

**FIRE ISLAND INLET TO MORICHES INLET
FIRE ISLAND STABILIZATION PROJECT**

**TECHNICAL SUPPORT DOCUMENT
EVALUATION OF A STABILIZATION PLAN FOR COASTAL
STORM RISK MANAGEMENT**

PUBLIC ACCESS PLAN

U.S. Army Corps of Engineers

June 2014

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1.0 SCOPE

The Atlantic Coast of Long Island, Fire Island Inlet to Montauk Point, NY Storm Damage Risk Reduction Reformulation Study - Fire Island Inlet to Moriches Inlet Reach - Stabilization Project - Technical Support Document (Fire Island Stabilization) project proposes constructing beach dunes and berm, intermittently along the area from Robert Moses State Park to Smith Point Park. This barrier island project area falls within Robert Moses State Park, Fire Island National Seashore (FIIS) and Smith Point Park. The majority of the project area has no public roads, with vehicular traffic confined to the state and county park areas at either end of the island (Robert Moses State Park is west of the Fire Island Lighthouse while Smith Point County Park is east of the Smith Point Visitor Center). The primary mode of travel between these two points is walking. (A detailed description of the unique infrastructure, transportation, and economic and social interrelationships with the FIIS and the mainland shore is discussed in subsequent paragraphs here to follow.)



2.0 PURPOSE

A public access evaluation requires a two-step process. The first step is to describe and tabulate the existing degree of public access. The second step is to assess whether the existing public access is adequate or if additional facilities are needed with the proposed project in place. Relevant guidelines specifying the criteria under which the adequacy or inadequacy of public access is assessed are described below.



3.0 SUMMARY OF FEDERAL POLICY

[Department of the Army, ER 1165-2-130, dated 15 June 1989, Federal Participation in Shore Protection, paragraph 6h.] It is Corps policy to participate in the additional costs for placing beach-quality sand or other suitable material onto adjacent beaches or near shore providing that the beaches involved must be open to the public. Project beaches will not be limited for use by only a segment of the public; they must be open to all visitors regardless of origin or home area. Reasonable public access must be provided in accordance with the recreational use objectives of the particular area. However, public use is construed to be effectively limited to within one-quarter mile from available points of public access to any particular shore.

Additionally, nearby parking facilities, on free or reasonable terms, should be within a reasonable walking distance to the beach. Lack of sufficient public parking with reasonable public access to the beach will preclude federal participation. Items of local cooperation require the sponsor to provide necessary access roads, parking areas, and other public use facilities open and available to all on equal terms. However, even though the lack of such facilities may constrain beach use, it is not the intent to require that facilities be provided to meet all demand situations, but only that public use and access not be precluded by the lack of existing facilities due to local practices and/or unique situations.

Nonetheless, a visitor to an area should be reasonably assured of parking near the access point on an average day. Any evaluation should discuss the availability of access points and public parking along the entire length of shore in which Federal participation is proposed. If reasonable access and parking for non-residential users is not available within reasonable walking distance to the beach, they must be provided by the sponsor, or Federal participation limited to those areas where access and parking area reasonable available.

Further, in the event public access points are not within one-half mile of each other, either an item of local cooperation specifying such a requirement and public use throughout the project life must be included in project recommendations or the cost sharing must be based on private use.



4.0 FIRE ISLAND NATIONAL SEASHORE GENERAL MANAGEMENT PLAN AND ENVIRONMENTAL IMPACT STATEMENT.

The majority of the project area is encompassed within the Fire Island National Seashore Boundaries. Public Access within this publically owned area has been established based upon the Fire Island National Seashore General Management Plan, and EIS, which has been developed based upon park guidelines for management of the National Park System. The General Management Plan addresses access within six management units, including Fire Island Lighthouse, Sunken Forest, Talisman, Watch Hill, Old Inlet, and Smith Point West. The FIIS GMP establishes these areas as low recreational use areas, and has specifically established access to these areas, in promoting usage by visitors seeking this type of recreation.



5.0 SUMMARY OF NEW YORK STATE POLICY

[State of New York Coastal Management Program: Policy 19 – Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities; and Policy 20 – Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water’s edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses.]

Policy 19: This policy calls for achieving balance among the following factors: (1) the level of access to a resource or facility, (2) the capacity of a resource or facility, and (3) the protection of natural resources. Imbalance among these factors tends to be in the urban areas of the state, and can generally be attributed to limited access. Access to water-related recreational resources, such as public beaches, will be given priority for improvement.

Policy 20: This policy states that access should be provided to coastal areas where there are limited or no recreational facilities that provide specific water-related recreational activities. Access should be provided for numerous activities and pursuits that require only minimal facilities, such as walking, biking, bird watching, photography, and fishing. Furthermore, the State will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.



6.0 TRAFFIC AND TRANSPORTATION

Access to the project area is provided through a network of state and county roads and ferry lines. The Robert Moses Causeway on the west and the William Floyd Parkway on the east provide vehicular connections between Fire Island and the bay shore of Long Island. Both roads intersect Montauk Highway (Route 27A), which is a major connector through developed areas of the south shore of Long Island. North of Route 27A is two major east west highways: the Sunrise Highway (Route 27) and the Long Island Expressway (Interstate 495).

The Robert Moses Causeway provides access over the Great South Bay to Captree State Park, and then over the Fire Island Inlet to Robert Moses State Park. The William Floyd Parkway (County Route 46) provides access over Narrow Bay to Smith Point County Park and the FINS Smith Point Visitor Center. The estimated daily traffic count on Route 46 exceeds 30,000 cars.

6.1 Access to South Shore/Ferry Terminals.

Approximately 6.3 million visitors travel to Fire Island each year, of which about 1.2 million visitors travel to Fire Island by ferry. Of the Fire Island visitors traveling by ferry each year, approximately 70 percent travel to the ferry terminals by private automobile and 30 percent travel on the Long Island Rail Road. A small percentage of visitors from New York City access the south shore by private coach service.

6.1.1 Public Transportation

Ferry operators estimate that 30 percent of total ferry traffic arrives via the Long Island Rail Road (LIRR). The Montauk Route of the LIRR stops at Bay Shore, Sayville and Patchogue, the three terminals from which all Fire Island ferries depart. Diesel trains servicing the Montauk Route seat about 110 people per car and hold up to 1,000 standing passengers.

Suffolk County Transit Service (SCTS) runs a public bus route along Montauk Highway, with stops near the Bay Shore, Sayville, and Patchogue train stations. The Bay Shore and Sayville stops are approximately 1 mile (a 15 minute walk) from the ferry terminals. The Patchogue stop is within walking distance of the ferry terminal at Watch Hill, and 1 mile (a 15 minute walk) from the Davis Park terminal. This service is running at 50 percent capacity and is used primarily by Long Island residents traveling to and from work. SCTS also runs a feeder route to Smith Point County Park, with year round and seasonal service.

6.1.2 Private Transportation

Due to time constraints, many visitors use private taxi services to reach the ferry terminals from train stations. In Bay Shore, Tommy's Taxi provides taxi and bus service between the train station and ferry terminal, coordinating with train arrival and ferry departure times. There is also a taxi service. Colonial Transportation in Sayville specializes in ferry transportation service for the Fire Island pines and Cherry grove. The Sayville Ferry Service provides transport between Sayville on Long Island's south shore and Fire Island at Fire Island Pines, Cherry Grove, Sailors Haven and Water Island, Long Island Railroad (LIRR) from Penn (or Atlantic) to Sayville, and is also available for freight transport. In Patchogue, four taxi services provide service from the



Patchogue train station to the Davis Park ferry terminal. Visitors to the Watch Hill ferry departing from Patchogue walk the short distance from the train station to the terminal. This service is currently running at capacity.

For New York City residents who want alternative private transportation to Fire Island, several companies provide bus service between Manhattan and the ferry terminals. Approximately 5 percent of the total traffic to Bay Shore is provided by taxi.

6.1.3 Private Automobile/Ferry Parking

About 70 percent of all Fire Island ferry traffic arrives by private automobile. Traffic reaches the three terminals by the extensive network of Long Island highways, and a more detailed description of this system is provided below. Adjacent to the terminal is one of several private lots (Fire Island Ferries estimates capacity at 2,500 3,000 cars, including valet parking) or the Town of Islip's public lot one (1) mile north, which holds about 700 cars. The parking is sufficient, although the lots, with capacity for more than 3,500 cars, are full on summer weekends. Anecdotally, ferry operators have said that they have not received capacity shortage complaints and drivers can generally find parking. In Sayville, the many private lots around the terminal provide space for more than 500 cars. Similar to Bay Shore, the parking lots are full on weekends, but capacity is sufficient. When the private lots are full, some visitors use the municipal lot reserved for Islip residents only. Capacity of this lot is unknown. In Patchogue, 154 space parking at the Federal lot for the Watch Hill terminal is free, and the private parking lot at Davis Hill provides space for about 300 cars. Both lots are near capacity on weekends.

6.2 Access from the Bay Shore of Long Island to Fire Island

6.2.1 Ferry Traffic

According to the US Army Corps of Engineers Navigation Data Center, an average of approximately 1.2 million visitors traveled on ferries between Fire Island and the south shore each year. Three public ferry companies operating under federal concessions provide public access to Fire Island: Fire Island Ferries from Bay Shore, Sayville Ferry Service in Sayville, and the Davis Park Ferry Company in Patchogue. Fire Island Ferries services the communities of Kismet, Saltaire, Fair Harbor, Dunewood, Atlantique, Ocean Beach, Seaview, and Ocean Bay Park. Fire Island Ferries accounts for approximately 65 percent of total ferry traffic. The company's 12 boats can carry up to 3,300 passengers. The Sayville Ferry Service transports visitors to Cherry Grove, Fire Island Pines, Sailors Haven/Sunken Forest, Talisman/Barrett Beach and Water Island. With 7 boats carrying a total of about 1,400 passengers, Sayville Ferry Service accounts for about 25 percent of total ferry traffic. The Davis Park Ferry Company, which services Watch Hill and Davis Park, carries about 10 percent of all ferry traffic. Davis Park Ferry Company has 5 boats with a capacity of about 1,000 passengers. Two private ferry services, between Bay Shore and Point O' Woods (run by Bay Point Navigation, Inc.) and between the Village of Bellport and Bellport Beach, are run exclusively for the residents of those communities, and account for about one (1) percent of total ferry traffic.



6.2.2 *Private Transportation*

Private transportation is the predominant method of access to Fire Island, with approximately 5.2 million visitors (70 percent of total visitors) accessing the island by automobile. Approximately 3.8 million visitors travel to Robert Moses State Park annually and over 1.5 million visitors travel to Smith Point County Park on an annual basis. Private access is also provided by private boat, water taxi, bicycle and seaplane. Additional information is provided discussed in the “Access” section, below.

6.3 **On Island Circulation**

The only vehicular traffic currently on Fire Island is at the western and eastern ends of the island. Vehicular access to Fire Island is allowed at Robert Moses State Park and Smith Point County Park; other areas on the island are vehicle accessible only by a special permit issued by the towns, villages and the National Park Service. Due to the lack of roadway infrastructure and prohibition of cars, travel around the island is an access issue. While on the island, day visitors can venture to neighboring communities by water taxi or on foot. Vehicles without a special permit are prohibited in the Fire Island National Seashore.

Water taxis provide convenient lateral transportation between the communities. The sandy “Burma Road” provides a route for construction, utility, and pedestrian traffic between the communities. Segments of Burma Road are difficult for pedestrian transportation because of the large distance separating several communities. In addition, the sandy composition of Burma Road makes bicycle use difficult.



7.0 LAND AND WATER USES

This description of land and water uses characterizes the existing conditions in the vicinity of the project site. To determine existing conditions and assess the potential for impacts, primary and secondary study areas within Suffolk County have been defined. The primary study area encompasses Fire Island in its entirety, extending from Fire Island Inlet east to Moriches Inlet. Surrounding Fire Island along its 32 mile length are the Great South Bay to the north, the Atlantic Ocean to the south, and the inlets to the west and east. The secondary study area on the southern bay shore of Long Island was also defined. It is generally bounded by the Montauk Highway to the north, Great South Bay to the south, Robert Moses Causeway to the west, and Harts Cove in East Moriches to the east. The secondary study area also includes the eastern tip of the Jones Beach/Gilgo Beach barrier island and Captree Island, both of which lie north of Robert Moses State Park at the western end of Fire Island. This secondary study area includes parts of the Towns of Babylon, Islip (including the incorporated Village of Brightwaters), and Brookhaven (including the incorporated Villages of Patchogue and Bellport).

7.1 Land and Water Uses on Fire Island

The 2,940 acre island is narrow, with widths ranging from a few hundred feet at Talisman to a ½ mile at Saltaire. From west to east Fire Island comprises Robert Moses State Park, 17 residential beach communities, and Smith Point County Park, which are located within FINS. Since World War II, the island has boomed into a renowned summer destination for New York City and Long Island residents. Consequently, its developable land is almost completely built. The uninhabited remainder of the island has been federal park land since Congress authorized enabling legislation for FINS in 1964. This law allowed NPS to acquire land on Fire Island through donations and condemnation, a process that was complete by the mid 1970's.

7.1.1 Recreation

Visitors appreciate Fire Island for its abundance of recreational land and water activities. Each community has a beach for bay or ocean swimming, and sometimes both. Thirteen communities have lifeguard protected beaches on the ocean and seven have bayside life guard protection. Generally, the bayside beaches are roped off swimming areas near the town's marina or dock; therefore, these areas tend to attract families with children. In Saltaire and Ocean Beach, the beach areas are next to the village parks, bay beaches, and commercial areas. Other than swimming, popular water sports include surfing, sea kayaking, windsurfing, water skiing, canoeing, and sailing. Area businesses rent windsurfing boards hourly, and stores on the mainland sell and rent other equipment, such as sea kayaks and jet skis.

The project area features a wide array of fish species plus shellfish and crabs, each of which has a designated prime season. Consequently, local sport fishing in the Great South Bay and Atlantic Ocean is an activity for which the area is well known. In addition, several local charter companies on Captree Island and the mainland offer deep sea fishing excursions in the Atlantic.

Fire Island has a variety of land sports facilities, such as tennis courts and softball fields. Bicycles are commonly used for access and recreation. Along with the option of riding along the beach, bicyclists can use the concrete or sand paths connecting the communities. Bicycles are available



for rental at local markets and hardware stores. Runners and walkers are provided with many opportunities for activity by the miles of beach, inland paths and boardwalks. Each residential community is generally self sufficient regarding recreation. The convenience of local facilities suggests that residents rarely use the adjacent federal facilities. Following is a description of each public recreation area, and the facilities included in each.

Robert Moses State Park, at the west end of the island, has public beaches, picnic areas, comfort stations, and concessions. Full lifeguard protection is provided in the summer season, and fishing areas are designated outside the swimming area. Within the Fire Island National Sea shore, three major recreational areas are open to the public: Sailors Haven, Watch Hill, and Smith Point. Sailors Haven is the site of the Sunken Forest, a 300 year old preserve, which features an elevated boardwalk for public access. Sailors Haven has a 47 slip marina, snack bar, and souvenir shop. Watch Hill is the largest FINS site, featuring a 183 slip marina, restaurant, grocery and souvenir shop. Along with lifeguard protection on its Oceanside beach, Watch Hill has 25 camping facilities open from May through October. Along with these major recreational areas, a small public facility with a picnic area and restrooms exists at Talisman, the island's most narrow point.

Smith Point Park, located on the barrier island of Fire Island, is a haven for sportsmen, surfers and beach lovers. The park has an adjoining camping facility that attracts both Suffolk County residents and tourists each summer. The park extends from the east end of the Fire Island Wilderness portion of the National Seashore to a strip of Town of Brookhaven parkland running between this park and the west side of Cupsogue Beach County Park which occupies both ends of Moriches Inlet. The Fire Island Wilderness Visitor Center is located at the southernmost end of William Floyd Parkway, adjacent to Smith Point County Park. This is Fire Island National Seashore's eastern gateway to the Otis Pike Fire Island High Dune Wilderness, the only federally designated wilderness area in New York State.

Further, on July 17, 1996, TWA Flight 800, a Boeing 747-131 en route from New York City to Paris, France and Rome, Italy, crashed at sea 14 miles (23 km) away from the park; all passengers and crew were killed. The TWA Flight 800 International Memorial was dedicated in a 2-acre (8,100 m²) parcel immediately adjoining the main pavilion at the park on July 14, 2004.

East of Watch Hill is the Otis G. Pike Wilderness Area, which was established by Congress in 1980. Within this wilderness are several ecosystems through which visitors hike, canoe, kayak and camp. The National Park Service is currently proposing to designate additional property as part of the Wilderness Area and in the process has removed several residential and agricultural structures from these territories. Back country hikers and campers register at the Watch Hill visitor center. Smith Point County Park is to the east of the Wilderness Area and is technically within the boundaries of FINS, but is managed by the Suffolk County Parks Department. The 6 mile long park has public beach access, a visitor center, and camping facilities for 75 vehicles. Most of the recreational areas are found in the vicinity of the terminus of William Floyd Parkway.

The Town of Islip manages several parks on Fire Island exclusively for its residents' use. Atlantique Town Beach offers many amenities such as a 157 slip public marina, restrooms, grill area, basketball court, handball court, and playgrounds. Until recently, the town also managed Barrett Beach, a facility near Tallisman with a marina, playground, and picnic facilities. In 1998, the title for this property was transferred to NPS. Long term plans have not yet been determined for jurisdiction of the park. The Town of Brookhaven manages two public beaches, Leja Beach in Davis Park and Great Gun Beach in Smith Point County Park. Leja Beach has a public marina,



picnic area, swimming beach, and playground. Great Gun Beach has a life guard protected swimming area, playgrounds, and restrooms. The municipality of Bellport manages a beach within the wilderness area. The area has a private dock, visitor center/concession building, and oceanfront picnic deck. Access to Bellport Beach is provided by the Bellport ferry.

7.1.2 Community Services

The communities have powers that are similar to cooperatives or condominiums. They also act like hamlets. Many communities have individual volunteer fire and ambulance services, and several communities have doctors available. Suffolk County provides police coverage of the island, and the Ocean Beach Police Department and Saltaire Security enforce local ordinances. The National Park Service is responsible for policing conservation laws on federal property, and the U.S. Coast Guard enforces boat safety regulations in surrounding waters.

7.1.3 Marinas

As shown in Table 1, Fire Island has 10 marinas that accommodate a total of 1,000 boats. About half of the slips are leased on a transient basis, and the remainder are leased by the season. Only two facilities, those at Robert Moses State Park and at Seaview, operate year round. Half of the marinas, including both FINS facilities, include amenities such as grocery or supply stores.



Table 1: Fire Island Marinas

Name	Location	Seasonal or Year-Round	Transient Berths	Total Berths	Amenities ¹
RMSP Boat Basin	RMSP	YR	40	40	G, I, M
Kismet Inn and Marina	Kismet	S		100	
Atlantique Marina	Atlantique	S	157	157	
Ocean Beach Marina	Ocean Beach	S	17	130	
Sea View Marina	Sea View	YR	50	50	
Flynn's Marina/Restaurant	Ocean Bay Park	S	36	47	G, I
Sailor's Haven Marina	Sailors Haven	S		47	G, I, S
Fire Island Pines Marina	Fire Island Pines	S		85	
Davis Park Marina	Davis Park	S		250	G, I
Watch Hill FINS Marina	Watch Hill	S		183	G, I
Total			300	1089	

Note: ¹ Groceries, Ice, Marine supplies, Snacks.

7.1.4 Access

According to the Fire Island Association's Recreation and Access Plan, approximately 6.5 million people visited Fire Island. About 74 percent of total visits were by private automobile to Robert Moses State Park on the west end or Smith Point County Park on the east end. The remaining 26 percent traveled by ferry or private boat to the central area of the island where residential communities and Fire Island National Seashore visitors' centers are found. Three public ferry companies provide public access for approximately 1.2 million visitors to Fire Island, and two private ferries provide service to Point O' Woods and Bellport Beach exclusively for their residents. Although the transportation service to the island is adequate for its current visitor numbers, concern about the high price of travel (on average \$15.00 per person, round trip by ferry) between the island and the mainland has been expressed.

Access to Fire Island by automobile is provided by the Robert Moses Causeway on the west and the William Floyd Parkway on the east. Both roads intersect Montauk Highway (Route 27A) and the Sunrise Highway (Route 27), which are two major connectors through the south shore. North of Route 27A is two major east west highways: the Northern State Parkway and the Long Island Expressway (Interstate 495). The Robert Moses Causeway, which is an extension of the Sagtikos State Parkway, provides access over the Great South Bay to Captree State Park and over the Fire Island Inlet to Robert Moses State Park. Traffic to Smith Point County Park turns south off Route 27A to the William Floyd Parkway (County Route 46), which provides access over Narrow Bay.

Robert Moses State Park is open year round. Its four parking fields have a capacity of 5,796 cars. Average annual attendance at the park is 3.5 million persons, with an average weekday attendance between 20,000 30,000 and a weekend average of 50,000 per day. Occasionally, the



beach reaches capacity and overflow traffic is rerouted to Jones Beach. At Smith Point County Park, the lot capacity is 5,000 cars. During busy summer weekends, the lot is generally about two thirds full. More than 100,000 cars enter the parking lot annually, and 1.8 million individuals visit the park, making it the most heavily used Suffolk County park facility.

Docking facilities for private boats are located in many communities, including Atlantique, Seaview, and Fire Island Pines. Talisman/Barrett Beach and Water Island, which were previously accessible only by private boat, are now serviced by ferry; however, private boat remains the most common form of access to that area. Communities, such as Lonelyville and Oakleyville, which have no direct ferry service, are accessible only by private boat.

Two alternative modes of travel used by a small number of visitors to Fire Island are seaplane and bicycle. The only seaplane landing is the public landing at the Fire Island Pines harbor. The William Floyd Parkway bridge over the Narrow Bay to Smith Point offers the only bicycle access to Fire Island, with a bicycle/pedestrian lane providing access to the county park and FINS Wilderness Area visitors' center. The Robert Moses Causeway to Robert Moses State Park is too narrow to accommodate a bicycle lane.

Great Gun Beach, a Town of Brookhaven beach at Smith Point, is currently only accessible by private boats, and docking facilities are available for the day only. It is also accessible via 4 wheel drive vehicle or on foot from Smith Point County Park. Brookhaven's comprehensive plan discusses the possibility of ferry service from Mastic or Center Moriches to this area.



8.0 PUBLIC ACCESS EVALUATION

An evaluation of sufficient public access must be completed with the knowledge that complications may arise because of numerous criteria which could contradict each other.

8.1.1 Robert Moses State Park

The existing level of access into Robert Moses State Park meets the Federal Requirements for access, being open to all visitors regardless of origin or home area.

8.1.2 Fire Island National Seashore (FIIS)

Based upon coordination with FIIS representatives, existing public access on Fire Island is consistent with the management plan for Fire Island National Seashore. This plan involves a careful balance of making federal lands available and usable to the public while protecting and perpetuating the environmental features and values. As a result, the majority of Federal properties are classified as low recreational use areas. Within the remainder of the project area, access to the beach is provided, as discussed above, primarily through ferry access. The available transportation pathways, including trains, buses, private automobile, allow equal access to the mainland ferry terminals and therefore also access to the barrier island.

8.1.3 Smith Point County Park

The existing level of access into Smith Point County Park meets the Federal Requirements for access, being open to all visitors regardless of origin or home area.

8.1.4 Existing Public Access meets Federal Standards

Since there is adequate parking facilities for the general public at both the ferry terminals and at Robert Moses and Smith Point Parks, the requirements for parking as specified in ER 1165-2-130, paragraph 6h.(2) meet the federal guidelines and the Planning Guidance Notebook, ER 1105-2-100.

The provisions for access as required in ER 1165-2-130, paragraph 6h.(3) generally specify that public access points be no further than one-half mile from each other in order to justify federal participation. This is obviously not the case for Fire Island, per se. However, paragraph 6h.(3) specifically states that “Reasonable public access must be provided in accordance with the recreational use objectives of the particular area.”[*underlining added for emphasis*] Since the recreational use objectives of FIIS are unique, and specifically for low recreational usage, it is therefore concluded that no additional public access is needed with the proposed Fire Island Stabilization project in place.



9.0 CONCLUSION

Suitable public access is required for any areas where Federal expenditure of funds will be utilized for beach restoration. Analysis and acceptability of public access on Fire Island is complicated by the unique nature of the project area, including both the fact that the project area is largely within a national park, and that there is limited vehicular access to the majority of the area. Typically, public access analysis focuses on alongshore access relative to available parking areas. In the areas of Robert Moses State Park, and Smith Point County Park, the existing access clearly meets Federal and State Requirements. Within the boundary of FIIS, the existing public access has been established based upon the Fire Island National Seashore General Management Plan and EIS, which established a visitor usage pattern consistent with the park objectives (including low recreational usage areas). As the existing public access has been established by the NPS under its own EIS, the intent of the Stabilization project is not to change the existing access, but to ensure that existing access is acceptable, recognizing the park objectives. Analysis of the existing public access, as detailed in this Public Access Plan, indicates that the area is generally accessible and in compliance with ER 1165-2-130,

