

Beach Management Plan Working Group  
Session 5 – January 19, 2023  
Public Questions

**Question 1:** Formal additional parking areas at Cape Pogue – Does this mean additional unsightly fencing/signage? Will there be limits to the number of cars that can park and how does TTOR plan to keep people from parking beyond designated areas/blocking trail access etc.? The success of “parking lots” will depend greatly on ENFORCEMENT of capacity and not allowing sprawl into other areas.

**Answer 1:** The Trustees will seek to keep fencing and signage to a minimum and use only what is needed to effectively provide clear direction to visitors while also protecting the beach, habitat, and dune resources, and demarcating private property. Our staff will regularly patrol the areas on an hourly basis to ensure the parking areas are contained, safe, and ecologically compatible.

**Question 2:** With the removal of bayside trails, how does TTOR plan to ensure trails do not get blocked for long periods of time by stuck vehicles? There will no longer be alternate paths to get through? As a resident this is of high concern, as I regularly have had to take alternate routes to avoid stuck vehicles and I do not relish the idea of needing to sit and wait (and miss appointments/ferry reservations, etc.).

**Answer 2:** If the bayside trails are closed, two trails will remain – the dune trail and beach corridor. In addition, we are increasing our patrolling and reporting capabilities for 2023 to respond to stuck vehicles quickly. Our staff communicate via radio and respond immediately to vehicles in need of assistance. When not on patrol, our tow truck is typically positioned to optimize response time where needed.

**Question 3:** Walking Trail from Lighthouse to East Beach: The path you designate will have people walking down an already sensitive and eroding bluff – it seems contrary to current stated desire for conservation to add a new type of traffic.

**Answer 3:** The Trustees will carefully locate the proposed trail so it avoids the bluff. The proposed trail accesses the beach at the lowest elevation along the trail to specifically avoid any erosion or unwanted impact to the bluff.

**Question 4:** For both parking and walking trails – As a Cape Pogue property owner, if TTOR is planning on increasing stopping/walking points in Cape Pogue, I would greatly request that they also commit to better signage for their guests to know where TTOR property ends and private begins, as well as enforce action against guests who trespass off TTOR property.

**Answer 4:** The Trustees has ordered more property boundary signs for the upcoming 2023 season so we can assist in ensuring our visitors respect private property boundaries. We will work with the Cape Pogue property owners on their preferences for sign locations while fulfilling appropriate wayfinding with the least visual impact to the natural beauty of Cape Pogue.

**Question 5:** The impact of OSV traffic heading to TTOR properties on the Chappy Ferry lines on high season beach days is my concern. I would like the working group to consider how to facilitate the access

of OSVs from the now managed by others Norton Point trails through the TTOR Wasque properties to the other TTOR beach zones with the OSV drivers blocking normal Chappy access with unacceptable long waiting lines for the ferry. Has TTOR measured increased OSV use of their properties and considered the impact on their neighbors on Chappaquiddick?

**Answer 5:** We understand the frustration with the long Chappy Ferry lines as we are often in the line ourselves. We do not have any data on the number of vehicles on the ferry heading to The Trustees places on Chappaquiddick. We are investigating alternatives for access to the beaches without OSVs to minimize the impact on both the ferry and the beach. In the interim, The Trustees can work with the stakeholders to discuss daily OSV limits on the beaches.

In terms of accessing Chappaquiddick from Norton Point, it is important to note that these are fragile and dynamic beach ecosystems, and The Trustees manages these exceptional places for ecological preservation and public access. The ability to travel from Norton Point to Wasque depends on the varying ecological conditions such as erosion, staging and nesting of rare and endangered species, dune resilience, and OSV corridor delineation according to the Guidelines. If the conditions are agreeable, we can work with the County to discuss managing OSV travel between Norton Point and Wasque.

**Question 6:** Thank you for this working group. As a resident of Cape Poge - but with my beach goer hat on - I must say that I agree with Rachel on heavy concerns regarding the disrepair of the Dike Bridge. This subject is absolutely a matter of importance for the beach access discussion and not sure why it was disregarded as such. It is also obviously a huge matter of importance to the Cape Poge residents. I'm confused why Darci was able to write it off as caused by the recent storm. The bridge has been in disrepair and the residents have been asking for repairs from The Trustees for years. It is because there has been no attention or response that the storm further caused much additional damage. There is no discussion of access without a long term safe travel route over the Dike - so I also have the question of the status of repair and long term plan here. Thank you so much for all of your work and all that the trustees do.

**Answer 6:** Thank you for your support of The Trustees! We are very invested in the condition of the Dike Bridge bulkhead as it provides access to the beaches we manage. We have a shared interest with Cape Poge residents who choose to live beyond the Dike Bridge, fishermen, beachgoers, and other frequent visitors to Cape Poge that the approaches to the Dike Bridge, like the bridge itself, remain safe and passable.

The Dike Bridge (and its wingwalls and abutments) are owned by the town and inspected by the Mass Department of Transportation. Accordingly, we are working as a partner to the town to support bridge maintenance operations and care and with an engineering firm to confirm the needs and responsibilities for maintenance of approaches, such as the bulkhead, necessary to access the bridge.

Below is an inventory of recent activities related to the Dike Bridge:

- The Trustees has taken steps to advance our understanding of the needs at the Dike Bridge and improve our partnership with the town on this infrastructure. In the last several weeks:
  - We have been in contact with Mass DOT and the author of the most recent inspection to better understand the conditions and concerns flagged.

- We have also been in contact with the Highway Department in Edgartown to get a better understanding of the needs and opportunities for us to partner more effectively on the maintenance requirements.
  - We have been in contact with Jane Varkonda, the Conservation Agent for the Town of Edgartown, on the best path forward to securing permits for future maintenance.
- Mass DOT inspected the Dike Bridge and bulkhead in September 2021 and found no acute issues requiring immediate attention.
- The damage caused by the Christmas storm was remediated by the Town thereby precluding the need for The Trustees to pursue an emergency permit. The areas addressed by the Town's work included portions of the bulkhead.