

2292
CAHA ORV

Peckman, Lia

From: Sandra_Hamilton@nps.gov
Sent: Monday, June 28, 2010 4:57 PM
To: Mike_Murray@nps.gov
Cc: Doug_Wetmore@nps.gov; Paul_Stevens@nps.gov; Fox, Lori
Subject: Re: revised village beach and safety closure language

Thanks, Mike.

Lori: Please be sure the revisions to the narrative for alt F reflect this: VFA for Rodanthe north of the pier and for Buxton. Rest are seasonal ORV routes. See Mike's email below. Thanks.

Sandy

Sandy Hamilton
Environmental Protection Specialist
National Park Service - Environmental Quality Division Academy Place P.O. Box 25287 Denver CO 80225
PH: (303) 969-2068
FAX: (303) 987-6782

Mike
Murray/CAHA/NPS

To
06/28/2010 03:56 PM Sandra Hamilton/DENVER/NPS@NPS
cc

Doug Wetmore/DENVER/NPS@NPS, Paul
Stevens/CAHA/NPS@NPS

Subject
Re: revised village beach and
safety closure language(Document
link: Sandra Hamilton)

Sandy,

The explanation for Buxton was included in the prior message to Doug about responding to the ORV vs. vehicle free mileage "balance" concerns. In brief, for the village beaches we've decided to go with seasonal ORV routes for Rodanthe-Waves-Salvo, Avon, Frisco, and Hatteras that would be open to ORVs Nov 1 - Mar 31 (7 mos closed to ORVs, 5 mos. open), with a minimum beach width criteria that would prompt a safety closure of portions of village beaches not meeting the criteria. Rodanthe north of the pier and Buxton would be vehicle free year-round (as indicated on the map edits) as these are chronically narrow beaches where there with little or no NPS land ownership above the high tide line. While I suppose anything could happen and those sections of beach could miraculously widen, it is extremely unlikely, particularly with the prospect of sea level rise. It is simply more efficient to designate them as vehicle free, as there is no NPS land for an ORV corridor above the high tide line. If other village beach locations become too narrow in the future, the width criteria will be the means of dealing with it.

Mike Murray
Superintendent
Cape Hatteras NS/ Wright Brothers NMem/ Ft. Raleigh NHS
(w) 252-473-2111, ext. 148
(c) 252-216-5520
fax 252-473-2595

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-----Sandra Hamilton/DENVER/NPS wrote: -----

To: Mike Murray/CAHA/NPS@NPS
From: Sandra Hamilton/DENVER/NPS
Date: 06/28/2010 04:48PM
cc: Doug Wetmore/DENVER/NPS@NPS, Paul Stevens/CAHA/NPS@NPS
Subject: Re: revised village beach and safety closure language

Buxton?

Sandy Hamilton
Environmental Protection Specialist
National Park Service - Environmental Quality Division Academy Place P.O. Box 25287 Denver CO 80225
PH: (303) 969-2068
FAX: (303) 987-6782
Inactive hide details for Mike Murray/CAHA/NPSMike Murray/CAHA/NPS

Mike
Murray/C
AHA/NPS

To

06/28/20 Doug Wetmore/DENVER/NPS@NPS

0026978

CAHA
#2807



Mike Murray/CAHA/NPS
06/28/2010 01:43 PM

To Doug Wetmore/DENVER/NPS@NPS
cc Sandra Hamilton/DENVER/NPS@NPS, Paul
Stevens/CAHA/NPS@NPS
bcc
Subject revised village beach and safety closure language

Doug,

See attached, which we incorporate into edits of Table 8 when I get a chance to work on it.



Rev Village Beach & Safety Closure language.062810.docx

Mike Murray
Superintendent
Cape Hatteras NS/ Wright Brothers NMem/ Ft. Raleigh NHS
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Revised Language for “Revised Alternative F”**Village Beaches**

- Rodanthe (NPS-owned shoreline above the mean high tide line south of the pier), Waves, Salvo, Avon, Frisco, Hatteras, and ramp 68 to 0.5 mile north of ramp 68 (Ocracoke Campground) would be vehicle free April 1 – October 31. Open to ORVs November 1 – March 31, provided the beach is consistently at least 20 meters (66 feet) wide during normal high tides. Portions of any village beach that do not meet this width are subject to safety closures.

Safety Closures (revise alternative F language to read as follows)

An ORV safety closure would be implemented in the event of a threat of significant bodily injury or death, and/or damage to personal property, including vehicles and their contents. ORV safety closures would preclude ORV access, while pedestrian and commercial fishing access would be maintained through most safety closures. Triggers that could justify a safety closure include, but are not limited to:

- Deep beach cuts that block the beach from dune to surf with no obvious way around.
- Obstacles, such as exposed stumps, shipwrecks, or debris, that cannot be safely bypassed or that block the entire width of the beach and cannot be easily removed.
- Severe beach slope that puts vehicles in an unsafe gradient position and increases the chances of the loss of vehicular control.
- A high concentration of pedestrian users coupled with a narrow beach.
- A narrow beach where there is insufficient width to safely exit the beach in the vehicle corridor during normal (non-storm) high tides.
- Between November 1 and March 31, portions of a village beach that are not consistently at least 20 meters (66 feet) wide during normal high tides.

Triggers do not include:

- Hazards blocking only a portion of the beach, where safe passage is available around the hazard.