

From: [Mike Murray](#)
To: [Vincenzo Sanguineti](#)
Subject: Re: Reg/Neg feedback
Date: 08/29/2008 12:55 PM

Thank you for your comments.

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08/29/2008 09:02 AM

To "Mike Murray" <mike_murray@nps.gov>
cc "Jim Lyons" <12lbtest@usa.net>, "jeff wells" <ckwandjsw@aol.com>, "Stephen Kayota" <kayota@cox.net>
Subject Reg/Neg feedback

Dear Mike;

As you well know, I am a nonresident owner of a small business in Hatteras Village, and an alternate to the Neg Reg Committee that was convened in order to regulate the access of ORVs to the Cape Hatteras National Seashore, in a way that would comply with the presidential executive orders 11644 and 11989, which regulate the priorities for all National Parks. I would like to address some of the concerns listed at the meetings during the public feedback periods, and share what I concluded from the workings of the Committee.

1. I heard the public expressing concern that a limitation of ORV access would affect the economy of the villages in a significant way. To me, this is an unfounded fear. I had closely followed the islands' economy for three years before investing in a rental property in 1997. Since then, I continued to carefully monitor it; the economy continued to grow very strongly, even before hurricane Isabel – when the ORV access to beaches was limited, and driving along the park was not a consideration.

2. I have routinely asked to the renters of my cottage for feedback on the quality of the property as well as on the attractions – or lack thereof – that made them visit the Villages and the Park. I was never told that limited ORV access to the beaches was a reason of displeasure. On the contrary, I was informed by many of my customers – non drivers as well as drivers – that they may not rent again in the future, if they become exposed to driving or parking on the beaches of the Villages – the so-called pedestrian beaches. I encourage the Park Authority to continue the planned confidential and unbiased assessment of the impact that ORV limitations -- or lack of -- will have on the tourism of the islands; and to rely on such information and on the history of the islands' economy, rather than on unsubstantiated concerns.

3. I was also intrigued by the repeated complaint that the community suffers from being unable, day after day, to access the beaches because of limitations due to wildlife protection. During the past 14 years I never witnessed or experienced anything of the sort; this past August the beaches have been more crowded than at any other time I can recall. I found an interruption that obliged me to detour on route 12 around a turtle nest (it was my decision to continue my walk north to the Frisco pier), but with these detours I could access all the beach I wanted during the entire two weeks that I spent at Hatteras Village. Sadly, I noticed that protective limitations in the ORV areas were significantly less stringent than those for pedestrians. As you recall, early in August I emailed you my concerns about turtle nests safety near Hatteras inlet and volunteered photographic documentation.

4. The ORV issue was fueled by demands raised by a component of that constituency after hurricane Isabel changed the shape of several beaches. I came to realize, during the Reg/Neg meetings, that the ORV constituency is a mixture of business and recreation and it is also made up of two groups, with their specific requests: the group that would like to access the beaches in order to park, fish, or simply have a party; and the group that demands unimpeded driving along the entire park. I am in support of recreational access to selected areas. My ORV driving customers have consistently indicated that the areas available before Isabel were sufficient: I add my support to a request that the Park Authorities try and keep these areas open all year to ORV access, with due limitations from wildlife protection.

I have arrived to the firm conclusion that the Park should be permanently closed to recreational ORV driving. My position is consistent with the National status of the Park, protected by clear presidential decrees that should be the guiding decision-making rod for the Park Superintendents. It is also consistent with the findings of the damage caused by ORV driving in 75 Parks around the country, as reflected in the documents of the court case filed in 1999 by Bluewater, NPCA, and WCPR; a damage that would seriously and permanently

affect our business. Finally, it is consistent with our growing understanding of the need to protect our natural resources as a precious heritage to the next generations (not to mention the need for intelligent and conservative use of fuel...).

5. ORV driving should be permanently allowed, whenever requested by local conditions, to commercial fishermen; it should also be available to owners of registered sporting businesses – as surfers, windsurfers, and the like -- who may need access and limited driving to selected beaches in order to accommodate their customers.

Vincenzo Sanguineti MD
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