

From: [Mike Murray](#)
To: [Robert Fisher](#)
Cc: oferguson@cbuilding.org
Subject: Re: Village Closure Subcommittee
Date: 12/01/2008 10:11 AM
Attachments: [Safety Closures.NPS revised draft.11.10.08.doc](#)

Robert,

See attached new idea for "safety closures" which would apply in the villages. NPS can accept some version of this, plus any consensus dates (that could be the same or different from the dates in the NPS Alternatives) for village closures that the committee can accept. If the committee cannot agree to dates, then NPS will likely go with one of our date options. You may need to coordinate with Ona on the new NPS idea, since I previously sent the same "new" proposal to her for discussion by the Vehicle Characteristics and Operations subcommittee (since they were working on safety closure language).



Safety Closures.NPS revised draft.11.10.08.doc

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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▼ [Robert Fisher <rcf@fisherccs.com>](mailto:rcf@fisherccs.com)

Robert Fisher
<rcf@fisherccs.com>

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To "johnalley@earthlink.net" <johnalley@earthlink.net>, "sonnyduke@aol.com" <sonnyduke@aol.com>, "MFCREP@bigfoot.com" <MFCREP@bigfoot.com>, "nonresidentowner@aol.com" <nonresidentowner@aol.com>, "chra07@yahoo.com" <chra07@yahoo.com>, "kayota@cox.net" <kayota@cox.net>
 cc Pat Field <pfield@cbuilding.org>, Ona Ferguson <oferguson@cbuilding.org>, Cyndy Holda <cyndy_holda@nps.gov>, "vsanguinetti@comcast.net" <vsanguinetti@comcast.net>, Mike Murray <Mike_Murray@nps.gov>, "Paul_Stevens@nps.gov" <Paul_Stevens@nps.gov>

Subject Village Closure Subcommittee

All,

Before the September meeting it appeared the subcommittee was on the verge of an agreement on how to handle village closures. From my discussions with many of you it seems there may be a misunderstanding about what happened to that potential agreement.

Please let me know what you considered the terms of the deal to be and what you think happened to derail it. Also, please let me know if there is anything in the NPS Draft EIS alternatives about village closures that you would like the subcommittee to consider or that we might be able to build on. You can send this information to me confidentially or to the whole subcommittee.

Robert

III.A. ORV SAFETY CLOSURE

PURPOSE: Ensuring the safety of the driving public when natural conditions within CAHA or in a specific area present a clear and imminent threat of (a) significant bodily injury or death to the driving public or other CAHA users or (b) significant damage to personal property, primarily vehicles and their contents.

SCOPE: May be applied within any routes, trails, and areas designated for ORV driving.

TRIGGERS FOR CLOSURE: Conditions listed below may trigger a ORV Safety Closure in the event of a clear and imminent threat of significant bodily injury or death; and/or damage to personal property, primarily vehicles and their contents. Examples of hazards that could justify a closure include, but are not limited to:

- deep beach cuts which 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 that increases the chances of the loss of vehicular control.

Triggers do not include:

- a narrow beach, by itself;
- tides which block access through portions of beaches occur periodically and predictably and are an obvious, easily avoidable hazard;
- hazards blocking only a portion of the beach, where safe passage is available around the hazard.

(If beaches are open to ORV use in front of the villages during the winter...)

SAFETY CLOSURES IN FRONT OF VILLAGES DURING THE WINTER: In addition to ORV safety closure triggers listed above, additional conditions listed below may trigger an ORV safety closure in front of villages during the winter when seasonal closures are removed:

- ▶ When a minimum 30 meters (100 ft) width of beach is not present between the mean high tide line and the toe of the dune. This will allow for pedestrian safety and the free movement of two-way traffic.

When seasonal closures are removed in front of villages during the winter, an automatic 10 mph speed limit will be implemented, unless otherwise posted. This will assist in providing for visitor safety on narrow beach areas in front of villages where pedestrian activity occurs.

CAHA PERSONNEL ACTION: Providing for the public safety is the responsibility of all CAHA employees. The following is expected of CAHA personnel.

- Law enforcement (LE) rangers should have the authority to enact closures consistent with the triggers noted above.
- Non-emergency service staff, when encountering safety hazards, should establish initial safety precautions and contact the LE ranger staff to evaluate the situation and establish any necessary ORV Safety Closures.
- Where hazards block only a portion of the beach, staff will mark and post the hazard to direct ORV traffic safely around the hazard.

MONITORING: ORV Safety Closures shall be monitored on a weekly basis.

MARKATION: ORV Safety Closures shall be clearly marked by carsonite posts and signs indicating the area is closed to ORV use.

ORV SAFETY CLOSURE NOTIFICATION AND CONTINUANCE: Any employee initiating an emergency ORV safety closure will notify their supervisor immediately. The Superintendent and Division Chief will be notified as soon as possible of any such emergency ORV safety closure. As soon as possible after the initial closure has been established, but no later than one week, the employee will complete a "Closure Request Form" and submit the form for final approval through the chain of command. Such form should include the coordinates of the closure, the specific reasons for the closure, the dates of action, and the employee taking action. Completion of a "Closure Request Form" will only be required when a complete beach closure is established and does not apply to any modification of the ORV corridor width that does not preclude access. As long as the area is closed, the form shall be regularly updated to include a brief description of the condition of the area based on the weekly monitoring.

TRIGGERS FOR RE-OPENING: Sufficient diminishment, reduction or elimination of the conditions and hazards described under *TRIGGERS FOR CLOSURE* would constitute the trigger for re-opening a closure. ORV safety closures are intended to be in effect only as long as visitor safety or personal property is clearly and imminently threatened.

STAKEHOLDER INPUT: The Park shall establish and maintain a standing ORV committee with representatives from various sections/geographies of the Park representing diverse interests to provide advice to the Park on policy related to safety closures and openings.