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**Subject:** Re: CAHA ped vs orv access  
**Date:** 06/28/2010 01:23 PM

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Doug,

My thoughts are as follows...

There are at least two ways to adjust the "balance" of mileages between designated ORV routes and vehicle free areas. One way is to adjust year-round designations so that there are more miles that are vehicle free year-round. For example, if one were trying to achieve a 50-50 split (not that we are), then a way to do that would be to designate 34 miles as year-round ORV routes and 34 miles designated as vehicle free. A second way to "balance" the miles would be to adjust the length of time that seasonal routes are open or closed to ORV use. For example, if one were trying to achieve a 50-50 split (not that we are), then a way to do that would be to have a seasonal ORV route that is open to ORVs for 6 months and closed to ORVs for six months.

In principle, we are modifying alternative F, in part, in response to such comments about "balance" (and "fairness") by changing some year-round designations to increase the number of year-round vehicle areas and by modifying some seasonal ORV route timing, so that there is better "balance" of the amount of time allotted in those areas for ORV and vehicle free use. For example, with regard to 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. Buxton would be vehicle free year-round as there are chronically narrow beaches there with little or no NPS land ownership above the high tide line. We are still working on the wording for the village beach width criteria. A second example, is that for the few seasonal routes remaining in the modified alternative, which generally are in resource sensitive areas (such as at/near inlet spits), we're changing the dates for ORV closures to Mar 15 - Sept 14 to provide a full six months for the vehicle free period. These changes will be identified on the edited route maps.

Not sure how the new mileages will pan out yet. Will send edited maps soon, so that LB can recalculate mileages.

Lastly, in addition to the above changes, which would be reflected in a revised mileage table, I propose that we add a separate line to that table to list the 12+ miles of year-round vehicle free beaches in Pea Island NWR as part of the overall miles of beach "within" the Seashore. By referencing Pea Island NWR miles in the table (while making it clear that the Refuge is NOT managed by NPS) it would be responsive to many comments from ORV supporters about those mileage not being considered in the DEIS and would present a truer picture of the overall balance of miles between designated ORV routes and vehicle free areas. The effect of mentioning the PINWR miles is that during the breeding/busy season there would be an even greater number of vehicle free miles "within" the Seashore. During the off-season, the distribution of miles would seem more "balanced".

Obviously, some of the above information is deliberative discussion, rather than a draft response to the comment, but I wanted to explain what we our current thinking is about the issue raised in the comment

Thanks,

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06/28/2010 01:55 PM

Subject caha ped vs orv access

Mike et al:

I'm having to respond to comments stating that the alternatives (including F) give too much preference of ORVs versus pedestrians and/or wildlife. I don't know if there has been a decision on the village beaches yet (or the overall route mileage), but have we updated alt F to respond to these concerns in any way?

Thanks.

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