

Recommendations for Katama¹

Recognizing that there are two entrances that have some accessible features (left and right forks), there are several alternatives or combination of alternatives to make at least two routes to the high-water mark fully accessible.

Option I—Making current entrances fully accessible.

The pro's or advantages of making the left and right fork accessible are: (1) They already have some accessible features e.g. accessible shower and toilet facilities, designated accessible parking, and at the right fork a partially accessible route to the beach. (2) They are also the primary entrances the public uses of the total of eight entrances along the beach though the six openings between the two beaches are also commonly used by the public. (3) The left fork acts as the entrance way to Norton Point beach. (4) The only lifeguard stations are at the left and right fork parts of the beach.

The major challenge in making the left and/or right fork accessible is that at least prior to the recent storms, the grade of parts of the route exceeds allowable standards.² If those grade issue can be addressed, those would appear to be the best choices for the reasons mentioned above.

As with any option, the route from the parking area (and to and from shower facilities) to the high-water mark would have to be accessible in terms of the firmness, stability and smoothness. Currently only the right fork has partial accessibility through the use of a wooden walkway. However, it was observed on several occasions that there is sand between the end of the pavement to the beginning of the ramp and the ramp does not reach all the way to the high-water mark. And as noted above, the grade during a portion of the route exceeds standards. The left fork completely lacks an accessible route from parking/shower facilities to the high-water mark. At both forks the beginning of the ramps to the shower/toilet facilities have more than a 1/4 inch rise requiring beveling. The beginning of the ramps are also immersed in sand, particularly the right fork where overgrown grass also compromised the beginning of the beginning of the ramp.

Other Options

One or more of the following entrances could also be considered as each one of them has no or minimal grading issues in contrast to the right and left fork routes. Currently all

¹ Based on on-site reviews done before the recent storms.

² For specifications/dimensions for beaches, see attached resource sheet or the USDA's Forest Service *Accessibility Guidebook for Outdoor Recreation and Trails, 8/2012* <https://www.fs.usda.gov/sites/default/files/Accessibility-Guide-Book.pdf>.

Field Code Changed

the routes from the road to the beach and high mark consists of beach sand as is the case with the left fork. (Again the observations were made prior to the recent storms.)

- A. Path 5 This route is about 250' from the road to beginning of the beach and about another 45 feet to high water mark. The entrance appears to have showers and toilet facilities and a beach wheelchair was observed next to the facilities. However the current route is all sand and therefore not firm and stable, but it is wide enough. Unlike the right and left fork the shower and toilet facilities are not accessible. The platform they sit on is some six inches above grade. This could easily be remedied through ramping. There is also some grade as the path nears the beach, but easily remedied.
- B. Path 3 is the shortest of the three alternative routes—about 150' to the beach and another 30' to the highwater make, however there are some grading issues as the path approaches the beach and then the water.
- C. Path 4 is the most level and is about 250' to the beginning of the beach and then another 30' feet to the high-water mark.

Three other things will need attention:

- 1. Particularly if one of more of the alternative paths are chosen, there will be a need to create at least two designated marked accessible spaces on the road next to the path leading to the beach.
- 2. Whichever routes are chosen, signage at the accessible entrances should be installed which indicate these are the accessible entrances and signage should be installed at most or some of the non-accessible entrances pointing to the accessible entrances. If the left and fork entrances are chosen, then such signage at the other entrances may not be needed.
- 3. Beach wheelchairs should continue to be provided at each accessible entrance. Floating wheelchairs should be available and under the control of lifeguards and provided, water conditions permitting.

See also accompanying Recommendations Applicable to all Beaches and Planned Improvements.