

BRIEF SUMMARY

Routes and Areas Subcommittee
July 28, 2008 Conference Call

Participants: Ona Ferguson, Robert Fisher, Frank Folb, David Goodwin, Burnie Gould, Destry Jarvis, Jim Keene, Sidney Maddock, Mike Murray

Next Steps:

1. Two subgroups will develop proposals:
 - Frank Folb, Dave Goodwin, Jim Keene (Jim will coordinate)
 - Burnie Gould, Destry Jarvis, Sidney Maddock (Sidney will coordinate)
2. Sunday August 10th – distribute draft proposals to subcommittee.
3. Friday August 15th at 11AM – conference call to review draft proposals.

Informal Meeting:

Frank Folb, David Goodwin, Burnie Gould, Jim Keene, and Sidney Maddock met last week to discuss routes and areas. They identified major disagreements on six areas: Oregon Inlet, Ramp 27-30, Ramp 44-49, Hatteras Inlet, Ocracoke – North end, Ocracoke – south end. The meeting was useful for understanding positions. However, there is skepticism about the ability to get beyond current views. Some participants expressed the desire to receive counterproposals, for proposals to be recognized, and to look for trade-offs.

Discussion:

Mike Murray informed the subcommittee that NPS was considering the following concepts, among others, for draft alternatives:

- Area-by-area review to determine locations suitable for ORVs, popular for pedestrians, or predicted resource conflicts.
- Non-ORV/pedestrian only areas on a year-round to meet the diverse user mandate in the Executive Orders and other NPS policies and for each user group to have the opportunity to experience what they prefer. There still would be overlays of resource, safety, and seasonal closures.
- Minimum mileage or % open to ORVs in peak season, and similarly a minimum mileage or % closed for pedestrian experience in off-season. For instance, during peak resource closures and visitation times - pedestrian access to key areas of at least one-quarter to one-third and 25-35 miles open to ORVs, with more area open to ORVs during fall and winter.
- Instead of designating between point A and B, designating an area X miles long between point A and point B based on habitat. This approach ties the Park to those points of access because infrastructure (ramps/roads) cannot easily be changed, although there will be more flexibility once new infrastructure is established.

Discussion topics included: framing visitor-use and resource decisions based on the Organic Act and Executive Orders; designating routes and areas that are open to ORVs for them to

be open subject to overlays, with those designated opened and closed areas comprising the management plan for ORVs; establishing pedestrian only areas; facilitating ORVs by existing or additional ramps with adequate facilities; acknowledging in the special regulation that CAHA is a dynamic system; identifying adaptive management planning and process in the special regulation to give NPS the ability to make adjustments based on geomorphologic and dramatic changes (e.g. new breach and inlet formed, storm events); using the consent decree; and specifying percentages or miles open to pedestrians only or ORVs.

Open Issues:

- Ramp 4 to Oregon Inlet – follow protocol, or 300' from high tide line open to ORVs and pedestrians fluctuating as high tide line changes
- Lighthouse Beach to Ramp 43, area North of Haulover south of Buxton hotels - pedestrian only
- Ramp 38 to Buxton line - pedestrian only
- Ramps 43-45, ORV route conditioned on Ramp 45 to 1/10th of a mile east of Ramp 49 open to pedestrians and commercial fishing