

From: [Mike Murray](#)
To: [Britta Muiznieks](#)
Cc: [Thayer Broili](#)
Subject: Re: need your input on an issue
Date: 06/24/2010 11:40 AM

Britta,

At your convenience, for the South Point "upper beach" corridor (Sept 15 - Mar 14), would you please (or have Caty help) create a basic map in PDF format that shows the approximate location of the upper beach corridor and the "parking area" at the SE corner of the spit. (Something with a similar level of detail to the map we did for the seasonal route south of Pole Road at Hatteras Inlet).

Thanks,

Mike Murray
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▼ [Britta Muiznieks/CAHA/NPS](#)

**Britta
Muiznieks/CAHA/NPS**

To Mike Murray/CAHA/NPS@NPS

cc Thayer Broili/CAHA/NPS@NPS

06/23/2010 04:19 PM

Subject Re: need your input on an issue 

Mike-

For simplicity sake I think we should say the vehicle free areas will remain in place from March 15-Sept 15th which is the equivalent of 6 months of the year.

As we discussed, I think an upper beach ORV corridor starting 0.7 mi SW of Ramp 72 and extending for approximately 1 mi would benefit migratory and wintering shorebirds that forage on the shoreline. I'm not sure why SELC recommended 300 ft from the high tide line other than it might provide some additional resting/roosting space for birds that are not foraging. Deciding where the high tide line is arbitrary at best so I would recommend stating that the corridor will be established so that there is foraging as well as some adjacent resting/roosting room (~50-100 feet) for nonbreeding birds. The corridor would have to be wide enough for 2 lanes of traffic while still allowing vehicle

parking (Is 100 feet wide enough?). As long as the corridor is above the high tide line it shouldn't be too difficult to maintain.

Following are my comments on the Hatteras Inlet map.
[attachment "Hatteras Inlet.pdf" deleted by Mike Murray/CAHA/NPS]

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▼ Mike Murray/CAHA/NPS

**Mike
Murray/CAHA/NPS**

To Britta Muiznieks/CAHA/NPS@NPS

cc Thayer Broili/CAHA/NPS@NPS

06/23/2010 09:54 AM

Subject need your input on an issue

Britta,

I've been working with the rangers on fine tuning maps of the proposed selected alternative. AS drafted we would designate a n ORV route from approx. 0.25 mile south of the Ocracoke Day Use area south to the SE corner of South Point (i.e., where the ocean shoreline turns into the inlet shoreline). The route would be subject to resource closures with standard buffers. During pre-nesting the route beginning 0.5 mile south of Ramp 72 would be reduced to 100 ft wide (similar to what is done now).

Some of the organizational (SELC, etc.) comments proposed the following:

"South Point – allow 100 ft wide ORV corridor that is at least 300 ft from the high tide line"

I believe part of the rationale in having an upper beach corridor during the nonbreeding season would be to reduce the level of disturbance of migrating birds foraging in the inter-tidal zone. This is why the "floating area" idea evolved out of Natural Resource sub-committee discussions. I'm not sure what the rationale (or intent) is for having an upper beach corridor during the breeding season. It seems to me that would put ORVs into prime nesting habitat (rather than in foraging habitat, if it were a lower beach corridor), and likely cause an earlier closure of the ORV corridor. Perhaps that is the intent of those who proposed it?

At this point, our proposed selected alternative for South Point would be to allow a 100-ft ORV corridor above/adjacent to the high tide line during the breeding season. We also say that the corridor would be restored to 150 ft. during the nonbreeding season (no dates defined). I do see some value during the nonbreeding season in having an upper beach corridor for at least 1 mile of beach some place south of Ramp 72 (similar to the "floating" area described in alternative F), but then how well it would work for birds and visitors and how efficient it would be to manage (signing, etc.) depends upon the details. We have several situations at inlets involving variations in the ORV corridor between the breeding season and the nonbreeding season, which are as follows:

Bodie Island Spit - Will be vehicle free Mar 15 until ?? (Sept 1? Sept 15?? - in other words, until breeding season is completely done). Because holiday weekends are often an issue at BI Spit, Sept 15 would delay re-opening until after Labor Day, when levels of use are much more manageable.

Hatteras Inlet - There is a proposed seasonal interdunal road from approximately the junction of Pole Road/Spur Road toward the inlet. It would be closed for the "breeding season", then re-opened during the "nonbreeding season" to facilitate access to the inlet shoreline. Need some dates to define the "season". See attached map.

South Point - there are several seasonal soundside access points that are within the normal pre-nesting area and therefore closed beginning Mar 15 (these are shown on Map 7 for alternative F). Plus, the possibility of an "upper beach" ORV corridor (instead of a "floating area") during the nonbreeding season. We would need criteria or dates for the conversion from a shoreline corridor to an upper beach corridor. **Do you think an "upper beach corridor" would be a good idea south of Ramp 72? How would you define it (width, distance from the high tide line, etc.)? If we do decide to transition to an upper beach corridor after the breeding season, what date for the transition would make the most sense? I prefer specific dates, if possible (e.g., Sept 15 - Mar 14).**

My preference would be to have consistent set dates for ALL of the above situations, which relate to ORV use in resource sensitive areas at the end of the breeding season, rather than have individualized criteria or dates at each site. Either Sept 1 - Mar 14, or Sept 15 - Mar 14 would be okay with me, particularly given concerns about the future possibility of late nesting BLSK at some of the sites. Sept 1 makes sense in terms of breeding season being over., but Sept 15 makes sense to me for people management reasons because it would be after Labor Day weekend, when crowds are often hard to manage.

That is the issue. What do you recommend?

[attachment "F-Hatteras Inlet.mbm.pdf" deleted by Britta

Muiznieks/CAHA/NPS]

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