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CAHA#  
JSL



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Subject CAHA Comment Summary Drafts

Hi Sandy,

Attached are the drafts of the "summarized" comment summary and of the list of options to consider. Both of these documents are drafts for you review but need editing still before they can be considered a deliverable – but I wanted to get them to you before your flight tomorrow.

The new options to consider needs some work as I think there is some repetition and some of these are more like tweaks than new options. After you look at these, please let us know which one (or both) you want at the meeting and we will work to further clean it up and make copies.

Thank you for your patience, this took much longer than expected to summarize.

Take care,  
Lori

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Workbook comment summary 031507.doc Workbook new options to consider 031507.doc

0020582

1 **Cape Hatteras National Seashore**  
 2 **ORV Management Plan/Environmental Impact Statement**  
 3 **Alternatives Options Workbook**

4  
 5 **Summary of New Additions or Modifications to Options to Further**  
 6 **Consider**

7  
 8  
 9 **1. ORV Management**

10  
 11 **1.A. Designation of ORV Routes**

12 **1.A.1 Designate all existing ramps, interdunal roads, and beach corridors that are currently open to ORV use as ORV**  
 13 **routes. (status quo)**

14  
 15  
 16 **Definitely Effective**

- 17
- All of the ramps need to be opened including the ramps that were closed in the last 25 years.
  - Believe there should be an emergency ramp at Oregon Inlet instead of cutting through dunes for large emergencies. Redevelop a ramp 20 so it may be used in the fall instead of the misuse that is occurring.

18  
 19  
 20  
 21 **Not Effective**

- 22
- If all existing ramps were open and functional, the situation would be much more fluent. The Ramp at the Point Campground, for example should be reopened.
  - Reduce routes open to ORV access in order to meet stated objectives of the management plan.
  - There are too many ramps. It makes it difficult for proper supervision and protection by NPS rangers. Some ramps are inappropriate at certain times of the year (ramp 49 when the campground is open) Ramp 43 is redundant with its close proximity to ramp 44. Hatteras Island would be easier to maintain, manage and patrol with 3 ORV access ramps, Bodie Island 1 access ramp, and Ocracoke 2 access ramps. 6 ramps could be maintained better and cheaper than the current number.
  - 1.A.1 All Ramps and interdunal roads should be two lanes for safety reasons.
  - Ramp 1 should be re-opened year around. An interdunal road should be established from Ramp 2 to Ramp 4.
  - An interdunal road should be established from Ramp 4 to Oregon Inlet.
  - Ramp 20 at the Rodanthe Pier should be re-opened seasonally.
  - The interdunal road system between Ramps 23 and Ramp 34 should be re-opened with intermittent crossover roads to the beach. ORV access south of Ramp 38 should go further south past Haulover beach in the off season and replace the Ramp north of Buxton.
  - The beach north of Ramp 43 should be re-opened for a full mile all year as it is not used by pedestrians and would reduce the concentration of visitors at Cape Point. Re-open the ramp at the lighthouse old site in the off season. Ramp 45 should be re-opened when the campground is closed.
  - The interdunal road from Ramp 44 to east of Ramp 49 should be re-opened with several crossover access point roads to the beach. The ramp at the Frisco Pier should be re-opened in the off season and the beach re-opened to Ramp 55 in the off season. Pole Road must be two lanes wide again for safe passage and Spur road widened to two lanes.
  - The beach from Ramp 59 west to Ramp 67 (which should be relocated to the east side of the parking lot) should be open year around to reduce the concentration at the inlet. The year around corridor system has only contributed to destroying bird habitat by allowing vegetation to proliferate. Year around closures and habitat maintenance do not go hand in hand. Hardcopy workbooks have incorrectly labeled maps and even corrected maps on web are misleading and still wrong.
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1 **1.A.2 Reconfigure existing ORV access system by designating different, additional, or fewer ORV access ramps,**  
 2 **interdunal roads and beach corridors as ORV routes.**

3  
 4 **Definitely Effective**

5 Many commenters included opening additional access ramps (some stating for resource protection and to reduce  
 6 conflicts, provide alternate access in times of high tide). Specific suggestions included:

- 7
- 8 • Open Ramps 1 and 2, except for summer months.
  - 9 • Additional Ramps from 20 to 34. Suggestions for one between 30 and 34 and one between 27 and 34.
  - 10 • More access between Ramps 23 and 24.
  - 11 • More Ramps near Frisco pier area.
  - 12 • Open Ramp 45 near the Cape Hatteras Campground.
  - 13 • The complete ORV access system should be reconfigured. The new system should maximize flexibility and  
 14 alternative ORV access points through the use of an expanded ramp system, allowance for by pass or "go  
 15 around" areas and a complete inter-dunal road system.

16 **May Be Effective**

- 17
- 18 • Consider benefits of an Alternate 'taxi' service to be provided by NPS or NPS certified Private Contractors  
 19 (shallow boat, ORV, etc). This service would be designed to provide the best experience for the  
 20 visitor(CUSTOMER) with the Best impact on our environment.
  - 21 • Should existing roads or corridors become impassable due to water or dry sand, poles (bamboo/fiberglass) with  
 22 painted tops could be used to direct ORV use. Signs at ramps for color-coded designation. Ramp closures should  
 23 be minimal.
  - 24 • Open ORV routes behind duneline and close routes in front of dunes in more sensitive areas
  - 25 • Possibly rotating the access roads might reduce the effect on the environment. Presently not all access ramps are  
 26 in use, parts of the National Seashore are not open.
  - 27 • Should take into account time needed to transition to different ORV access system as well as need to educate  
 28 users. 1.A.2. would not be effective as an alternative with an "overnight" implementation requirement.  
 29 Reconfigured ORV access system should also consider grandfathering or exempting some existing uses or users.  
 30

31 **1. B. Designation of Passive Recreation and Resource Protection Areas**

32  
 33 **1.B.1 Continue with current options for ORVs and pedestrians (ORVs and pedestrians are prohibited in all resource**  
 34 **closures. Seasonal and safety closures exclude ORVs but allow pedestrian use (status quo).**

35  
 36 **Definitely Effective**

- 37
- 38 • Fencing at parking areas should be configured so pedestrians have to walk by signage explaining resource &  
 39 other types of closures before they can get to the beach

40 **May Be Effective**

- 41
- 42 • The only change to the status quo that I would recommend is for NPS personnel to wear easily identifiable  
 43 clothing such as bright orange vests so that visitors don't mistakenly enter one of these protected areas thinking  
 44 that it is okay for folks to enter because they saw someone already in the area. Inly to find out the hard way, that  
 it is a NPS officer in the enclosed area and not a visitor or pedestrian. (this comment was made a few times)
  - 45 • Elimination of safety closures.
  - 46 • Some areas should include pedestrian corridors as they may not impact resource protection and may be  
 47 implemented to allow access to fishing, surfing, and kiting areas. Pedestrians should continue to have access to  
 48 seasonal /safety closures

49  
 50 **Not Effective**

- 51
- 52 • Boundaries can and should change from week to week and year to year. Not sure that non-adjustable would work  
 in a majority of cases

- If the area is closed to ORV traffic, then it needs to be closed to pedestrian traffic as well. The area is closed for protection. If the NPS is the only personnel allowed in area, then it needs to be clearly marked AND enforced. NPS Personnel should be easily identified as NPS personnel.
- Areas must be Vehicle-Free (VF) during prebreeding and early breeding times or the park will continue to neglect it's responsibilities for protecting T/E species.

***1.B.2 Provide predictability for visitors by designating ORV and passive recreation use areas with non-adjustable boundaries.***

**Definitely Effective**

- Do away with seasonal and non-seasonal areas, decide on an equal allocation between the two access groups (passive and motorized) then make it formal.

**May Be Effective**

- Passive recreation area should only be used for lifeguarded beaches.
- Not in agreement with creating the "passive recreation" designation EXCEPT for lifeguarded beaches. In the alternative, if the "P-R" designation is created, then include the area S. of Ramp 38 (closed for years) to Buxton as a "P-R" area.

**Not Effective**

- Allow vehicles direct access to the water in areas such as Buxton Point, Hatteras Inlet, Oregon Inlet. These three areas are primary for ORV access. On north beaches such as between Ramp 23-34 a corridor properly marked, with stake borders, allowing pedestrian usage of the beach outside of the borders. All of these boundaries should have adjusted to meet the needs of wildlife protection, and have access around said wildlife.
- Passive recreation areas should be life guarded beaches only

***1.B.3 Provide flexibility by designating ORV and passive recreation use areas with adjustable boundaries (e.g. if an ORV route is closed temporarily because of a full beach resource closure, the park could temporarily extend ORV use into a nearby passive recreation area to help offset the closure).***

**Definitely Effective**

- Due to WX, ramp 43 and 44 are sometimes flooded. By opening the lighthouse access ramp the point area can be accesses safely.
- Use modern electronic communication (email, text messages, local access cable).

**May Be Effective**

- Any such plan should also have as a stated requirement an objective to maintain ORV access to those areas that contain physical features most desirable for fishing, swimming, beachcombing, bird watching etc.

***1.B.4 Redefine areas open to ORVs and pedestrians on a seasonal or year-round basis.***

**Definitely Effective**

- With exception of areas closed near housing areas to provide safety, all Hatteras Island beaches should be open for access.
- There should be definite defined use areas during the summer season but after but access should be granted in off-season to ORV's for fishing.

**Not Effective**

- 1.B.4 The current split between passive use and ORV use areas, provides adequate access for ALL types of users. The only possible change that can be justified would be to adjust the time frame for seasonal closures to May 1 through October 15.

1 ***I.B.5 Develop and define consistent names for designations of closures (e.g., seasonal closure, safety closure, resource***  
 2 ***closure).***

3  
 4 **Definitely Effective**

- 5 • Post the definitions on the ORV Access Website.  
 6 • It would be simpler to use just 4 types of closures: **ORV safety closure** (pedestrians allowed), **No entry safety**  
 7 **closure** (like during hurricanes) **Resource closure with pedestrian corridor**, and **Resource closure, all entry**  
 8 **prohibited**

9  
 10  
 11 ***I.C. Consistent Management Approach for Beaches in Front of Villages***

12  
 13 ***I.C.1 Continue May 15 – September 15 seasonal ORV closures in front of all villages. (status quo)***

14  
 15 **Definitely Effective**

- 16 • NPS database figures show that visitation goes down outside of these dates. Reduced and enforced speed limits  
 17 in front of villages can deal with concerns of safety of the few beach users. Thanksgiving and Easter village  
 18 closures may be effective.  
 19 • The only possible change that can be justified would be to adjust the time frame for seasonal closures to May 1  
 20 through October 15.

21  
 22 **May Be Effective**

- 23 • This should a function of public usage, not necessarily dates (some commenters asked these dates be based on  
 24 visitation, others on resource conditions), with criteria for closures and their opening.  
 25 • Appropriate in some villages like Nags Head and not in others like Avon.

26  
 27  
 28 ***I.C.2 Adjust May 15 – September 15 seasonal ORV closures in front of all villages to decrease time of closure.***

29  
 30 **May Be Effective**

- 31 • Commenters suggested alternative closing dates including: memorial day to labor day; May 30 to September 1,  
 32 May 1 to September 30 (consistent with Nags Head), and closure dates based on occupancy or visitation rates.  
 33 • NCDOT changes the speed limits in the villages to accommodate increased visitation and safety concerns. It  
 34 stands to reason that NPS would follow suit with seasonal closures. There cannot possibly be more traffic on the  
 35 beaches than there is on the highway!

36  
 37 **Not Effective**

- 38 • Use school calendar to determine summer closures in front of villages

39  
 40  
 41 ***I.C.3 Expand duration of seasonal ORV closures in front of all villages (e.g., from May 1 – October 15).***

42  
 43  
 44 ***I.C.4 Establish year-round ORV closures on the beach in front of the villages.***

45  
 46 ***I.C.5 Expand passive recreation areas for a set distance (e.g., 1/2 mile or 1 mile) on either side of each village to***  
 47 ***provide pedestrians access to undeveloped non-ORV areas.***

48  
 49 **May Be Effective**

- 50 • Effective only of passive recreation is the only permitted use for a longer stretch than 1 mile.  
 51 • May be effective if kept to ¼ mile as Most people are not willing to walk beyond the point that they came on  
 52 especially those with kids. However another problem arises in that this would be out of the protective zones that  
 53 can be watched by lifeguards which than again be quite dangerous.

54  
 55 **Not Effective**

- 56 • Providing/moving ramps if ramps are lost.

- Address this topic in a village specific manner (if no or minimal pedestrian traffic, could be used safely by vehicles also)
- Only extent ¼ mile, instead of a ½ mile.

***I.C.6 Open all beaches in front of all villages to ORVs outside of the seasonal ORV closure dates.***

***I.C.7 Establish/increase parking on the edge of each village.***

**Definitely Effective**

- The goal should be to decrease the random parking along side hwy 12 due to safety reasons. However, more large parking lots should be limited to the currently developed areas. The overarching goal is the safety of the non-ORV visitors but not's let sacrifice the green spaces for visitor parking lots in undeveloped areas.

**May Be Effective**

- Increase parking along the entire beach.
- If this is done [increased parking around the villages], I suggest the expanded areas identified in 1.C.5 be 1 mile on either side of each village.

***I.D. Village-Specific Management Approach for Beaches in Front of Villages***

***I.D.1 Establish village-specific dates for seasonal ORV closures in front of villages.***

**Definitely Effective**

- Could work. For example Ocracoke District has a different visitation pattern than other Districts. Should be revisited on say a five (5) year time frame to review new/changing patterns.

***I.D.2 Establish year-round ORV closures on the beach in front of some, but not all, villages.***

***I.D.3 Expand passive recreation areas (e.g., 1/2 mile, 1 mile) on either side of some, but not all, villages.***

**Not Effective**

- All villages should have year round passive recreation areas with a minimum of 1 mile on either side of the villages

***I. D.4 Evaluate and expand parking on a village-by-village basis.***

**May Be Effective**

- Expanded in-village parking should be evaluated and should not be considered for the edges of the villages. In order to fully utilize the seasonal closures, additional in-village parking should be considered for those visitors that are renting soundside and do not have access via ORV or via oceanfront accommodations.

***I.E. Consistent Management Approach for Beaches in Front of NPS Campgrounds and for Lifeguarded Beaches***

***I.E.1 Designate passive recreation areas in front of all campgrounds during the summer season.***

**May Be Effective**

- However, limit the ORV restriction to daylight hours or while the beach is open and lifeguards are on duty. Also, only implement this in front of campgrounds that are actually open for business, not shutdown for the season (Cape Point).

1 ***I.E.2 Designate passive recreation areas in front of lifeguarded beaches during the summer season.***

2  
3 **May Be Effective**

- 4 • Limit the ORV restriction to daylight hours or while the beach is open and lifeguards are on duty.

5  
6 ***I.E.3 Designate an ORV pass through corridor (no parking) in front of campgrounds on the upper beach, and designate the lower beach as a passive recreation area (e.g., pedestrians, sunbathers, beachcombers, anglers, surfers, etc.).***

7  
8  
9  
10 **May Be Effective**

- 11 • As written I do not agree with this alternative for beaches in front of campgrounds. I suggest there is enough  
12 area to allow 30 feet of "hood to tailgate" ORV parking on the upper beach with a buffer 15 feet from the toe of  
13 the dune, then an ORV pass through or track. In cases where it is determined there is not enough area to use this  
14 system, an area of ORV parking should be established on either side of the pass through section of beach.  
15 Campground regulations should be separate from lifeguard beach regulations.

16  
17 ***I.F. Case-by-Case Management Approach for Beaches in Front of NPS Campgrounds and Lifeguarded Beaches***

18  
19  
20 ***I.F.1 Continue status quo for lifeguarded beaches i.e., Coquina Beach closed to ORVs during summer season from Nags Head Village line to south of Ramp 2, and closed to ORV during winter season as a safety closure from Nags Head Village line to Ramp 2 (open south of Ramp 2 in winter); Buxton lifeguarded beach closed to ORVs in the summer and Hatteras Island lighthouse area closed to ORVs in the winter; Ocracoke lifeguarded beach closed to ORVs within the campground during the summer, and open to ORV use in the winter use when the campground is not open to visitors. (status quo)***

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24  
25  
26  
27 **May Be Effective**

- 28 • New life guard hires must be educated to be able to explain T/E species justification (and agree with the  
29 Endangered Species Act) to the public.

30  
31 **Not Effective**

- 32 • Ramp 1 should be open all year and Ramp 2 should be closed only when the life guard beach is open.  
33 • Open beach South of Nags Head Sept. 1 to May 30 except as needed for occasional temporary safety & resource  
34 closures.  
35 • Status quo should be challenged regarding ramp 2 should remain open in the off season when there are no  
36 lifeguards . Should also consider opening ramp 1 to ramp 2 during the off season.  
37 • Lifeguard beaches should be established in year round passive ORV areas.  
38 • The Buxton lifeguard beach should be limited to a 3/10<sup>th</sup> of a mile section year around and the remaining full  
39 mile south to Ramp 43 should be open year around to ORV multi-use as this section is rarely used in the summer  
40 and even less in the rest of the year. Congestion at the point could be reduced by opening this one mile north of  
41 Ramp 43 to ORV mulri use all year.  
42 • The Buxton area doesn't have parking access from the lighthouse to ramp 43. From jetties south to the  
43 lighthouse parking area is approximately 500 yards and should be closed. The rest should remain open to ORVs.

44  
45 ***I.F.2 Continue "status quo" for campgrounds (i.e., beach in front of Oregon Inlet Campground, Cape Point Campground, Frisco Campground open to ORV use year round; beach in front of Ocracoke Campground closed to ORV use during the summer season and open to ORV use during the winter season when the campground is closed to visitors). (status quo)***

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47  
48  
49  
50  
51 ***I.F.3 Redefine which areas in front of NPS campgrounds and which lifeguarded beaches are open or closed to ORV use during the camping and lifeguard season on a case-by-case basis.***



## I.G. "Cell System" of ORV Routes to Facilitate Access Around Closed Areas

*I.G.1 Add more ORV access ramps (no more than 2 miles apart) where NC-12 parallels the beach to facilitate access around full beach ORV closures.*

### Definitely Effective

- All Ramps and interdunal roads should be two lanes for safety reasons.
- Ramp 1 should be re-opened year around.
- An interdunal road should be established from Ramp 2 to Ramp 4.
- An interdunal road should be established from Ramp 4 to Oregon Inlet.
- Ramp 20 at the Rodanthe Pier should be re-opened seasonally.
- The interdunal road system between Ramps 23 and Ramp 34 should be re-opened with intermittent crossover roads to the beach. ORV access south of Ramp 38 should go further south past Haulover beach in the off season and replace the Ramp north of Buxton.
- The beach north of Ramp 43 should be re-opened for a full mile all year as it is not used by pedestrians and would reduce the concentration of visitors at Cape Point. Re-open the ramp at the lighthouse old site in the off season. Ramp 45 should be re-opened when the campground is closed.
- The interdunal road from Ramp 44 to east of Ramp 49 should be re-opened with several crossover access point roads to the beach.
- The ramp at the Frisco Pier should be re-opened in the off season and the beach re-opened to Ramp 55 in the off season. Pole Road must be two lanes wide again for safe passage and Spur road widened to two lanes. The beach from Ramp 59 west to Ramp 67 (which should be relocated to the east side of the parking lot) should be open year around to reduce the concentration at the inlet.
- Adding access via interdunal road at ramp 4 to reach bridge area should be put into play.

*I.G.2 Provide strategically located interdunal roads or bypasses (e.g., at spits and Cape Point-South Beach area) where NC-12 is not parallel to the beach. Designate a sufficient number of "cross over" routes to connect the interdunal route to the beach and facilitate access around full beach ORV closures.*

## I.H. Improve ORV Routes and Provision of Additional Amenities

*I.H.1 Improve routine maintenance of access ramps.*

### Definitely Effective

- Stainless steel mesh matting is a good alternative as it will last forever with no maintenance.
- All should be two lanes for safety and routine maintenance would stop the formation of potholes that grow into pools that people drive around into vegetation. Pole Road must return to two lanes and maintained regularly. This should have been standard operating procedure.
- Existing or new ramps should be redesigned. Wider ramps (2 vehicles with entry and exit lanes) that are maintained with mulch or gravel on a regular basis that facilitate efficient access to the beach and avoid congestion should be considered. Vehicles should not stop or park within 200 yard of a ramp, no airing down on approaches to ramps. Ramps should not be constructed or procedures initiated that cause access to be impeded at ramps.

*I.H.2 Improve or redesign "difficult" ramps where inexperienced ORV operators often get bogged down (e.g., Ramp 4 and Ramp 49).*

*I.H.3 Provide more pull-outs on long, narrow ramps and interdunal roads to facilitate vehicles passing.*

1 **I.H.4 Provide adequate parking/staging areas at ORV access ramps to allow for airing down of vehicles before driving**  
 2 **on the beach and to reduce congestion at ramp entrances.**

3  
 4 **May Be Effective**

- 5 • Ramps should be constructed so that they also have benefit to passive recreational users. Ramps should be  
 6 placed on the boundaries between passive and ORV access areas.

7  
 8 **I.H.5 Improve signing of ramps, both on the beach and at the intersection of the ramp with the paved roadway.**

9  
 10 **May Be Effective**

- 11 • Improve signing is not a concern. ORV drivers should be tested on where the ramps are in their written test to  
 12 get an ORV permit.
- 13 • Add positive T/E species importance messages also.

14  
 15  
 16 **I.H.6 Provide permanent restroom facilities (e.g., sweet-smelling vault toilets) and trash disposal containers at high-**  
 17 **use access ramps.**

18  
 19 **May Be Effective**

- 20 • I do not know if “sweet-smelling vault toilets” are the way to go. Cost? Maintenance? What are the alternative  
 21 means of providing toilets? What is done now? Have clevis multrum systems been explored?

22  
 23  
 24 **I.H.7 Work with local businesses to provide air stations near major ORV ramps, or install air stations in the Seashore**  
 25 **if unavailable locally.**

26  
 27  
 28 **I.H.8 Address drainage problems, where feasible, to minimize the size and duration of closures due to flooding.**

29  
 30  
 31 **I.I. Beach Access Alternatives to ORV Use**

32  
 33 **I.I.1 Expand existing parking lots on NPS land and provide boardwalks from lots to the beach.**

34  
 35 **Not Effective**

- 36 • Boardwalk from lots to beach would be very costly and seldom permanent. A well-maintained walking path is a  
 37 better option.

38  
 39  
 40 **I.I.2 Build additional parking lots at strategic locations, such as adjacent to the villages.**

41  
 42  
 43 **I.I.3 Provide parking and pedestrian access at some/all ORV access ramps.**

44  
 45  
 46 **I.I.4 Work with Dare County to identify and increase public parking for beach access within the Hatteras Island**  
 47 **villages.**

48  
 49  
 50 **I.I.5 Establish alternative transportation for Seashore visitors in sensitive resource areas such as Cape Point, Hatteras**  
 51 **Spit, Bodie Island Spit, and South Point on Ocracoke Island. Alternative transportation could include: beach shuttles**  
 52 **(e.g., authorize operators to shuttle visitors around closures) or boat shuttles to spits near marinas.**

53  
 54 **May Be Effective**

- 55 • This would be an area for an entrepreneur. The Park could sell a license to allow operation of such a business.

- 1 • Consider benefits of an Alternate 'taxi' service to be provided by NPS or NPS certified Private Contractors(  
2 shallow boat, ORV, etc ). This service would be designed to provide the best experience for the  
3 visitor(CUSTOMER) with the Best impact on our environment  
4  
5

## 6 **I.J. Access for Commercial Fishing**

7  
8 ***I.J.1 Allow commercial fishing permit holders to use ORVs for fishing access in seasonal and safety closures but not***  
9 ***resource closures. (status quo)***

### 10 **May Be Effective**

- 11  
12 • A few areas should be off limits. I would consider 200 yards from fishing piers and some other selected areas  
13 but generally commercial fishermen that are legal residents of the villages should be allowed in passive  
14 recreational areas to commercial fish.  
15 • Really feel beach commercial fishing should be outlawed as in Florida. This type of commercial fishing is not  
16 economical favorable nor helpful.  
17

### 18 **Not Effective**

- 19 • You should take a page from our reg here in md and keep the commercial guys at least 3 miles off shore at all  
20 times  
21

22 ***I.J.2 Revise types of closures commercial fishermen may enter with ORVs.***

23  
24  
25 ***I.J.3 If passive recreation areas are designated, allow commercial fishermen access through them by ORVs consistently***  
26 ***through the Seashore.***

27  
28  
29 ***I.J.4 If passive recreation areas are designated, restrict commercial fishermen access through them by ORVs***  
30 ***consistently through the Seashore.***

31  
32  
33 ***I.J.5 If passive recreation areas are designated, allow or restrict commercial fishermen access through them by ORVs***  
34 ***on an area-specific basis.***

### 35 **Additional comments regarding ORV management:**

- 36  
37 • Whatever the plan looks like at the end of the process, there must be a transition period to adapt to changes.  
38 Whatever the plan looks like at the end of the process, it will be better if it is realistic, not idealistic.  
39 • Additional parking and walk-over points will reduce the need for more ORV control.  
40 • In high use areas, there could be designated travel corridors and speed limits, which would greatly alleviate safety  
41 concerns. This would only be needed when congestion is high and would not need to apply year round. I do not  
42 believe that ORV use damages the beach. Traces of ORV use vanish quickly with tides, wind, rain, storms.  
43 • More educational programs are needed to inform visitors about the need to protect the threatened and endangered  
44 species. Enforcement of Park rules is much needed.  
45 • The posted speed limit on the beach is 25 mph. I would like to see the posted speed limit reduced on interdunal roads  
46 and beach corridors to reduce the risk of accidents.  
47 • At some point in time there will be damage to existing ocean front structures. There needs to be an established  
48 policy(s) regarding what may be erected, set backs from the high tide mark, re-building, federal flood policy and  
49 • Provide ATV access along with the ORV plan, remove the helmet requirement on beach same as farming operation  
50 or engaged in the act of hunting. 25 mph speed limit on beach combined with the act of fishing usually during the  
51 summer heat along with the salt spray from the ocean is not a safety issue. The helmet requirement should be  
52 removed.

- 1 • The entire seashore should remain a primitive recreational area. The addition of handicap access ramps, toilet  
2 facilities, shuttle service, escorted or guided tours and the like should not be allowed beyond those that currently  
3 exist.
- 4 • Perhaps, introducing a second license-to-fish within specific boundaries may work best. If the mandatory purchasing  
5 of a second license were put into place then fishing would lessen and discipline could more easily be enforced to  
6 those who purchased a second license. In other words, investing in an additional license would also mean gaining  
7 some environmental responsibilities and privileges. The park service could easily withhold ones license if rules were  
8 broken and responsibilities were not upheld.
- 9 • No parking within 200 yards of a ramp. No parking in ORV trails, park vehicles in a way that does not obstruct  
10 access for others. Give Law Enforcement Rangers the responsibility to direct parking in ORV areas that increase  
11 accessibility and create order.
- 12 • No day or night camping on the beach.
- 13 • Designated areas where cooking may be allowed.
- 14 • Designated areas where pets on a leash are permitted.
- 15 • Limits the length of time a vehicle may park on high use beaches (ex. Cape Point).
- 16 • Prohibit adjusting air pressure on ramps (no airing down at ramps).
- 17 • Trash disposal and fish cleaning facilities should be out of sight and situated where they will not affect native species  
18 or attract predators, not where they are most convenient for users.
- 19 • Re-design the ramp system. There are too many ramps. They are inappropriate placed, designed and don't adequately  
20 move traffic. Too many ramps make it difficult to adequately protect and patrol the ocean beach. Keep the old  
21 ramps, where appropriate, to use as emergency ramps and consider the option to temporarily open appropriate ramps  
22 to provide ORV access to areas that are still open to ORV (use to detour around areas that have become temporarily  
23 closed to ORV access).
- 24 • Use the old ramp parking lots to expand Rt 12 passive access parking lots (ramp 34 and ramp 38 for an example).  
25 Rules should be enforceable with fines and penalties for non-compliance.
- 26 • I believe that turtle nesting areas should and must be better managed. Eggs should be moved to better areas so they  
27 have a chance to survive. Many turtle lay eggs in areas that have no chance of survival, but we just put flags around  
28 the eggs. There are other beach areas that do better jobs and even have turtle hospitals.
- 29 • Piping plover and other birds can be better protected for survival – by surround nets and overhead nets.
- 30 • I object to the term “Passive Recreation” being used to refer to all beaches except ORV beaches as almost all users of  
31 ORV's also engage in the activities described in your definition of “Passive Recreation” when on the beaches. Since  
32 all the beaches of the Seashore are recreation beaches I would suggest that the distinction between beaches be limited  
33 to “Lifeguard” or “Swim” beaches, “Multi-use” beaches and “ORV Multi-use” beaches which will fairly describe all  
34 beaches.
- 35 • Consider having a 10 or 15 mph speed limit after dark or after sunset.
- 36 • I feel everyone should pay a fee upon entrance to the park and those fees should be spent only on improvements to  
37 the park. Most importantly, I feel that Congress had clear and special intentions when they named and created the  
38 park. Cape Hatteras Nation Seashore Recreational Area was established for the benefit of the people.
- 39 • Interdunal roads often go through seasonal wetlands – any new roads need to be designed so this does not happen.  
40 Existing roads should be closed when portions are wet to protect water quality and keep the drivers from making  
41 their own detours through wetlands.
- 42 • New parking areas on ocean or soundside should be made with an environmentally friendly surface (not asphalt). It is  
43 a given that these sites will end up eroding into the ocean – so lets not make another source of pollution.
- 44 • No restriction to commercial fishing should be considered. Commercial fishermen respect the beach and its value.  
45 Products of USA are much preferred than the option of imported seafood. Keep the US citizen employed in his trade.  
46 The local commercial fisherman/businessman depends on the ocean and his skills to provide for himself and family.  
47 Denying access is unacceptable. Do not outsource the trade. Restriction would take away the income and cause more  
48 drain on the state's economy to help support an otherwise capable worker.
- 49 • Nothing was mentioned about ORV soundside access. The present soundside access open to ORV should be kept the  
50 same as is, to allow ORV access to the sound in areas are presently there.

- 1 • New Alternative...1.A.3 An alternative that considers opening all historic previously used ramps and interdunal  
2 roads should be developed. In all situations where these historic points of access are not considered, a firm reason for  
3 the closure should be explained, documented and the public should be allowed comment through this NEPA process.  
4 In addition, any alternative that restricts historic access points should provide for public consideration, some sort of  
5 "mitigation" in order to retain public use. Management tools that would meet this "mitigation criteria" could include  
6 expanded parking areas, automatic sunset provisions if the reason for closure are dynamic, or expansion of access in  
7 other areas in the Park.
- 8 • The plan should provide for a system in which major changes can be implemented over time. For example, if an  
9 additional parking lot is deemed necessary, or additional ramp is deemed necessary, the public or the Park should have  
10 a process by which this can be requested and in time granted or denied. In this way, all stakeholders will have some  
11 input in the ORV plan as uses for the Park grows and needs change.

## 12

## 13 2. Education and Outreach

### 14 2.A. Education and Outreach on ORV Management and Related Resource Protection Issues

#### 15 2.A.1 Provide information about endangered species at the visitor centers. (status quo)

##### 16

##### 17

##### 18

##### 19 Definitely Effective

- 20 • Expanding the species information to motels, bait shops, beach stores and other similar facilities.

#### 21

#### 22

#### 23 2.A.2 Provide educational and outreach materials regarding the impacts of trash disposal, wildlife feeding, fireworks, 24 and pets on sensitive resources at the Seashore. (status quo)

##### 25

##### 26 Not Effective

- 27 • Educational outreach materials need to be included in the glass enclosed signage at ramps. Also, NPS should put  
28 together a brief cheat sheet and ask rentals to post the sheet. This is where most people look.
- 29 • A few signs regarding the issue at the lighthouse and possibly a seminar added to the Jr. Ranger program would  
30 be sufficient.

#### 31

#### 32 2.A.3 Notify the public of species management closures that temporarily limit ORV traffic, which would include sending 33 a press release to local and regional newspapers and contacting local tackle shops and ORV organizations when 34 species closures are established or reopened. (status quo)

##### 35

##### 36 Definitely Effective

- 37 • Create a website with this information and publicize it so people can check before they leave home.
- 38 • Maybe an alert service could be created to notify interested parties via portable devices.
- 39 • I would recommend circulation thru local real estate rental agencies and hotels/motels also.
- 40 • As well as posting local TV channels that outline the usage of ORVs on the beach, such as Outerbanks Angler

#### 41

#### 42

#### 43 2.A.4 Provide information to local shops, the Seashore website, and the local cable TV channel.

#### 44

#### 45 2.A.5 Hire more park rangers to provide additional informal education/stewardship.

##### 46

##### 47 May Be Effective

- 48 • Maybe not hiring park rangers but enlisting the use park volunteers.
- 49 • Hiring or having local groups help remove trash debris, repair dunes is better than more rangers just patrolling  
50 the grounds. Although I have called NPS about violations and they never responded.
- 51 • Use the Resource Management Summer Hires for this.

1 **Not Effective**

- 2 • This could be accomplished by developing programs with user group organizations at little cost and or  
3 developing internship programs with local high school or college students. Training programs for these interns  
4 could be conducted by both local user group organizations and NPS staff in order to keep costs low and  
5 maximize user group "ownership" or "stewardship" of the park.

6  
7 **2.A.6 Expand the "Know Your Park" speaker series to include programs on ORV management and related resource**  
8 **protection issues.**

9  
10 **Definitely Effective**

- 11 • Having audio-visual components in every speaking event.

12  
13  
14 **2.A.7 Improve signage in the Seashore so beach closures and Seashore resource information is readily available and**  
15 **presented in a clear manner to the public.**

16  
17 **Definitely Effective**

- 18 • Make the ramp numbers consistent with the Highway 12 mile markers.  
19 • More creative signs are needed, e.g. Possibly similar to fire hazard condition signs; eye catching colors, large  
20 easy to see charts, maybe even solar powered lighting etc

21  
22 **May Be Effective**

23 New ideas:

- 24 • Adding a pedestrain with a line to the ORV with the line would help.

25  
26  
27 **2.A.8 Partner with other federal, state and local government agencies to develop and distribute joint information about**  
28 **ORV use and protection of beach resources.**

29  
30  
31 **2.B. Education and Outreach for Local Interest Groups and Other Interested Citizens**

32  
33 **2.B.1 Solicit from interested parties how to convey information about the species management program. (status quo)**

34  
35 **Definitely Effective**

- 36 • The park should have both an ORV and a Natural Resource subcommittee reports to an overall CAHA citizen  
37 advisory committee that in turn recommends actions to the park.

38  
39 **2.B.2 Work with local organizations and businesses to ensure wider distribution of ORV and resource protection**  
40 **information.**

41  
42 **Definitely Effective**

- 43 • In insert into the welcome packets for renters would be a good idea.

44  
45 **May Be Effective**

- 46 • Needs more than just this. Need to get on cable TV, in rental houses, campgrounds and motel rooms as well as  
47 retail shops.

48  
49 **2.B.3 Encourage the Visitors Bureau and local tackle shops to link their websites to the Seashore's website to ensure**  
50 **different segments of the visiting public have up-to-date information on beach closures and, if an ORV permitting**  
51 **system is developed, ORV permitting information.**

52  
53 **Definitely Effective**

- 54 • Include also hotels, motels, beach outlets, restaurants, and the many real estate management (house rental  
55 companies) in this program.

1 **2.B.4 Work with ORV groups to develop and implement an ORV operator training program.**  
2

3 **Definitely Effective**

- 4 • Don't limit this to ORV groups, include fishing clubs and conservation groups such as the Coastal Conservation  
5 Association (CCA).  
6

7 **2.B.5 Develop a user-friendly ORV educational program (e.g., video, DVD, or on-line) that could be self-administered  
8 at a variety of outlets such as tackle shops, welcome centers, and NPS offices.**  
9

10 **2.B.6 Encourage ORV groups to provide beach driving information at key access ramps (e.g., Ramp 4) to help novice  
11 drivers.**  
12

13 **Definitely Effective**

- 14 • And provide ORV educational material on their websites.  
15  
16 • Local tackle shops as well – many online fishing web sites would be more than happy to promote these  
17 programs.  
18  
19

20 **2.C. Resource Oriented Education and Outreach Programs Relevant to ORV Management  
21 and Protection of Beach Resources**  
22

23 **2.C.1 Conduct educational programs during the sea turtle hatching season where public school students could learn  
24 about sea turtles by participating in post-hatching nest examinations. (status quo)**  
25

26 **Definitely Effective**

- 27 • Programs should be available to adults also. Beside public school programs it should be offered to community  
28 college and 4 year college students.  
29 • Check out Topsail beach programs. Topsail beach even has a turtle hospital.  
30

31 **2. C.2 Provide information to the public about nesting sea turtles and measures taken by the Seashore to protect nests  
32 and hatchlings. (status quo)**  
33

34 **Definitely Effective**

- 35 • Have rental agencies include a flyer in their contract mailings as well as have information in the rental house  
36

37 **May Be Effective**

- 38 • As long as the NPS also shows the "shortcomings" of natural hatching. Also, it should be explained to the public  
39 the "whys" on natural hatching vs. removal to a safer location due to the changing environment on Hatteras  
40 Island.  
41

42 **2.C.3 Post information about seabeach amaranth at all ORV ramp bulletin boards. (status quo)**  
43

44 **May Be Effective**

- 45 • Such information ought to be included at all public contact points on and off the park, not just at ORV ramp  
46 contact points  
47 • An actual picture of the plant needs to be displayed in the explanation, as well as do's and don'ts when  
48 encountering this plant.  
49

50 **2.C.4 Provide roving interpreters at key beach driving locations to provide information on beach driving rules and  
51 beach resource protection.**  
52

53 **2.C.5 Establish an "adopt a beach" program with local schools or community groups.**  
54  
55

1 **2.C.6 Conduct community clean-ups at known breeding areas right before pre-nesting management begins (before birds arrive). Partner with the Boy Scouts/Girl Scouts on projects (e.g., an eagle scout project for maintaining closures).**

2  
3  
4  
5 **Definitely Effective**

- 6 • Solicit volunteers using avenues such as Surfrider, OBPA, NCBBA, and others.

7  
8 **May Be Effective**

- 9 • The NPS should sponsor clean-ups throughout the year and encourage public participation. There are many families that would like to clean the beaches and the roadsides. The NPS could join the clean-ups and provide the participants with an educational program afterward that helps educate them about why cleaning the beaches is important and how their contributions made a difference.

10  
11  
12  
13  
14 **Not Effective**

- 15 • If the bird club and other environmental organizations can be convinced to drop the conflict of interest argument, this may be a source of manpower.

16  
17  
18 **2.C.7 Involve local environmental groups, such as the Audubon Society, to lead bird-watching tours.**

19  
20 **Definitely Effective**

- 21 • How about using such groups to develop a data base so we have actual numbers of various species.
- 22 • for birds or other wildlife animals. Kayak tours and other means of educ. Tours.

23  
24 **May Be Effective**

- 25 • These environmental groups should also have maps to distribute with alternative routes around closures, along with educating the public as to what birds are there and threatened by pedestrian and ORV usage within the closure.
- 26 • Any group that is willing to conduct programs such as this should be encouraged to do so if the program is open to all visitors and does not require membership in said group. I also suggest these groups be allowed to give out and sell group memberships during these events. If any money beyond memberships is charged, then the group should be considered a vendor and fall under another set of regulations which includes paying a premium fee to do business in the park.

27  
28  
29  
30  
31  
32  
33  
34  
35 **2.C.8 Partner with a local business organization to develop information on resource-based business opportunities.**

36  
37 **Definitely Effective**

- 38 • These "vendors" should be permitted and pay a premium to do business within the park. Monies from these "special use" permits should go to the related budget that maintains the section of the park being used by said vendor as well as to enforcement budgets. I suggest a 50/50 split of this revenue.

39  
40  
41  
42 **May Be Effective**

- 43 • In Ocracoke a business provides tours of Portsmouth Island. Perhaps something similar would do the bird-watching or shell collection tour?
- 44 • A business involved in bird watching, shell collecting, as well as in tune to people that love nature and wildlife, would be an asset to this island.

45  
46  
47  
48 **2.C.9 Increase NPS involvement in local festivals to provide information on ORV use and beach resource protection (e.g., continue Seashore participation in Wings Over Water, participate in resource oriented festivals with a focus on the Seashore such as Wildfest).**

49  
50  
51  
52  
53 **2.C.10 Submit a weekly article about Seashore resource issues (e.g., notes from the Superintendent) to the local newspaper.**



1 **May Be Effective**

- 2 • Worth try, seasonally adjusted to topic.
- 3 • Information should be sent to local ORV/fishing groups for their newsletters.
- 4 • If they include a map of safe ORV and pedestrian access, so as to make the article unbiased, and demonstrate the
- 5 parks efforts to balance recreation in the park with the wildlife.
- 6 • Why not use an RSS feed off of the CAHA website to provide this feed to all interested news orgs and third
- 7 parties? This is a least cost solution that ensures all have timely relevant information

8

9 **2.C.11 Provide a workshop for store owners on beach driving and resource stewardship to help improve the knowledge**

10 **of species life history and reasons for protection.**

11

12 **Definitely Effective**

- 13 • With some sort of "Beach Friendly" window placard.
- 14 • Non resident property owners, and accommodation providers should be included. Realty agencies have annual
- 15 outings for owners where presentations could be made.

16

17 **Not Effective**

- 18 • The park service needs to go to a workshop provided by lifelong residents of the island to improve the park
- 19 services knowledge of the history and importance of beach driving and species life history.

20

21 **2.C.12 Create an "adopt a plover" program and partner with universities and schools to shadow NPS biotechnical**

22 **staff.**

23

24 **May Be Effective**

- 25 • Why not include NCBBA & OPBA, ASA, & United 4 Wheel, they have been asking if they could help provide
- 26 biologists so they get a better understanding.

27

28

29 **2.C.13 Implement more educational programs in local schools and expand the Junior Ranger program to include more**

30 **web-based options to interest youth in Seashore resources and stewardship.**

31

32

33 **2.C.14 If an ORV permit system is developed, include an educational component in the permitting process to promote**

34 **better beach stewardship and safe beach driving practices.**

35

36 **Definitely Effective**

- 37 • I could only support a permit system if it was priced so a person only at Hatteras for a week would still find it
- 38 worthwhile. Also, all funds collected stayed in the Park and were dedicated to be used only for ORV issues and
- 39 management.
- 40 • Should be modeled after Cape Cod National Seashore – people must come in person to see the
- 41 educations/resource film.

42

43 **Not Effective**

- 44 • Might work if self administered over the web, with print out diplomas
- 45 • You can do this without making us buy permits. A pamphlet would do just fine at local stores, tackle shop, parks
- 46 and ramps.

47

48 **Additional new ideas regarding Education and Outreach options:**

- 49 • A CHNS ORV Access Website, kept up to date in a positive and informative manner might be an effective way to
- 50 communicate current status of wildlife activity at each ramp. Or, better yet, a changeable sign at each ramp: The sign
- 51 would show the location and type of nearby wildlife activity and closures. For example "5M N Turtle Nest Hatch By
- 52 Aug 15".

- With the amount of predatory animals in the park, I don't think man and ORV are the main concern. The eggs of u. plover and other endangered species should be collected and hatched in captivity. This has worked in other areas and I cant see why it wouldn't work here.
- Locals, frequent visitors, clubs & associations should be solicited regularly for input, not as individuals producing singulars ideas but as a wealth of knowledge to be shared with park management. Establish an advisory board/group to help with decision making on a regular basis (knowledge is being ignored & wasted by overly zealous managers protecting "their" territories).

### 3. Law Enforcement

**3.A.1 Enforce proper trash disposal (pack in/pack out) and anti wildlife-feeding regulations throughout the Seashore. (status quo)**

**3.A.2 Provide periodic nighttime patrols to observe and enforce compliance with regulations and closures. (status quo)**

#### May Be Effective

- These need to include preventing camping, and drinking of alcoholic beverages, of all kinds, even of canned beer. Law enforcement has been lacking in the past with random nighttime patrols. An enforcement officer has to be there to pick up a phone call for a reported violation at all times.

**3.A.3 Maintain a 10 mph speed limit for essential use vehicles. (status quo)**

**3.A.4 Increase visitor access to information on beach driving requirements.**

#### Not Effective

- Strike the work "requirements" and use the word "courtesy" or "guidelines" or "rules"

**3.A.5 Ensure enforcement has an educational component (e.g., provide equipment for education, video).**

**3.A.6 Standardize signage on all ramps and explain the regulations in place at the Seashore so visitors understand what is considered a violation.**

**3.A.7 Provide signage at Seashore entrances so visitors are aware when they enter the Seashore.**

**3.A.8 Increase presence of law enforcement (LE) personnel on the beach by increasing staffing, as funding allows, and by improving schedules and assignment of existing LE staff.**

**3.A.9 Increase emphasis on patrolling resource closures and issuing violations for resource closure violations.**

**3.A.10 Adjust fines for violations to improve compliance.**

**3.A.11 Raise fines, especially related to dog off-leash and alcohol violations.**

#### May Be Effective

- Community service might be a better route.

**3.A.12 Lower fines for the first dog off-leash offense, but increase fines for second offense to encourage citing people with dogs off-leash and reporting of violations.**

**3.A.13 Use a tiered fine system for all offenses starting with a lower fine for the first offense, increasing with each subsequent offense.**

1 **3.A.14 Reduce current Seashore-wide speed limit from 25 mph to 15 mph year-round.**

2  
3 **3.A.15 Provide electronic speed signs ("posted speed limit" vs. "your speed" signs) at congested locations.**

4  
5 **3.A.16 Selectively do radar enforcement of speed limits on congested beaches.**

6  
7 **3.A.17 Prohibit beach fires from 11 pm to 5 am.**

8  
9 **Not Effective**

- 10
- 11 • Prohibit all recreational activities and access from 11 pm to 5 pm if there is not sufficient Park staff to patrol the area.
  - 12 • Requiring a free permit , possibly available on the internet, to limit the location of the fire.

13  
14  
15 **3.A.18 Close beaches to ORV use from 11 pm to 5 am year-round.**

16  
17 **3. A.19 Limit the number of vehicles allowed in highly congested areas during high visitation weekends (when one vehicle leaves, another vehicle is allowed entry).**

18  
19  
20 **3.A.20 Prohibit alcohol Seashore-wide.**

21  
22 **3.A.21 Enlist citizens as volunteers to provide information (including the beach ambassador programs) regarding rules and regulations of the Seashore.**

23  
24  
25 **3.A.22 Establish and publicize a phone number the public can use to report violations on the beach.**

26  
27 **3.A.23 If an ORV permit system is developed, educate permit holders to ensure they are aware of the regulations before they operate ORVs at the Seashore.**

28  
29  
30 **3. A.24 If an ORV permit system is developed, revoke beach access permits for serious violations.**

31  
32 **Additional comments regarding Law Enforcement options:**

- 33
- 34 • I would ban pets from being on the beach before I would enforce the dog off leash rules. In Rocky Mountain National Park, pets are permitted in vehicles but not on park trails etc. Banning alcohol from the Seashore will be impossible to enforce, and your rangers already know this.
  - 35
  - 36 • Would be a great idea for the numbers of law enforcement officials to be posted. Most law abiding people take great pride in Cape Hatteras National Sea Shore and will welcome the chance to help police themselves and others who don't respect our great treasure.
  - 37
  - 38 • Anybody doing Park Service work needs to be in a uniform, this includes anybody going inside a resource area. A reflective vest is also a good idea.
  - 39
  - 40 • Dogs off leash should be a ticket first time, every time. The same for anybody walking their dog without a means to pick up the poop. No bag, ticket.
  - 41
  - 42 • If an ORV doesn't have a trash bag/container readily available when asked that should be a fine, there is no excuse.
  - 43
  - 44 • Additional rangers are needed to enforce the existing laws. There should be at least one (1) ranger for each ramp or beach access. A ranger should not have to cover any more area than between ramps. If they have to cover more area than this, their response time is to long.
  - 45
  - 46 • Rangers should patrol in undercover vehicles and uniforms at random intervals and locations at various times of the day. Passive areas should be patrolled on foot. Law enforcement officers should perform dual roles and be able to conduct interpretive programs and resource management, multi task by combing turtle patrol with normal patrol duties and informational resource programs with patrol duties.
  - 47
  - 48 • ORV's cannot have more than a 6 inch lift kit. (This excludes many of the trouble makers and abusers on the beach.)
  - 49
  - 50 • Tire size should be oversized but cannot be over a 325 width and non-aggressive type tire. (This requirement goes hand in hand with the 6 inch lift maximum that again gets rid of the "monster" type" vehicles and again gets rid of many of the abusers of the beach. 3-A-11 Raise fines, especially related to dog off-leash and alcohol violations.
  - 51
  - 52
  - 53
  - 54

- 1 • We need more handicap. There is only 1 ramp for these people who live all year around, and ramps for the handicap,  
2 all year around from Salvo to Hatteras Village.
- 3 • To not unduly burden the NPS with a high cost enforcement. On each ramp, place signage with large bold lettering.  
4 Ranger on duty, cell phone # 1-252-, report any ORV violations, right away, vehicle, make color, and license number  
5 very helpful. This way everyone can be eyes for enforcement for the NPS and will likely cause people to think first.
- 6 • The NPS should send a message to all ORV operators on Seashore beaches that they will not tolerate intentional  
7 driving in closure area, on sand dunes, or any other restricted areas. Their policy should be that anyone caught  
8 driving in illegal area will have their vehicle seized on the spot and not returned to them until their court date. This  
9 policy should also apply to serious alcohol related driving infractions., this get tough policy should be advertised in  
10 advance of its implementation, but when in effect strictly enforced violator.
- 11 • Change the boundary between the units. It is senseless to have 23 to 27 with the northern group while the rest is with  
12 the south. 23-27 is very heavily used and by having the 23-34 split, it becomes a "step child". In years past I would  
13 see a park ranger on most of my beach runs. Now it's the exception. Even when I see one they seldom stop, almost  
14 like they are on the clock! Enforcement is the answer.

## 18 4. ORV Permits

### 19 4.A. Establishment of a Permit System

#### 20 4.A.1 Continue option of allowing vehicular beach access without requiring permits. (status quo)

##### 21 May Be Effective

- 22 • The pedestrian user should wear a sticker on his or her shirt with colors such as red for weekly and blue for  
23 yearly. The yearly permit holders should also have one duplicate copy of the sticker in his or her wallet as well.

#### 24 4. A.2 Establish a permit system for ORV use.

##### 25 Not Effective

- 26 • An alternative may be however to require each ORV operator to belong to an association like NCBBA. This  
27 would allow education and peer pressure to be leveraged. If any type of permit system is implemented it would  
28 need to be based on low admin costs, high on operator education, and be easily obtained. There should not any  
29 type of limit on the number of permits. No first come first serve and no lotteries, etc.

### 30 4.B. Permit Requirements (if a permit system is implemented)

#### 31 4.B.1 Require permit applicants to watch an informational video before they are issued a permit. The video would 32 provide education on Seashore resources and proper ORV driving techniques.

##### 33 Not Effective

- 34 • If permit is necessary and mandated by NPS then the permit should be at the entrances of the seashore and be for  
35 all users of the park (not just ORV users)

#### 36 4.B.2 Develop a "drivers test" that would be required before issuance of permit. The permit applicant would need to 37 take this test after viewing a video either in person or on-line.

##### 38 May Be Effective

- 39 • But could this be tied to an endorsement on their current drivers license.

1 **4.B.3 Provide a permit sticker that would be placed on the ORV bumper for annual permits, a mirror hanger for weekly**  
 2 **permits. A visible permit on the vehicles would encourage peer pressure and reporting of non-permitted vehicles.**  
 3

4 **Definitely Effective**

- 5 • Would like to see the sticker on the windshield, back glass or both. Not everyone wants a bumper sticker.  
 6

7 **May Be Effective**

- 8 • The permit should have an ID number associated to a particular driver.  
 9 • There needs to be some type of a gate or queue to access the beach with an ORV.  
 10

11 **Not Effective**

- 12 • Should a permit be needed then notice should be put at each ramp and only a free permit given out at NPS  
 13 locations or downloaded similar to USFW permit in Pea Island.  
 14

15 **4. B.4 Require all ORV permit holders to carry a signed copy of the rules and regulations while operating an ORV on**  
 16 **the beach.**  
 17

18 **May Be Effective**

- 19 • Require if able to download booklet or pick up at any NPS office. Tackle shops would support this if permit  
 20 were like the USFW permit that is free and down loaded from the internet.  
 21

22 **4.B.5 Assign permit to the vehicle.**  
 23

24 **Definitely Effective**

- 25 • Definitely effective, but the permit should have the information of the permit holder in the event there is a  
 26 violation.  
 27

28 **Not Effective**

- 29 • Permit would have to be displayed on the vehicle but all of your prior qualifications apply to a driver not a  
 30 vehicle. A permitted driver would have to display permit on the vehicle he is driving...  
 31

32 **4.B.6 Assign permit to the operator.**  
 33

34 **Definitely Effective, May Be Effective**

- 35 • Certification as an ORV operator INSTEAD of Permit.  
 36

37 **Not Effective**

- 38 • A possible solution would be to give the driver a wallet card permit and return again to the mirror hanger vehicle  
 39 display which could be taken with the operator.  
 40  
 41

42 **4.C. Permit Distribution (if a permit system is implemented)**  
 43

44 **4.C.1 Issue permits only at NPS offices to ensure completion of education component**  
 45

46 **4.C.2 Make permits readily available through tackle shops, other businesses, NPS offices, and/or the Outer Banks**  
 47 **Visitors Bureau or other welcome centers.**  
 48

49 **4.C.3 Make permits available on-line.**  
 50

51 **Not Effective**

- 52 • Applicants should be required to make an in-person appearance at an NPS office.  
 53

54 **4.C.4 Use the North Carolina saltwater fishing license system as a model for distributing ORV permits.**  
 55

1 **4.C.5 Develop a computer-administered system for ORV permitting that allows the NPS to gather demographic**  
 2 **information on permit buyers.**

3  
 4 **4.C.6 Construct a system of kiosk stations that issue ORV permits.**

5  
 6  
 7 **4.D. Permit Fees and Types (if a permit system is implemented)**

8  
 9 **4.D.1 Issue only annual permits.**

10  
 11 **Definitely Effective**

- 12 • Senior citizens should have a life time permit with no annual fee

13  
 14 **May Be Effective**

- 15 • 2 years better.
- 16 • Be able to renew year to year without testing again. Make it an annual permit fee for 12 months.
- 17 • Should follow the NC saltwater license rules. NC resident and non-resident rates. 3 day, two week and annual
- 18 rates.

19  
 20 **Not Effective**

- 21 • Permits should be based on duration of use. The more you use the beach as a highway, the more you should pay
- 22 for the privilege.
- 23 • Should be patterned after NC hunting license options. Might not be able to charge more for out of state.

24  
 25 **4.D.2 Issue both annual and two-week permits.**

26  
 27 **Definitely Effective**

- 28 • If there is a minimal charge then you have to make it available for both annual and the a shorter duration the
- 29 same as the NC Fishing License.

30  
 31 **May Be Effective**

- 32 • If a permit system becomes necessary, users need the option for annual, two week and even lifetime.
- 33 • Annual, two week, one week, and even 1-3 days would be required.
- 34 • Why not issue multi-year permits or permits that do not expire?

35  
 36 **Not Effective**

- 37 • Permits should be based on duration of use.
- 38 • If a permit is issued it should be available to pedestrians on a two week basis. The ORV user should be permitted
- 39 only yearly so as not to add confusion to the process of ticketing by NPS officer

40  
 41 **4.D.3 Do not charge a permit fee.**

42  
 43 **May Be Effective**

- 44 • For current residents with 10 or more years as full time residents for both Hyde and Dare County, issue a free
- 45 life time permit.

46  
 47  
 48 **4.D.4 Charge a permit fee based on duration of permit.**

49  
 50  
 51 **4.D.5 Establish fee permits for congested areas only; ORV users of "non-congested areas" would obtain free permits.**

52  
 53 **4.D.6 Base permit fees on "cost recovery" for administering and distributing the permits.**

1 **4.D.7 Base permit fees on "cost recovery" for administering the entire ORV management program including additional**  
 2 **ranger vehicles, research to establish carrying capacity standards and indicators, research on the effects of ORVs,**  
 3 **monitoring, additional and improved fish cleaning stations, or any other element included in an ORV management plan.**

4  
 5 **Definitely Effective**

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 55
- I would like it that if I bought the NPS annual park entrance pass (that I have used in Colorado to get into Rocky Mountain National Park and Mesa Verde National Park), I would automatically be put into the ORV access permit database and my NPS park pass would be my ORV permit. Don't know how this works with my view on issuing the ORV permit to a vehicle rather than a user/driver, but I shouldn't have to pay twice for access to the Seashore beaches.

12 **May Be Effective**

- If implemented, should include all visitors, not just ORV operators.
- Included in cost should be resource management also. ORV has a tremendous impact. The Executive Order issued by President Carter requires on-going monitoring to ensure the ORV plans is not impacting wildlife and natural resources. That must be part of the cost of doing business for the park.

18 **4.D.8 Adjust permit fees periodically (e.g., every 3 years) based on administrative costs.**

20 **May Be Effective**

- Five years would be more effective.
- Adjustment for fee administration should provided for as long there are audits of the fund revenues and expenses.

25 **Not Effective**

- Use NC hunting license procedures as a guide.
- Have the fees same as NC license fee. (Meaning the same dollar fees charged based on time of permit) Adjust as NC saltwater license fee is adjusted. Or, no adjustments allowed for 3 years from date of change. Annual fee increases, are bi-annual would not be acceptable to me.

31 **4.E. Permit Quantity (if a permit system is implemented)**

33 **4.E.1 Issue an unlimited number of permits Note: Site specific capacity limits on the number of vehicles in congested areas could apply (see option 4.E.3)**

36 **Definitely Effective**

- Model after color coding of Dare County Re-entry Permits. Give high use areas a specific color. Multiple plastic color coded self cling permit stickers could be issued.

40 **Not Effective**

- What would be more effective is managing the vehicles and fishermen that like to park and fish where the beach is narrow, such as just south of ramp 4 and the narrow area where the turtle nest was at 44. There are several spots between 23-34 that are narrow and easily blocked.

45 **4.E.2 Limit the total number of permits issued.**

47 **4.E.3 Limit the number of vehicles on the beach, such as in congested areas, at any one time instead of limiting the number of permits issued.**

50 **May Be Effective**

- Use time weighted averaging, on a 24 hour basis.

**4.E.4 Issue permits for Seashore-wide access.****Definitely Effective**

- Model after color coding of Dare County Re-entry Permits. Give high use areas a specific color. Multiple plastic color coded self cling permit stickers could be issued.

**4.E.5 Issue permits for site-specific access.****May Be Effective**

- For temporary closure areas in front of towns only. General beach access should have no permit or inhibition other than drivers license.

**4.E.6 Apply limits on numbers of permits or vehicles only to congested areas (e.g., spits and Cape Point). Areas would be managed adaptively so if visitation at currently non-congested areas increased, these areas could be added.****4.F. Other Permit System Options (if a permit system is implemented)****4.F.1 Establish an education component for natural resource awareness and understanding of the Seashore regulations as a requirement for obtaining a permit.****4.F.2 Work with local organizations to provide beach driving training related to permitting.****4.F.3 Revoke permits for certain violations (drunk driving, unsafe operation, resource closure entry); permits would be revoked for the remainder of the permit year.****Definitely Effective**

- A minimal response necessary and expected along with fine or jail time appropriate to nature of violation.
- Some violations deserve revocation of several years to permanent revocation of the privilege to drive on the Park beaches. Drunk, a year to several years and/or included LOCAL community service. Willful "resource closure entry" permanent revocation that can be brought back with "local community service" for several years.

**4.F.4 Issue different permits for each island (color coded) to consider different carrying capacities for different islands.****Definitely Effective**

- And even color code high use areas.

**4.F.5 Use a permit system as an educational tool requiring a contact, possibly on-line, so education and information can be provided.****4.F.6 Provide a built-in periodic review process (2-5 years) to determine if the permitting system is functioning correctly. The system would be adaptive so NPS can react to increasing demand and Seashore use.****May Be Effective**

- I would recommend 1 year review after implementation, and then every 2-3 years afterwards.

**Additional new ideas regarding permitting options:**

- Develop a list of "must carry" items for all ORVs; shovel, jack boards, tire gauge, tow rope/chain, portable toilet first, aid kit, etc. If a ORV doesn't have an attachment point on both the front & back where a tow rope/chain can be attached, it should not be allowed on the beach. That is a cost the driver has to bare so they can enjoy the park. When



1 a "permit" is "revoked" for drunk, unsafe driving, or "resource closure violation" local community service can be  
 2 used by the offender to "buy back" their privilege to have a permit in the Park. Local community service has to  
 3 benefit the Park and/or the local community. Volunteering to work for/ with NPS staff distributing literature,  
 4 repairing resource closure fencing, beach cleanup, or goodwill ambassador can be used, the offenders awareness that  
 5 breaking rules and laws, have serious consequences. There could be a program that a driver could take a test (in a  
 6 NPS office) that would teach an in depth knowledge of ORV issues, conservation beach rules, etc. that with a passing  
 7 score the driver would get a special (color & style) of hang tag. This would set them apart, and garner respect. Some of  
 8 us "do" try to set a good example.  
 9

- 10 • Issue a lifetime permit for one (1) nominal fee to seniors over 65. This offer could be similar to the NC saltwater  
 11 fishing license. This permit should only be offered to NC residents and NC non-resident property owners. These  
 12 people have monetary investments in the area  
 13
- 14 • I favor a system where the Park is divided into 6 geographical ORV units: Bodie Island, North Hatteras Beach, Cape  
 15 Point, Hatteras Inlet, North Ocracoke, South Ocracoke. There should be one driving permit that is good for driving  
 16 anywhere it is allowed in the Park. Each of the individual ORVs units should have separate ORV carrying  
 17 capacities. When one unit's carrying capacity is reached a visitor would have the option to queue up until a space is  
 18 made available or try another unit. Anyone who passes the test should be entitled to get an ORV permit for  
 19 themselves and their vehicle. Selling a limited number of permits is not an impartial way of managing the resource.  
 20 Everyone should have the same opportunity to drive on the beach. High use areas, like Cape Point, should  
 21 incorporate a shuttle system in place to afford those people that do not have an ORV, ORV permit, or do not want to  
 22 wait in a queue an opportunity to recreate in that unit. Individual vehicles should be licensed. Unlicensed drivers  
 23 may drive a licensed vehicle if a licensed operator is in the vehicle or licensed drivers can drive other properly  
 24 licensed outfitted vehicles. Fees for license should be commensurate for all the cost associated with ORV  
 25 management (including but not limited to resource management directly related to ORV, use extra patrol vehicles  
 26 and law enforcement rangers) There should be no charge for individual licenses. Only vehicles should be required to  
 27 have a paid license. If permits fees are not commensurate to the cost of enforcing all the costs of ORV management  
 28 then suitable funds have to be established before ORV use can proceed. If funds are insufficient then ORV access  
 29 should be restricted until funds are obtained. Consequences for violations should range from warnings and minor  
 30 fines to lifetime loss of driving privileges. Drivers should be responsible for finding out the most current regulations  
 31 and special conditions. The NPS should have a dedicated updated phone line with a recorded message of any changes  
 32 to ORV use and posted rules at consistent appropriate locations.  
 33
- 34 • I do believe that there should be a local committee that oversees the NPS in any dealing with permits. That is with all  
 35 procedures, costs, limits, etc. dealing with permits.  
 36
- 37 • \$75 - \$125. for an annual daytime permit affixed to the rear drivers side bumper. \$35. for a two week daytime ORV  
 38 permit. \$200 - \$300. for a limited Overnight permit (i.e. ORVs can only drive a limited distance from the ramp to an  
 39 overnight vehicle area and park on the back beach section: see Cape Cod NS ORV permit system). Each year prior to  
 40 paying for a permit all drivers must watch a rules and beach resources AV program of approx. 10 min and sign their  
 41 registration card verifying they watch and understood the AV program and know their permit will be revoked if rules  
 42 are broken. I have a sample AV program used at Cape Cod for this purpose in the 1980s if anyone is interested in  
 43 viewing.  
 44
- 45 • Charge everybody for park use, not just ORV users. Have a gate at Whale Bone Junction and Ocracoke Ferry Dock.  
 46 Charge a fee for every person who enters the park. A toll booth at each location should work.  
 47
- 48 • Any of the permits should be applied to both user groups, both ORVs and pedestrians. If the ORV user is limited to  
 49 marked corridors with pullout every 50 yards and two lanes, the user is limited to that space. The ORV user can only  
 50 reach the water as a pedestrian user after his ORV is parked within a pullout. A pedestrian user can come into contact  
 51 with closures, if closures are properly bypassed by corridors, the ORV users are pedestrian users. Both ORV and  
 52 pedestrian permits should be required if a permit is to be issued.  
 53
- 54 • To avoid discrimination, all users of the seashore would have to be permitted. Cottage owners, seek privatization of  
 55 their beaches would have to ensure that renters, passive so called rec users had permits. Charge everyone who enters  
 56 the seashore \$5.00 permit  
 57

## 5. Other ORV Management Issues

### 5.A. Carrying Capacity

#### 5.A.1 Do not establish an ORV carrying capacity for the Seashore. (status quo)

##### Not Effective

- I sincerely do not believe it is possible to establish a "carrying capacity" as that term is generally understood. I do believe there is a number, perhaps the number there on the busiest day of (say) 2007 plus 10 percent, which should represent a "cap" on visitation. CAHA cannot absorb more visitors forever and somewhere it has to end. Making that number public now can save a lot of grief in years to come.

#### 5.A.2 Establish an ORV carrying capacity for the Seashore.

#### 5. A.3 Establish an ORV carrying capacity for heavy use areas at the Seashore.

#### 5.A.4 Develop indicators for determining an ORV carrying capacity for the Seashore.

#### 5.A.5 Determine how many vehicles could fit at a certain beach and restrict further beach access once this number is reached.

#### 5.A.6 Limit numbers such that ORVs can be parked on the beach in a single row for safety reasons. For example, if up to 21 ft. of space were allowed per vehicle (21:1), which is sufficient for most vehicles to open doors on both sides and still have room between vehicles, a one mile section of beach could hold approximately 250 vehicles parked one deep perpendicular to the beach. The ratio (21:1) could differ for high use areas and lower use areas. The capacity of an area could vary based on the current amount of beach accessible to beach driving, which may vary due to closures.

#### 5.A.7 Allow for more capacity in certain areas. For example, designate Cape Point a sport fishing area and allow cars to park two deep. Users in this area would expect it to be crowded and could go to a lower capacity area for other uses.

#### 5.A.8 During special events, limit access to no more participants than the ORV carrying capacity allows.

#### 5.A.9 Determine ORV capacity based on peak use and reevaluate this level occasionally to determine where this use occurs.

#### 5.A.10 Base ORV capacity on the resource conditions. Determine the level of activity tolerated by Seashore species to determine this level of use.

#### 5.A.11 Determine an ORV carrying capacity based on the effort required for law enforcement (LE) vs. available LE resources to preserve quality and safety.

#### 5.A.12 Limit or prohibit vehicles at the spits and Cape Point during the breeding season.

##### May Be Effective

- Create an ornithology lab on the core islands. Increase bird habitat there. Study the birds more closely in this lab. Collect eggs and incubate chicks to keep them going. Instead of certain groups using their money to get people off the beach. Use the money to create habitat and study birds in those areas already set aside. Build a wildlife refuge on the core islands and create a more perfect environment. Could become a self supporting tourist attraction.

#### 5.A.13 Regulate types of vehicles on the beach.

##### May Be Effective

Only state licensed 4 wheel drive vehicles should be allowed on beach. The superintendent would have authority to allow non-four drive wheel drive on beach if the ORV is shown to be operable on the beach and not a safety hazard. If a

1 vehicle on the beach is shown to be a safety hazard, the superintendent will have right to remove vehicle from the  
2 beach.  
3

4  
5 **5.A.14 Provide the ability to adjust an established ORV carrying capacity as the Seashore becomes more crowded.**  
6

7 **Not Effective**

- 8 • Severe restrictions and permits should be effective year-round. The natural resources are no less valuable and  
9 vulnerable in winter.  
10

11 **5.A.15 Issue night fishing permits for a limited number of consecutive nights in any one area.**  
12  
13

14 **5.B. Sanitation/Waste Management**

15  
16 **5.B.1 Evaluate dumpster locations and provide predator-proof dumpsters.**  
17

18 **5.B.2 Evaluate portable toilet locations and provide portable toilets at high use ORV access ramps.**  
19

20 **5.B.3 Provide dumpsters and restroom facilities only in developed areas (e.g., adjacent to parking lots) and not at trail  
21 heads or boat launch areas.**  
22

23 **5.B.4 Relocate dumpsters, portable toilets and fish cleaning tables away from sensitive resource areas.**  
24

25 **5.B.5 Implement a trash cleanup plan and educational program.**  
26

27 **5.B.6 Initiate a "trash-free" Seashore program (Leave No Trace), such as used at the C&O Canal and other parks.**  
28

29 **5.B.7 Provide a mechanized on-site waste disposal system, such as grinding, at all fish cleaning stations to replace  
30 trash cans. Provide the infrastructure to get the waste into the disposal system so fish waste is not put into trash cans or  
31 dumpsters or discarded into the environment.**  
32

33 **May Be Effective**

- 34 • Since the villages were allowed to remain within the Seashore boundary to provide visitor services, why not  
35 have the tackle shops or other business provide fish cleaning stations to visitors. After all, they sell them the bait  
36 and tackle to go fish, so they should help the park by being responsible for the results of the fishing.  
37

38 **5.B.8 Require vehicle operators to carry a personal waste disposal device and institute a pack in/pack out policy,  
39 including human waste.**  
40  
41

42 **5.C. Accessibility**

43  
44 **5.C.1 Provide access for the disabled in accordance with appropriate guidelines (found at Accessboard.gov). (status  
45 quo)**  
46

47 **Definitely Effective**

48 On ORV beaches reserve areas close to the beach for disabled vehicles to park, similar to handicapped parking areas in  
49 parking lots.  
50

51  
52 **5.C.2 Issue a special use permit for areas in front of the villages to allow ORVs to drop disabled visitors off at the  
53 beach and then return the vehicle back to the street. (status quo)**  
54

55 **5.C.3 Provide beach wheelchairs that can be checked out at each Ranger District. (status quo)**  
56

1 **5.C.4 Retrofit existing boardwalks with accessible ramps to provide more opportunities for disabled persons to access  
2 or view the beach.**

3  
4 **5.C.5 Allow disabled visitors to take vehicles into areas closed to vehicles, except resource closures.**

5  
6 **5.C.6 If passive recreation areas are established, allow disabled visitors to take vehicles into some, but not all, to  
7 provide for some completely vehicle-free areas where viewscape/soundscape/ solitude/natural experience have been  
8 identified as important to the visitor experience for that passive recreation area.**

9  
10 **Additional comments regarding other ORV management options:**

- 11  
12 • NPS will need to implement some process to "certify" that a person is disabled. As we have all observed, many  
13 drivers of cars having disabled licensed plates are quite able to access the beach without any assistance.  
14 • More fish cleaning tables are needed at the busy ramps, 4,23,34,38,49,55,59,70 or 72. As well as dumpsters. Places to  
15 dump portable toilets will also have to be increased. Handicapped folks need to get out to the beach with their  
16 fishing gear, they should be allowed a passenger.  
17 • Consider charging a user fee for everyone, similar to the Wright Memorial Park and other National Seashores.  
18 • The carrying capacity example number (21:1) is too high,. The width of the beach is a factor in how many vehicles  
19 can be parked on a beach. The higher the square footage of beach the more vehicles the beach can accommodate.  
20 When deciding the carrying capacity of a beach the turning radius of vehicles should also be considered. Extended  
21 cab pick-up trucks with rod racks attached to the front and back and trucks with camper shells have a larger turning  
22 radius and need more square footage. ORVs make high use areas even more crowded. An ORV footprint is  
23 considerable larger than an individual. An averaged sized ORV takes up about of 100 sq feet of beach, often this is  
24 bigger with cooler and rod racks on many vehicles. The average person takes a few square feet. Less vehicles in an  
25 area increases the carrying capacity for all users. High use areas should have smaller ORV carrying capacities with  
26 alternative means (shuttles) to bring visitors to the area.  
27 • If capacity limits are to be put in place, publish normal heavy-use times that this may affect visitors so that they can  
28 adjust their travel plans accordingly. This would help distribute the visitor load more evenly to reduce the possibility  
29 of a visitor being blocked from accessing favorite beaches.  
30  
31  
32  
33

34 **6. Species Protection**

35  
36 **6.A. Establish Resource Protection Areas, Closures, and Buffers**

37  
38 **6.A.1 Establish closures for American oystercatchers when a territory is established or a nest is located, beginning  
39 March 15. Remove closures when areas have been abandoned for a two week period. (status quo)**

40  
41 **Not Effective**

- 42 • Create habitat inside the plover closures beneficial for these birds. The abandon time could be shortened to 7  
43 days.  
44 • Recommend posting previously used sites and newly created sites prior to the start of the nesting season so that  
45 birds can establish territories without disturbance.  
46 • Only when a nest is established. The last three years 50 Oystercatcher chicks have fledged at CHNS, which is  
47 more than in any previous three year period. There have also been fewer nesting pairs so something must be  
48 happening at their wintering habitat that is reducing their numbers. Wherever they winter is where the added  
49 protection needs to be as we are doing a good job here.  
50  
51  
52  
53  
54

1 **6.A.2 Establish closures in recent breeding areas for piping plover that are adapted to current habitat and**  
 2 **physiographic conditions with symbolic fencing on April 1. Remove closures if no bird activity is seen by July 15 or**  
 3 **when the area has been abandoned for a 2-week period, which ever comes later. (status quo)**

4  
 5 **May Be Effective**

- 6
- 7 • Establish a smaller closure. Remove the plants around the pond at the point & the brush & grasses between the  
 8 pond & ramp 45. There is a huge amount of land there that could be made bird friendly. The birds want to feed  
 9 there, but the grass and weeds make spotting predators difficult. The whole inside area at the Point is getting  
 10 overgrown by vegetation. If this stuff was thinned out, most of the courting/mating & nesting would move  
 11 farther inland. This has not been tried yet, but it needs to be. As it is now the birds nesting locations are moving  
 12 in one direction only. Could this be reversed? Could the beach be kept open the whole season without disturbing  
 13 nesting/feeding? Find out, clear the area around the pond and all the way to ramp 45.
  - 14 • Close the area(s) beginning April 1. If no activity seen by **JUNE 15<sup>th</sup>** or has been abandoned for two-week  
 15 period, reopen. Most PPL nesting occurs earlier in the spring, so this would not be a problem.

16  
 17 **Not Effective**

- 18
- 19 • Closures should be removed when the area has been abandoned for a 2-week period OR no later than July 15.
  - 20 • Piping plover breeding areas should be off-limits to non-official ORVs year-round.

21 **6.A.3 Establish a 150-foot buffer around piping plovers observed in courtship or copulations outside an existing**  
 22 **closure. (status quo)**

23  
 24 **6.A.4 Establish a 150-foot buffer/closure around piping plover nests occurring outside existing closures and expand**  
 25 **closures when necessary, using flexible increments dependent on bird behavior. (status quo)**

26  
 27 **May Be Effective**

- 28
- 29 • If 150-foot buffer is inadequate to protect birds from disturbance, we recommend expanding buffer in fairly large  
 30 increments to reduce the chance that fencing will have to be moved several times. This is necessary since the act  
 31 of moving the symbolic fencing will likely disturb the birds.

32 **Not Effective**

- 33
- 34 • Require 1/4 mile "use limitations" (definitely no ORVs) around any nest or active breeding behavior (i.e.  
 35 territory establishment, courtship, etc.) for habitat preservation, until recovery plan numbers are reached and  
 36 only then lessen limitations as long as monitoring shows no negative effects on wildlife or habitat.

37  
 38 **6.A.5 Establish a buffer/closure for American Oystercatcher nests based on the adults reaction to human disturbance.**  
 39 **(status quo)**

40  
 41 **Not Effective**

- 42
- 43 • Biologists will not be able to monitor enough for this to be effective. American oystercatchers are extremely  
 44 sensitive to human disturbance. We recommend a 150m buffer at this time. If future research at CAHA  
 45 demonstrates that smaller buffers are effective, than it may be possible to shrink buffers in the future.

46 **6.A.6 Establish a buffer/closure of 150-feet to 300-feet around colonial waterbird nests or colonies, based on observed**  
 47 **bird behavior, while maintaining the ORV pedestrian corridor. (status quo)**

48  
 49 **Not Effective**

- 50
- 51 • Same as above. Recommend a 100 - 200m buffer (depending on which species present) based on existing  
 52 literature (Rogers and Smith 1995, Erwin 1989).

1 **6.A.7 Establish closures for colonial nesting waterbirds when a territory is established or a nest located, beginning**  
 2 **May 1. Remove closures when areas have been abandoned for a two week period. (status quo)**  
 3

4 **Not Effective**

- 5 • Recommend establishing closures at suitable nesting habitat by April 1<sup>st</sup>. Colonial waterbirds need undisturbed
- 6 areas for courting and establishing territories. Furthermore, least terns often begin scraping and laying eggs in
- 7 April.
- 8 • until recovery plan numbers are reached establish "vehicle-free beaches" (VFBs) starting March 1.

9  
 10 **6.A.8 Establish a buffer, based on bird behavior and suitable habitat, around territorial or courting American**  
 11 **oystercatcher and colonial waterbirds outside of existing closures. (status quo)**  
 12

13 **Not Effective**

- 14 • Create suitable habitat around the pond at the Point, all the way to ramp 45. Remove predator hiding areas, by
- 15 cutting the grass and bushes. The pond is rich with the foods these birds thrive on, and fishermen will not be a
- 16 problem at all. The open beach created would encourage birds to use this area. Discourage courting/nesting on
- 17 the north beach(ramp23-34) That is valuable human space.
- 18
- 19 • Difficult to implement. Expand the 150' buffer around the nesting sites of AMOY and waterbirds outside of
- 20 existing closures.

21  
 22  
 23 **6.A.9 Establish a 30-foot by 30-foot closure around seabeach amaranth found between April 15 and November 30**  
 24 **(status quo)**  
 25

26 **Not Effective**

- 27 • Seabeach amaranth growing areas should be off-limits to non-official ORVs year-round.

28  
 29 **6.A.10 Establish buffers around unfledged chicks. For piping plover the buffer would be a minimum of 600-feet on**  
 30 **either side of the brood and may require expansion up to 3,000 feet, and for American oystercatcher and colonial**  
 31 **nesting waterbirds, establish a 150-foot to 300-foot buffer for unfledged chicks. (status quo)**  
 32

33 **May Be Effective**

- 34 • Establish ORV passing roads lower speed limits 5 mph or less

35  
 36 **Not Effective**

- 37 • Piping plover and oystercatcher breeding and nesting areas should be off-limits to non-official ORVs year-round.
- 38 • Recommend restricting vehicles in areas with unfledged chicks.

39  
 40 **6.A.11 Close resource protection areas during breeding season. Resource areas would be closed to ORV use during**  
 41 **these times. Pedestrians would still have access to these areas.**  
 42

43 **(No Selection)**

- 44 • Pedestrians could have access path next to nesting areas if birds are not disturbed.

45  
 46 **6.A.12 Adopt some or all of the interim protected species management strategy actions.**  
 47

48 **6.A.13 Use the interim protected species management strategy as a starting point. Identify limitations/concerns with it**  
 49 **and revise accordingly.**  
 50

51 **6.A.14 Assimilate USGS protocol Option B or C to determine resource areas and buffer distances for colonial nesting**  
 52 **birds (for more detail on the USGS protocols, see Appendix A).**  
 53

54 **6.A.15 Assimilate USGS protocol Option A to determine resource areas and buffer distances for American**  
 55 **oystercatcher (for more detail on the USGS protocols, see Appendix A).**  
 56

1 **6.A.16 Assimilate USGS protocol Option A or B to determine resource areas and buffer distances for piping plover (for**  
 2 **more detail on the USGS protocols, see Appendix A).**

3  
 4 **6.A.17 Provide the flexibility to "un-designate" and reopen a resource area through adaptive management if it ceases**  
 5 **to be suitable habitat or to designate a new area that has become suitable habitat.**

6  
 7 **6.A.18 Simplify resource closures so they are easier and less staff intensive to implement (e.g., close west of Cape Point**  
 8 **to Salt Pond Road from April 1 to August 31).**

9  
 10 **Not Effective**

- 11 • Restricting access is not the answer. The NPS needs to consider alternatives such as creating new areas with  
 12 dredge material in the sound, along pea Island, and on the south side of Oregon inlet which would be conducive  
 13 to the plover habitat.

14  
 15 **6.A.19 Establish larger closures for piping plover instead of the minimum buffer so that dawn to dusk monitoring may**  
 16 **not be needed.**

17  
 18  
 19 **6.A.20 Establish pre-nesting closures (i.e., before birds arrive) for American oystercatcher and colonial waterbirds in**  
 20 **previously used areas that are used regularly, if the site still contains suitable habitat (e.g., area between Ramps 23 and**  
 21 **27 and between Ramps 27 and 30).**

22  
 23 **Not Effective**

- 24 • Suitable habitat can be created by clearing the areas on the interior of the Point down to ramp 45. Discouraging  
 25 prenesting behavior on the north beach (ramp 23-34) would allow this beach to be used by humans.
- 26 • provide 100' corridor

27  
 28 **6.A.21 Close all resting/roosting and foraging habitats used by non-breeding piping plovers, including soundside wet**  
 29 **sand or mud flats near inlets, margins of ephemeral pool or pond habitats, and adjacent upland sandy dune or beach**  
 30 **within 50 meters to ORVs and recreation activity.**

31  
 32 **Not Effective**

- 33 • That is, it is a known fact that past winter closures have with no ORV use have encouraged growth of vegetation  
 34 that these birds dislike and caused them to migrate to areas closer to ORV use areas. Close half the section of  
 35 present closed areas now used and with NPS and volunteering groups prepare the open half to better serve the  
 36 birds in coming years. These preparations and allowing ORV use in the area would the habitat for closure of this  
 37 half in the following year when the other half would be done likewise. Then summer closures would be smaller  
 38 and winter closures would be patchwork opened to allow every (?) year these groups would further enhance the  
 39 area for following years and all parties are happier.

40  
 41 **6.A.22 Establish pre-nesting closures for piping plover in suitable habitat used during the last 10 years.**

42  
 43 **6.A.23 Establish pre-nesting closures for American oystercatcher and colonial waterbirds used during the past 3 years**  
 44 **outside areas on spits/points already closed for piping plover nesting. As more data becomes available, the definition**  
 45 **of historical habitat would be expanded, up to a maximum of 10 years.**

46  
 47 **6.A.24 Establish a 150-foot buffer around American oystercatcher and colonial waterbirds exhibiting territorial or**  
 48 **courting behaviors.**

49  
 50 **Not Effective**

- 51 • . Walking toward a nest until signs of disturbing the nesting bird then using this distance plus 15 ft should be  
 52 sufficient.

53  
 54 **6.A.25 Establish a 300-400 foot buffer around American oystercatcher nests.**

55  
 56 **6.A.26 Establish a 300-foot buffer around unfledged American oystercatcher chicks that moves with the brood.**  
 57

1 **6.A.27 Establish a 600-foot buffer around unfledged American oystercatcher chicks that moves with the brood.**

2  
3 **6.A.28 Establish a 300-foot buffer around colonial waterbird nests at the outside edge of the colony (if only least terns are present in the colony). Establish a 600-foot buffer from the outside edge of the colony if other tern species or black skimmer nests are present in the colony.**

4  
5  
6  
7 **6.A.29 Establish a 300-foot buffer around unfledged colonial waterbird chicks at the outside edge of the colony (if only least terns are present in the colony). Establish a 600-foot buffer from the outside edge of the colony if other tern species or black skimmer nests are present in the colony.**

8  
9  
10  
11 **6.A.30 Close the beach between Ramp 23 and Ramp 27 as a resource area to protect nesting areas.**

## 12 **6.B. Establish ORV Routes or Passive Recreation Areas Based on Resource Protection**

13  
14  
15  
16 **6.B.1 Designate a 100-foot-wide ORV and pedestrian corridor. Outside the ORV corridor, prohibit pedestrian access to breeding areas beyond the symbolic fencing. Delineate the corridor with posts placed up to 100 feet above the high tide line. In areas of reduced corridor width (i.e., narrower than 100 feet), post a reduced speed limit of 10 mph. (status quo)**

### 17 **Definitely Effective**

- 18 • The corridor could actually be smaller with pullouts to park vehicle and walk to the beach as a pedestrian.

19  
20  
21 **6.B.2 Establish criteria for designating ORV routes where there would be the least conflict with resources.**

22  
23  
24 **6.B.3 Close some resource areas year-round to the public for all uses.**

### 25 **Not Effective**

- 26 • If one or two feet of sand could be added to the western edge of the vegetated flats area of Ocracoke Spit, an ideal area for nesting could be created and this would be a win win situation.

27  
28  
29  
30  
31 **6.B.4 Establish non-kite boarding zones around resource areas (i.e., have no-launch zones in locations where kite boards, if launched there, might travel into the resource areas). Partner with the North Carolina Wildlife Resources Commission to establish regulations for kite boarding in waters adjacent to high priority resource areas.**

### 32 **May Be Effective**

- 33 • Would need to establish minimum distances that kite boards could be from nesting birds. Would also need to establish guidelines about retrieval of kites. For example, if a kite boarder falls offshore from resource closure, they shouldn't be allowed to come to shore and re-launch, but instead would need to walk their equipment down the beach to outside of the minimum set distance. There should also be guidelines about other extreme sports.

### 34 **Not Effective**

- 35 • Go to these groups (there may be 10 shops with in the park) and educate them on violating these areas and they will self regulate their users and the problem will go away. Violators within the closures should be ticketed and if the problem causes a few of these the word will get out without further rules.

36  
37  
38  
39  
40  
41 **6.B.5 Give more protection to the resource area by reducing the width of the ORV corridor adjacent to it.**

42  
43  
44 **6.B.6 Limit or prohibit vehicles at the spits and Cape Point during breeding season.**

### 45 **Not Effective**

- 46 • Move all the nests and eggs either to an incubator or to Pea Island that is already a wildlife refuge and does not allow ORV access.



**6.B.7 Identify areas and routes with fewest resource conflicts during the breeding season as open to ORV use.****Definitely Effective**

- Encourage birds to nest along Pea Island and other low impact beaches. Limit development. Encourage birds to nest in a less conflicting area with humans.

**6.B.8 Prohibit ORVs and pedestrians in all resource protection closures. (status quo)****Definitely Effective**

- All persons going inside resource closures need to wear NPS or USFW uniforms with reflective vests.
- Add all pets.

**6.B.9 Expand the areas where ORV use is permitted during times of extensive resource closures****6.B.10 Protect the area 10 meters seaward from the toe of the dune by placing it outside of the ORV corridor, except for those few areas where the beach is so narrow that it would preclude an ORV corridor.****6.C. Options for Spits and Cape Point/South Beach****6.C.1 Designate specific resource areas (i.e., bird habitat areas) and set aside these areas for resource protection. These areas could include: South Point, Cape Point, South Beach, the north end of Ocracoke, and all spits.****Not Effective**

- It would make more sense because this is a highly used recreational seashore that instead of closing more areas in populous areas that interested environmental groups and ORV user groups get together and find least used areas that may now not be suitable for such resting/roosting and foraging habitats used by non-breeding piping plovers and prepare and alter the area to make them prime areas for closures for these birds. That is, it is a known fact that past winter closures have with no ORV use have encouraged growth of vegetation that these birds dislike and caused them to migrate to areas closer to ORV use areas. Close half the section of present closed areas now used and with NPS and volunteering groups prepare the open half to better serve the birds in coming years. These preparations and allowing ORV use in the area would the habitat for closure of this half in the following year when the other half would be done likewise. Then summer closures would be smaller and winter closures would be patchwork opened to allow every (?) year these groups would further enhance the area for following years and all parties are happier.

**6.C.2 Maintain east side access to Cape Point to the extent possible. Designate west of Cape Point to Salt Pond Road or Ramp 45 as a year-round or seasonal resource area that would be closed to ORVs.****Not Effective**

- Definitely keep the east side open but allow the west side open also, to reduce traffic from only one direction. In recent years it has been a problem with the west side being closed, especially when the campground road is off limits

**6.C.3 Implement a rest and rotation system at certain locations such as Hatteras Spit. Under this system the sound side could be open to ORV use in the summer while the oceanside would be closed for species protection. In the winter this could be reversed and the soundside would be closed to ORV use and the oceanside open, providing the more sheltered soundside shoreline to wintering and migrating birds as a place to forage.****Not Effective**

- I would suggest perhaps a checkerboard type of rotation instead of such a drastic rotation. The rotation on a large scale will change the vegetation growth would reduce the habitat of the birds
- How about plowing down some of the dunes that have formed on brush & storm trash so there would be larger sand flats for the birds to use.

1 6.C.4 Close certain spits to all public use during part of the year (April 1 to August 15 or when the last birds fly  
2 including terns) or year-round.  
3

4 6.C.5 Close certain spits to ORVs and pets during part of the year (April 1 to August 15 or when the last birds fledge,  
5 including terns).  
6

7 6.C.6 Designate one or more of the spits or Cape Point to be closed year-round to all access.  
8

9  
10 **May Be Effective**

- 11 • Recommend Aug. 31<sup>st</sup> as the end date or when the last bird fledges.

12 6.C.7 Designate one or more of the spits or Cape Point to be closed year-round to ORV access. Area would be open to  
13 pedestrian access outside of breeding season.  
14

15  
16  
17 **6.D. Management Tools Related to Sea Turtles**

18 6.D.1 Encourage concessioners to install turtle friendly lighting (status quo)  
19

20  
21 **May Be Effective**

- 22 • So-called "turtle-friendly" lighting works with loggerhead turtles only. As leatherback and green turtles also nest  
23 on the beaches of Cape Hatteras, no artificial lighting should illuminate the beach during nesting and hatching  
24 seasons (May through November)

25  
26 6.D.2 Establish turtle-friendly lighting standards for all Seashore (NPS) structures (status quo)  
27

28 6.D.3 Establish an approximately 30 feet by 30 feet buffer around sea turtle nests. Approximately 50 to 55 days into  
29 incubation, expand closure to the surfline (status quo).  
30

31 6.D.4 Restrict or prohibit night driving during turtle nesting season dusk to dawn.  
32

33  
34  
35 **Not Effective**

- 36 • Key areas like point and inlet should be lighted to prevent turtle nesting from blocking access.

37  
38 6.D.5 Restrict or prohibit night driving during turtle nesting season throughout the Seashore between 8:00 pm and 5:00  
39 am from June 1 to August 31.  
40

41 6.D.6 Issue night fishing permits to allow nighttime ORV use for fishing access under certain circumstances.  
42

43 6.D.7 Create an "adopt a turtle nest" volunteer program.  
44

45 6.D.8 Work with Dare County to develop turtle friendly lighting standards in the villages and create incentives for  
46 voluntary compliance. Support program with educational component.  
47  
48  
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57

**6.E. Regulate Pet Access**

*6.E.1 Pets must be crated, caged, restrained on a leash or otherwise physically confined at all times in all areas of the Seashore. (status quo)*

**May Be Effective**

- Away from closure areas and high passive use areas dogs could be under the voice command of the owner.
- A low impact area for dog training should exist

*6.E.2 Allow pets on a leash in all locations except within resource protection closures. (status quo)*

*6.E.3 Prohibit pets at spits and Cape Point during breeding season.*

**Definitely Effective**

- Better yet, prohibit all pets from all beaches

*6.E.4 Provide a minimum 300 foot additional buffer distance for bird resource closures for locations where pets are permitted.*

*6.E.5 Prohibit pets everywhere but in developed areas (lighthouses, historic districts, etc.).*

**6.F. Implement Additional Research Programs**

*6.F.1 Develop a local program with USFWS to band and track piping plovers to improve identification of breeding pairs and obtain a long-term analysis on the effect of ORVs and other factors on piping plover.*

*6.F.2 Conduct local research to determine causes of piping plover chick mortality.*

*6.F.3 Conduct local research to determine the impact of ORVs on the beach ecosystem as a whole (e.g., food sources).*

*6.F.4 Experiment with a year-round closure in one prime bird area to let natural processes take place.*

*6.F.5 Work with USFWS, other national seashores, and state wildlife agencies to develop shorebird websites so agencies and the public can track migration up and down the coast of tagged shorebirds.*

**6.G. Other Tools Related to Species Protection**

*6.G.1 Continue existing predator management activities including trapping predators for removal and surveying around nests for signs of predators and erecting predator exclosures around nests with eggs (status quo)*

*6.G.2 Prohibit all fireworks in the Seashore at all times. (status quo)*

*6.G.3 Prohibit kite flying, kite boards, and ball and Frisbee tossing within or above all bird closures. (status quo)*

*6.G.4 Identify opportunities for habitat restoration or enhancement*

*6.G.5 Conduct controlled habitat restoration research using spoil from dredging to cover a vegetated area and create new habitat if funding and the opportunity were available, but not as a scheduled action.*

*6.G.6 Increase core resource management staffing on a year-round basis, instead of relying so heavily on seasonal employees.*

*6.G.7 Turn over management of bird habitat areas to USFWS under an interagency agreement.*

**Additional comments regarding species protection options:**

- There should be areas where pets can be allowed to roam freely.
- If propagation of endangered species is a real goal, it can be far more effectively achieved by incubating the eggs and nurturing the hatchlings and releasing them into the wild under more favorable conditions.
- Historical data over a 10 year period will prove that current policies are a dismal failure. For the period 2000-2006 46.1% of nests were lost which include those that hatched less than 20% of the eggs. Predation is primarily from ghost crabs and only Back Bay National Wildlife Refuge has solved the problem by "caging" the nests. As mentioned earlier, there are many scientific studies, many of which were paid for by NPS that find that with proper management and enforcement ORV operation and shore birds are compatible. Is this NPS monies wasted if these studies are ignored?
- Clear the brush between the pond and ramp 45. There is a huge amount of valuable feeding resources in that area. At Hatteras spit the inside area should also be cleared, this will allow the birds to nest/rest farther from the shore line. The same thing can be done at Oregon Inlet, clear the interior of brush & grasses. This will allow birds to feed at the small creeks and puddles that would form.
- With respect to turtle management, there were no suggestions regarding relocation of turtle nests. Such relocation, could do more to increase the productivity of nesting turtles than all the lighting restrictions combined.
- Regarding Part II Regulatory Framework under Threatened, Endangered, and Other Protected Species, the e.g. needs to be an i.e. and everything definitively listed that defines these "other protected species". An e.g. is too open ended. In III Glossary under U.S. Geological Survey Protocols I have similar concern with "protected species" and "species of concern". All these generic, general, open ended terms need absolute "nuclear safe" definition put to them.
- Why not expand use of Cape Lookout National Seashore for wildlife closures where recreation/economic impact is minimal.
- The Park should engage and seek environmental NGO's and other groups (universities and individuals) that have professionals with expertise, data collecting abilities and resource recovery backgrounds that could assist the Park with resource management.
- Create a new IPSMP.
- We recommend closing beaches to night driving or perhaps having a designated night fishing area if there is an appropriate site available.
- Park should set up long distance observation and education experiences for visitors often during active breeding periods with interpreters and several good spotting scopes. Terms should be defined, i.e. "sustainable habitat", etc. Term "closure" should only be used if an area can not even be observed from an area monitoring camera. All programs to be successful will require sustained funding at a needed level. Much vehicle-free habitat/beach will be needed until sustainable populations are reached (see Plover Recovery Plan) then increase pedestrian access and NPS controlled beach taxi type services.
- Regarding the USFWS: This should be considered. If the fear is that the ORV restrictions would become unbearable than perhaps we need to be careful. But if their restrictions are reasonable and reflect some of the middle of the road conservative responses to this workbook then we should consider them. My understanding is they work with areas to establish an ORV plan. Perhaps, once we have a better plan with some limitations than we could have the USFWS evaluate our ORV plan in light of species protection on the island. If we fall into a solid compliance area we could proceed.
- No mention of vehicle lights and their potential impacts on nesting birds. Stop using filter (slit) fences around the turtle nests. Young hatchlings have been known to become entangled in fabric strands. Fencing confines hatchlings and may increase mortality due to ghost crab predation (I.e. ghost crabs have them penned in).

## 7. Site specific Management: Bodie Island Ranger District

### 7.A. Ramp 1 to Ramp 4

7.A.1 Establish passive recreation area from Ramp 1 to Ramp 2 to ORV use year round. (status quo)

7.A.2 Continue seasonal ORV closure from Ramp 2 to approximately 0.5 mile south of Ramp 2. Create a new ramp at mile 2.5 to facilitate ORV access during the summer season.

7.A.3 Reduce the seasonal ORV closure to 0.1 mile south of Ramp 2 to provide more ORV area to offset areas closed at Bodie Island Spit during the breeding season.

7.A.4 Establish the 0.5 mile between Ramp 2 and a newly established Ramp 2.5 as a year-round, passive recreation area.

7.A.5 Expand existing parking areas around Ramps 1 and 2 and provide pedestrian access to the beach.

### 7.B. Ramp 4 to Bodie Island Spit

7.B.1 Continue current practice of open access, subject to resource closures and weather/tide conditions. (status quo)

7.B.2 Allow ORV use from Ramp 4 to Oregon Inlet year round.

7.B.3 Close spit to ORV use during breeding season or summer months.

#### Not Effective

- Instead why don't you partner with Corp. of Engineer and other entities to provide more and larger dredge spoil islands in the sound that can be created, maintained and closed to public as resting and breeding areas for this wild life. The area of Cape Hatteras Seashore is a shoulder area for both nesting and wintering plovers and be at the edge of their habitat makes it a poor choice for the high cost of trying to increase their populous here. Instead you can take Portsmouth Island who only sees a small percentage of visitors compared to this recreational seashore to do these closures. Portsmouth has little dune structure and many better areas to promote nest and wintering habitats. Also in the vegetated portion of this area that have become unfit for breeding habitat open portions of them each winter to ORV and encourage use of the vegetated area opened to expand the habitat needed for breeding the next season.

7.B.4 Close a portion of the spit year round to ORV use. Allow pedestrian access, except in resource closures.

7.B.5 Close the whole spit to ORV use year round. Allow pedestrian access, except in resource closures.

7.B.6 Increase parking area at Ramp 4.

7.B.7 Establish an interdunal road from Ramp 4 to the open flats near the bait pond to provide ORV access to spit when beach is impassible.

7.B.8 Establish 0.5 - 0.75 mile boardwalk from Ramp 4 through marsh area for pedestrians and anglers to access the spit.

### 7.C. Expand Pedestrian Areas

7.C.1 Expand passive recreation area from Ramp 1 south to mile marker (MM) 2.25.

1 7.C.2 Establish a passive recreation area from Ramp 4 north to MM 3.75 to establish a passive recreation area in front  
2 of the campground.  
3

4  
5 **7.D. Expand ORV Routes in Winter**  
6

7 7.D.1 Provide an ORV corridor from Ramp 1 to the inlet during the winter time when the bathhouse is closed, the  
8 campground is closed and, at present, there are few pedestrians.  
9

10  
11 **7.E. Establish an Entrance Station for Either Fee Collection or Capacity Control**  
12

13 7.E.1 Staff a year-round entrance station at Ramp 4 that provides capacity control for an established number of  
14 vehicles at any one point in time and/or provides education.  
15

16 7.E.2 If the entrance is for capacity control, access from Ramp 2 (or the alternate Ramp 2.5 in option A) would be  
17 controlled/closed.  
18

19 7.E.3 Charge an ORV entrance fee at Ramp 4 year-round, to pay for the entrance station staff.  
20

21 7.E.4 Establish an ORV carrying capacity from Ramp 4 to the spit and enforce the capacity on a first come/first serve  
22 basis or by issuing permits for the area.  
23

24  
25 **7.F. Provide Soundside Access**  
26

27 7.F.1 Open the existing road behind the lighthouse to ORV use and designate a parking capacity to provide for  
28 kayaking and canoeing in this area to address the limited soundside access on Bodie Island.  
29

30 7.F.2 Provide better access to "Kite Point" (i.e., Salvo day use area) for ORVs.  
31

32 7.F.3 Identify and establish other soundside access points and parking areas.  
33

34  
35 **7.G. Provide ORV Access Seasonally**  
36

37 7.G.1 Establish passive recreation area in front of Avon, Frisco, and Salvo during the summer, open to ORV use other  
38 times of the year – located in both the Bodie and Hatteras Ranger Districts. (status quo)  
39

40 7.G.2 Continue the seasonal ORV closure from Ramp 1, south of Ramp 2 consistent with the seasonal ORV closure  
41 dates in front of the villages.  
42

43 7.G.3 Open the entire beach on Bodie Island (i.e., Ramp 1 to Oregon Inlet) to ORV use during the winter time.  
44

45  
46 **7.H. Provide Larger Parking Lots in the Tri-village Area and Establish Passive Recreation  
47 Areas**

48 7.H.1 Increase parking at Ramp 23. Area north of the parking lot would be a passive recreation area and ORV use  
49 would be permitted in the area south of the ramp.  
50

51 **Not Effective**

- 52 • ORV corridor 5 to go north or move the passive area .05 mile south of Tri-village area with multiple access  
53 points.  
54  
55  
56

1 **7.H.2 Add parking and a boardwalk between Ramps 23 and 27, with pedestrian access only on these ramps.**

2  
3 **7.H.3 Provide restroom and/or bathhouse facilities at Ramps 23 and/or 27.**

4  
5 **7.H.4 Close to ORV use from Ramp 23 to one mile north of Ramp 27 year-round; expanding the parking lot at Ramp 23**  
6 **and create a passive recreation area (this area is not a high ORV use area and the number of cottages is expanding).**

7  
8  
9 **7.I. Alternative Transportation**

10  
11 **7.I.1 Establish alternative transportation systems in areas with sensitive resources, such as Bodie Island Spit to provide**  
12 **access when the spit is otherwise inaccessible by ORVs or by foot, such as could happen during breeding season.**

13  
14 **7.I.2 Increase parking at the Oregon Inlet fishing center and establish a water taxi/shuttle service that would operate**  
15 **under a Commercial Use Authorization to transport visitors to the spit at Oregon Inlet when it is otherwise inaccessible**  
16 **by land.**

17  
18  
19 **7.J. Increase ORV Access Whenever Resource Closures Occur**

20  
21 **7.J.1 Increase ORV access elsewhere when there are resource closures at popular areas such as the spits and Cape**  
22 **Point. For example, increase ORV access north of Ramp 4 to some extent iff/when resource closures at the spit reduce**  
23 **the amount of area open to ORV use. This is most applicable to the summer season when both resource use of habitat**  
24 **and Seashore visitation are high.**

25  
26 **Additional comments Bodie Island Ranger District management options:**

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47
- Keeping the OI spit closed this long has dramatically changed the vegetation and habit for the very birds we are trying to attract. Due to mismanagement (wide-scale closure at OI spit) the birds are now forced (attracted due to habitat) to encroach on the habitat where the most visitor use is reserved. Restoration of this sand spit to the life long practice will be a good first step to improve this situation. Keeping the spit closed has allowed brush and vegetation to grow that is actually shrinking the bird habitat. Alternatives need to be explored where by checkerboard rotations will help improve this. The checkerboard rotations are only for active nesting's.
  - Furthermore a well thought and planned development of the Ramp 1, 2, 4, and 20, 23, 27 areas will create immediate value and help spread the congestion out along the entire resource. A new ramp access at 25 would help even further. This final construction plan could be phased in over several years to help with costs and budgets. If ramp 1 is expanded with a bath house and parking this would be good. But even better if a Coquina style bath area was made at 23, 25 or 27 even better. The key is to have a well designed plan and then spread the construction costs to the out years.
  - We have to become proactive to get the best uses out of this Park. Clearing the interior of this spit will provide additional feeding, nesting, resting areas for all the shore line birds. By creating small interior puddles, even a tire track that fills with stagnant water, life will develop. Taking down the fences in the fall & winter will allow ORVs to help keep this area free of most regrowth. It will also cause additional tracks that will form pools of life for the non-fledged chicks to feed.

48 **8. Site Specific Management: Hatteras Island Ranger District**

49  
50 **8.A. Establish ORV Use Areas and Passive Recreation Areas (Either Seasonal or Year-round)**

51  
52 **8.A.1 Establish a year-round ORV use area from Ramp 27 to Ramp 30. (status quo)**

53  
54 **Definitely Effective**

- 55  
• But increase from ramp 27 to ramp 37.

1  
2 **May Be Effective**

- 3 • This should be ramp 23-30 and 20 should open during the off-season.  
4 • When closures are in place there should be an ORV corridors what can be weaved around closures. When  
5 closures are in place drivers of ORVs should be allowed to park vehicles and access the beach outside the  
6 closure as a pedestrian.  
7

8 **Not Effective**

- 9 • Should be 23 to 34.  
10 • The area from ramp 34 to ramp 44 should be a passive year round recreational area.  
11

12 **8.A.2 Establish a passive recreation area seasonally in the summer around Ramp 43 in front of the life guarded beach**  
13 **(status quo)**  
14

15 **May Be Effective**

- 16 • Establish a designated ORV access corridor near the back of the beach.  
17 • If you make this a passive beach keep \$3 open to the south and create an access at the north end of the present  
18 parking area so SUVs can by pass the swimming area and continue on towards the old lighthouse site.  
19

20 **Not Effective**

- 21 • Would be much better to have some sort of pass though to let ORVs to get off the beach.  
22  
23 • There is no lifeguard at Ramp 43. It would be fine to designate from the jetties south for 3/10 of a mile as a  
24 lifeguard beach and keep it closed to ORV access year around. From that point south, approx. one mile to Ramp  
25 43 should be open to ORV use year around. This one mile of beach is just not used even in the summer and  
26 people who want to see no ORVs can walk north for at least a mile and not see ORVs. See note on "passive  
27 recreation" areas at end.  
28

29 **8.A.3 Establish an ORV use area from Ramp 43 to Cape Point year-round. (status quo)**  
30

31 **Definitely Effective**

- 32 • The current split between passive use and ORV use areas provides adequate access for all types of users. The  
33 only possible change that can be justified would be to adjust the time frame for seasonal closures to May 1  
34 through October 15.  
35

36 **May Be Effective**

- 37 • Do away with ramp 43. Make the area from Ramp 44 north to ramp 34 a year round passive recreation area.  
38

39 **Not Effective**

- 40 • This should read from 1/3 of a mile south of the jetties to one mile west of Ramp 49 with the current by-pass  
41 near Ramp 44 and a lengthened interdunal road from Ramp 44 south to just short of the Frisco campground.  
42

43 **8.A.4 Establish a passive recreation area from Frisco to Ramp 55, which is currently closed for safety reasons. (status**  
44 **quo)**  
45

46 **Not Effective**

- 47 • A ramp should be added south of Frisco Pier and north of Hatteras Village.  
48 • . If the several miles between the bathhouse and boardwalk west of Frisco Pier and the village of Hatteras are  
49 deemed safe for ORV use there should be a good portion of this beach re-opened. The first half-mile west of the  
50 parking area and bathhouse and the half mile area east of house in Hatteras Village could be considered for  
51 passive use, but ramps and access between these two area should be provided for ORV use. The beach within the  
52 village of Hatteras should be only seasonally closed to prevent the privatization issue as is the Frisco Village  
53 permanent closure.  
54  
55



**8.A.5 Establish an ORV use area from Ramp 55 to Hatteras Inlet. (status quo)****Definitely Effective**

- Again bulldozing the end of the spit into one big pile would open huge amounts of space currently unavailable to birds for nesting & rest.

**8.A.6 Continue the current ORV corridor from Ramp 55 on the beach and along Pole Road/Spur Road to end of the spit for ORV use when no resource closures or storm related safety closures are present. (status quo)****8.A.7 Leave Ramp 23 open and add additional parking for pedestrians as this area does not presently have heavy ORV use.****May Be Effective**

- Open ramp 20 in except for the summer season.
- May need a walkway. And allow ORVs south only

**Not Effective**

- The only possible change that can be justified would be to adjust the time frame for seasonal closures to May 1 through October 15. This alternative states that ramp 23 should remain open but then calls for pedestrian access as the ramp does not have heavy ORV access.

**8.A.8 Close Ramp 23 to 1 mile north of Ramp 27 to ORV use and establish a passive recreation area year-round. In addition, expand parking at Ramp 23 and close the ramp.****May Be Effective**

- If this is to be used as a recreational area, leave the ramps open and have ORV usage via corridors with drivers leaving vehicles parked and corridors and accessing the beach as a pedestrian.

**Not Effective**

- Leaving the ramp and ORV open and increasing parking, restrooms, bath area is best. Also consider new ramp at 25 or so.
- Seasonal closure north of ramp 23 for passive recreational area

**8.A.9 Establish a seasonal passive recreation area in front of the tri-village area south to one mile north of Ramp 27. Close seasonally to ORV use.****Not Effective**

- Only close in front of villages
- Seasonal in front of the villages, north of ramp 23 if there is a need, but not past 23. There are not enough reasons to take the next 4 miles for passive use.
- Ramp 23 gets users from the 3 villages as it is the most convenient beach access for them. Why not put effort and education into directing the passive beach goers to Pea Island. Why not try to work out some cooperation with Pea Island whereby NPS would put in parking spaces just north of the S curves and also perhaps half way to Pea Island hdqts. Both are units of Interior Dept lets get some cooperation and negotiation there.

**8.A.10 Establish a year-round passive recreation area in front of the tri-village area south to one mile north of Ramp 27. Close year-round to ORV use.****Not Effective**

- Diverting excess numbers from Ramp 4 sends them to Ramp 23 do not close this and send more traffic to 27 & beyond.

**8.A.11 Designate an ORV corridor from 1 mile north of Ramp 27 to Ramp 34.****Definitely Effective**

- Add new interdunal access around resource and safety closures to give full access.

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**May Be Effective**

- Leaving the ramp and ORV open and increase parking, restrooms, bath area is best. Also consider new ramp at 25 or so. A ORV corridor t bypass closures would work well.
- But should be 1 mile North of Ramp 23.

**8.A.12 Designate a passive recreation area from Ramp 34 north of Avon to Ramp 38 south of Avon.****Not Effective**

- Seasonal ORV use. Parking lot with access north of Avon not adjacent to Ramp 34. expand parking lot north of Ramp 38
- There already exists as a passive recreation area the entire beachfront of Avon in the closed season. A parking place and pedestrian access immediately adjoining the northern boundary of Avon with a passive boundary line on the beach 200 yards north of the Avon boundary would be preferable to closing access south of ramp 34. This would open up September 15 just as the villages beaches do now.

**8.A.13 Close Ramp 34 to Ramp 43 to ORV access (this area includes villages). Close Ramp 38 to ORV access and expand parking.****May Be Effective**

- Would be effective if it were to ramp 44. Ramp 43 is redundant and should be removed, expand the parking lot for passive users to access the beach North of there..

**Not Effective**

- If seasonal closure is necessary, it should be only from south of Ramp 34 to north of Ramp38 in front of houses in Avon and just for peak summer season.
- Maintain Sept 15 to May 15 opening.
- Compressing ORV use to a more southern area just compounds the current crowding conditions at Cape Point and the South Beaches.
- Close 34 to 38 "seasonally." Ramp 38 should be kept open to ORV use with expanded parking and facilities.

**8.A.14 Continue the current ORV corridor from Ramp 43 to Cape Point to Ramp 49, subject to resource closures and storm/tide related closures.****May Be Effective**

- Add additional interdunal roads to ensure park access regardless of resource and storm/tide related closures.

**Not Effective**

- Should be open out of season up to the jetties.
- Narrow the existing corridor, allowing ORV usage that the ORV users could park vehicle within corridor and still maintain usage as a pedestrian. All this would be dependant on the amount of erosion on these stretches, with corridors immediately open when beaches are wide enough for a corridor to exist. All corridors should be surrounding closures at a satisfactory distance and pedestrian usage, after the vehicle is parked in the corridor.

**8.A.15 Provide a passive recreation area north of Ramp 49 in front of Frisco Campground. Allow ORVs to pass through (no parking) on the upper beach to access beaches to the north.****May Be Effective**

- For .25 of a mile. Access south is already closed seasonally
- It would be more effective to move ramp 49 east.

1 **Not Effective**

- 2 • Ban ORV access in front of Frisco Campground for safety reasons.
- 3 • In the past Ramp 49 west to ramp 55 has been closed for safety reasons. If the several miles between the
- 4 bathhouse and boardwalk west of Frisco Pier and the village of Hatteras are deemed safe for ORV use there
- 5 should be a good portion of this beach re-opened. The first half-mile west of the parking area and bathhouse and
- 6 the half mile area east of house in Hatteras Village could be considered for passive use, but ramps and access
- 7 between these two area should be provided for ORV use. This half mile area should satisfy passive use needs.

8

9 **8.A.16 Expand the parking areas on the access road to the Frisco campground for additional parking. This option would**

10 **include providing fencing and signage around the airstrip to keep pedestrians out of this area for safety reasons.**

11

12 **May Be Effective**

- 13 • Provide safe pedestrian path, off the road to access beaches
- 14 • Expand closer towards Ramp 49 with restroom facilities.

15

16

17 **8.A.17 Manage the beach between Ramp 49 and Ramp 55 (in front of Frisco and Hatteras Villages) consistent with the**

18 **approach selected for other village beaches.**

19

20 **Definitely Effective**

- 21 • All the village beaches should be Passive Access only.

22

23 **8.A.18 Designate the area between Ramp 49 and Ramp 55 a passive recreation area and close it to ORV use.**

24

25 **8.A.19 Close the sound shoreline access from Cable Crossing to Spur Road outlet during the winter season.**

26

27 **8.A.20 Close both ocean and soundside shoreline areas to ORV access south/west of the Spur Road to the end of the**

28 **spit year-round establishing a passive recreation area.**

29

30 **8.A.21 Close the ocean shoreline south of Spur Road to the inlet to ORV use during the breeding season.**

31

32 **Not Effective**

- 33 • Clear the spit to allow the birds more areas to use
- 34 • If any changes are made, they should be to reduce the number and size of resource closures.

35

36 **8.B. Establish an Interdunal Road from Ramp 44 to Ramp 49**

37

38 **8.B.1 Establish an Interdunal Road from Ramp 44 to Ramp 49 that would be used only as an alternate route when there**

39 **is a complete beach closure on South Beach.**

40

41 **May Be Effective**

- 42 • Clearing the brush from around the pond to ramp 45 would give the birds more room away from the shoreline.
- 43 The inner dunal road to ramp 49 is a good idea.

44

45 **Not Effective**

- 46 • Use the highway instead of plowing up 4-5 miles of vegetation and other resources.
- 47 • Such a two-lane road should be open year around and only crossovers to beach that is closed should be closed
- 48 but not the road itself.

49

50 **8.B.2 Establish an Interdunal Road from Ramp 44 to Ramp 49 to be open seasonally, with beach access subject to**

51 **resource closures and storm/tide related safety closures.**

52

53 **Not Effective**

- 54 • In this case the status quo is the preferred, continue to use the existing inter-dunal road NC 12, which is
- 55 maintained by the NCDOT.

1  
2 **8.B.3** Establish an Interdunal Road from Ramp 44 to Ramp 49 that would be open all the time, with beach access  
3 subject to resource closures and storm/tide related safety closures.

4  
5 **May Be Effective**

- 6 • Should be two lanes wide.

7  
8 **8.C. Provide Additional Soundside Access and Parking**

9  
10 **8.C.1** Expand the parking lot and close Ramps 58 and 59 (soundside ramps) at Canadian Hole (Kite Point). The road to  
11 the parking lot would be paved with shell and clay, with the road leading to the expanded parking lot. ORV access  
12 would not be permitted beyond this road and parking lot.

13  
14 **Definitely Effective**

- 15 • As long as parking is expanded, possibly another parking lot just south of Canadian hole.

16  
17 **May Be Effective:**

- 18 • The farther north the crossing the better. Parking should be increased on the west(soundside) in this area.

19  
20 **Not Effective**

- 21 • Expand the current parking lot but have 2 lane accesses to eliminate over crowding and conflicts.
- 22 • Ramps 58 and 59 should be enlarged.

23  
24 **8.C.2** Maintain Ramps 57 and 60 for ORV access, but replace and upgrade signs showing where ORV use is allowed  
25 and use bollards or another method to keep ORVs on the established path and mitigate the resource damage currently  
26 occurring at Ramp 57.

27  
28 **Not Effective**

- 29 • Do away with ramps 57 and 60. Establish a pedestrian access trail.

30  
31 **8.C.3** Formalize and designate approved ORV access routes. Close inappropriate ORV access routes and provide  
32 alternatives for parking.

33  
34 **8.C.4** Provide better signage to indicate the old 4-wheel drive spur roads are closed at Little Kinnakeet Ramp

35  
36 **8.C.5** Provide barriers along the road to address the current situation of parking on vegetation and the expanding width  
37 of the road.

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39  
40 **8.D. Provide Alternative Transportation**

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42 **8.D.1** Establish a beach shuttle service to provide controlled access to popular fishing areas such as Cape Point and  
43 Hatteras Spit at times if/when those areas are otherwise closed to ORV access due to resource protection closures.

44  
45 **8.D.2** Establish a boat shuttle service from Hatteras Village to Hatteras Inlet during breeding season, if/when ORV and  
46 pedestrian access is otherwise precluded by resource closures.

47  
48  
49 **Additional new ideas regarding potential ORV management options at Hatteras Island Ranger**  
50 **District:**

- 51 • More ramps and access are needed in the Buxton Motel area, south of the Canadian Hole and north of Hatteras  
52 Village. All spur and interdunal roads should be 2 lane with pull-offs. More sound side access is needed around the  
53 village areas and near Avon.
- 54 • Cape Point Campground should be a designated Army Corps of Engineers project/training exercise with the goal of  
55 re-establishing it as THE Beach Camping Gem in the National Park system. With permanent improvements to

1 grading and drainage the site could be restored to past levels of appearance and "quality of experience" - second to  
2 none in the country.

- 3 • Create year round passive areas a mile on each side of the villages, create a passive area from ramp 34 to ramp 44,  
4 close ramp 43, Close ramp 49 when campers are in the Park and/or open ramp 49 when there are not campers in  
5 Frisco campground.
- 6 • A second option would be to close and relocate ramp 49 so it does not impact the area in front of Frisco campground.  
7 Third option would be to do away with ramp 49 and only have access via ramp 44 in Buxton. There should be a year  
8 round passive recreation area from wherever ramp 49 is located to ramp 55 in Hatteras.
- 9 • Any established interdunal roads should be closed to ORV use if standing water is in the road for longer than 24  
10 hours. Open road when it is dry. Fresh water should not be ditched or curveted away from the natural physiographic  
11 conditions that dictate the area it is in.
- 12 • Close ORV trails if they become impacted with standing water. All the sound side sound ORV trails should be  
13 closed. Establish parking /staging areas for ORVs that allow people foot access to the sound shore side (Cable  
14 Crossing, Coast Guard Station). Initiate a shuttle services; 4 wheels drive bus and boat service concessions can  
15 transport people to inlet spits.
- 16 • Incubation should be looked into as an alternative to natural hatching in areas of nesting. Meaning, relocated the nest  
17 where necessary, to allow a hatch. Many areas, such as Cape Point as well as near ramp 34 in Avon, and Frisco  
18 beaches are subject to change with winds. Many times turtle eggs are turned up by this erosion and lay there never  
19 hatching.
- 20 • Having volunteers to site nesting in a specific spot during nesting periods to late nests to be located and removed  
21 would be an asset. Not only would it allow more turtles to hatch, but it would also allow the monitoring of those other  
22 younger hatchlings and allow them to go seaward without predators, such as gulls destroying them.

## 26 9. Site Specific Management: Ocracoke Island Ranger District

### 28 9.A. Increase ORV Areas Seasonally

30 9.A.1 Expand ORV access south of Ramp 59 from June through August to off-set crowding from resource closures  
31 elsewhere on the island.

33 9.A.2 Allow ORV use areas to expand into passive recreation areas during resource closures at the spits.

### 36 9.B. Provide Additional Soundside Access and Parking

38 9.B.1 Formalize existing soundside access points.

40 9.B.2 Identify locations for additional parking and access to existing soundside beaches.

42 9.B.3 Create a swim beach at the north end of the island on the soundside.

### 44 9.C. Provide Alternate Routes and/or Alternative Transportation

46 9.C.1 Increase the number of ramps, creating a "cell system" to allow for convenient alternate routes around resource  
47 closures in ORV areas.

49 9.C.2 Provide alternative access to South Point if/when it is closed to ORV access.

51 9.C.3 Operate a beach shuttle service between Ramp 72 and South Point.

53 9.C.4 Operate a water taxi from Silver Lake Harbor to South Point.

**9.D. Establish Passive Recreation Areas****9.D.1 Establish a passive recreation area from Ramp 70, near the airstrip, to Ramp 68 May to September. (status quo)****9.D.2 Establish a passive recreation area from Ramp 67 to Ramp 59 year-round. (status quo)****9.D.3 Establish a seasonal passive recreation area from Ramp 67 to Ramp 59.****9.E. Establish ORV Use Areas****9.E.1 Open Ramp 70 to the spit year-round to ORV use. (status quo)****9.E.2 Open Ramp 68 to Ramp 67 year-round to ORV use. (status quo)****9.E.3 Open Ramp 59 to north end of the island to ORV use. (status quo)****Additional comments regarding ORV management options at Ocracoke:**

- More sound side access is needed for islanders and visitors. ORV driving at the north end is less of a priority for me, so I prefer limits on ORV driving there rather than south.
- The beach north of the camp grounds should be open from ramp 68 up to ramp 59. The nude sunbathing is against the law & should be discontinued in that area.
- Design 2 ramps for Ocracoke one at the North end one in the South end. Ramps should be situated so that they divide passive areas from ORV areas. Institute shuttles services provide by local concessionaries. Do away with seasonal and non-seasonal closures.

**Comments Received Outside Workbooks**

- No option questions were presented for more passive access during non-seasonal times.
- No option plan was presented to change ORV areas to passive areas if passive beaches become closed for resource protection measures.
- The “convenience of visitors” could mean but is not limited to: interdunal roads, new ORV access ramps or temporarily changing passive recreational areas into ORV areas. It is clear that this National Park was not intended to be a systems of parking lots, bath houses, interdunal ORV trails, on an ocean beach ORV trail/road system open 24 hours a day on a majority of Park beaches that results in vehicle congestion that is gridlocked at times. Look and consider the historical use of the Seashore when the Enabling Legislation was enacted when deciding on ORV management plans and options.
- I believe serious consideration should be given for the new regulations to have a sunset date when they will expire unless renewed in the wake of experience and evaluation. The evaluation is fully as important as the revision. I specifically do not support the idea of so-called “adaptive management.” In “informally” changing the substance of regulations, it may even be illegal.
- I also believe the new regulations should provide some sort of “cap” (not the same as a carrying capacity.) One day there will simply be no more room for added ORVs and possibly other visitors, too.
- My suggestion is to create a series of passive access entry locations approximately every ½ mile along route 12 with parking for 40-50 vehicles with walk over ramps provided. In most places the beach is not wider than 200 feet so once parked and on the beach you never need to walk more than ¼ mile laterally to get to the location you want. If this could be accomplished in the areas designated passive than true access has been accomplished. More remote and less sensitive areas could then be created or continued for ORV access. This may require closing some current ramps and creating new ramps to afford access to areas better suited to ORV usage.
- Access within the village limits must be restricted to passive use only and the use of ORVs prohibited on a permanent basis. The density of people even on the off-season is still significant enough to warrant this protection to users. The season is no longer May 15 to September 15 as the expansion of rental properties has created ample supplies to cater

1 to all types of non-seasonal visitors. Many properties are offered for rental on a year round basis. At the peak  
2 season, in the little space that Hatteras Landing occupies, there is a density of approximately 4500 people per square  
3 mile! The second most densely populated county in the U.S., Essex NJ, has a density of 6300 per square mile in  
4 comparison. This very high density even when dramatically diluted in the off-season is still moderately populated,  
5 given the building that has occurred in the past 15 years. The businesses that cater to customers still stay open until at  
6 least Thanksgiving and many until New Years Eve.

- 7 • I believe creating a well-trained auxiliary force for peak season is essential to the success of any plan. There are  
8 many municipalities that simply could not function if it were not for their highly trained volunteer auxiliaries. These  
9 supplemental forces could be used to monitor ORV ramps and passive use parking areas as well as the walk over  
10 ramps. They could also be used for beach patrol to assist in enforcing the rules. They can be recruited from many,  
11 many places and can be structured to be short duration engagements so as to attract as many candidates as possible.
- 12 • The role of the rental agencies needs to be defined and they need to become more engaged in disseminating NPS  
13 policies and rules. Every rental property should be required to have posters with all policies and rules clearly  
14 presented with the NPS logo, so that renters know these rules are serious and enforcement is anticipated. All retail  
15 stores should be required to post NPS rules in a conspicuous place near entrances and exits.

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