beach at the north end of the island on the soundside

Provide Alternate Routes and/or Alternative Transportation

- Increase the number of ramps, creating a “cell system” to allow for convenient alternate routes around resource closures in ORV areas.
- Provide alternative access to South Point if/when it is closed to ORV access
 - operate a beach shuttle service between Ramp 72 and South Point
 - operate a water taxi from Silver Lake Harbor to South Point