

INTRODUCTION

On August 22 2016, Cape Hatteras National Seashore (Seashore) published a news release announcing that the Notice of Proposed Rulemaking for the management of off-road vehicle (ORV) use at Cape Hatteras National Seashore had been published in the Federal Register. The Federal Register Notice officially initiated the 60-day public comment period on the Proposed Rule. Public comments on the proposed rule were accepted through October 21, 2016 through Regulations.gov. During the public comment period, the Seashore received 867 correspondences, including 614 form letters. The comments received were reflective of a public that is passionate about the future of the Seashore's resources, its uses, and management. The full text of all comments received is provided in this document.

Correspondence Distribution by State		
State	Percentage	Number of Correspondences
Not Specified	75.5 %	655
NC	17.8 %	154
VA	3.6 %	31
SC	0.5 %	4
CA	0.3 %	3
NY	0.2 %	2
DE	0.2 %	2
OH	0.2 %	2
PA	0.2 %	2
MA	0.2 %	2
NJ	0.2%	2
KY	0.1 %	1
AZ	0.1 %	1
FL	0.1 %	1
TX	0.1 %	1
IN	0.1 %	1
ME	0.1 %	1
MI	0.1 %	1
WY	0.1 %	1

Correspondence ID: 1 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,22,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Changing the Permit Duration should take place now. If you are paying for an annual permit you should get 12 months of access no matter when you pay for the permit. Expanding the weekly permit to 10 days is the right thing to do and will help visitors who arrive early and want to spend both weekends of their vacation accessing the Seashore in an ORV the ability to do so. These changes are long overdue.

Correspondence ID: 2 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,22,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I support no changes to existing regulations. This includes no changes to seasonal beaches that could endanger and degrade the park experience for beach walkers, nature enthusiasts and sun bathers during the shoulder season; no changes to opening and closing hours as darkness will impact visibility needed to avoid flora and fauna and require artificial lighting will upset the balance within flora and fauna's internal systems; no change to VFAs that will degrade the park's natural experience because of sight and sound pollution; no changes to ramps and trails as far too much area of the park has been allocated for the use by such a mechanically intrusive and measurably small special interest group to the detriment of an overall experience sought out by the general visitorship that does not include avoiding traffic on the beach.

Correspondence ID: 3 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,22,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I strongly support the earlier opening time for key fishing beaches. Support the opening of ramp 23 along with the other recommendations. I however do not understand why effort is being made to expand the bypass road off ramp 44 when the Park Service continues to ignore the flooding issues at the Cape Point Campground and ramp 43, 44 and 49.

Correspondence ID: 4 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,23,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I am opposed to driving on beaches. Most people do not do this and vehicle tracks, sights and sounds are a negative experience for them. Why should a minority be able to degrade the experience of the majority? Furthermore, this endangers beach using animals, chases away tired migrant bird flocks, crushes turtles. Any new rules that allow beach driving to continue are not good rules. Politicians should keep out of micro-managing parks, and stop giving so much power to a bunch of ORV fanatics.

Correspondence ID: 5 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,23,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I fully support the NPS proposed amendments. After 5 years of observing beach use and resource activity and collecting data to support changes to the rules, I believe the changes are reasonable and practicable and allow greater flexibility for all users. I am particularly glad to see access to ramps 23 and 34 restored. I would like to see the seasonal dates starting October 1st or earlier rather than October 15th as the summer season has already ended by that time which I believe was part of the reason the opening times were what they were prior to the consent decree. Regardless of that though, I feel the proposal is fair and balanced.

Correspondence ID: 6 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,25,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Thank you for working on a compromise. Please make permits valid for 1 year from date of purchase.

Correspondence ID: 7 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,26,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: This comment is aimed at improving the potential for keeping ORV access to the Point open as much as possible, since the Point is no doubt the most popular beach area within the Seashore.

The VFA in the area 0.3 miles West of the Point (Hook) to just East of Ramp 48, to include Ramp 45 and Salt Pond Road from the Interdunal (Inside) Road to the beach, should be made a seasonal ORV route 15 Oct to 14 Apr, like several of the other proposed VFA seasonal mods, (eg. those near Ramps 23 and 34).

As the rule is currently proposed the following year around VFAs would still exist on Hatteras Island:

Ramp 27 to 30 between Salvo and Avon

The pedestrian parking area/path with about 1 mile of beach just South of Ramp 32 between Salvo and Avon.

From 1.5 miles South of Ramp 38 to Buxton, across from Haulover, between Avon and Buxton.

Lighthouse Beach near the Point from 0.4 miles North of Ramp 43 and North to Buxton.

The Bath House area between Frisco Village West boundary and Hatteras Village East boundary.

Hatteras inlet area.

And of course there is all of Pea Island

This VFA is one of the most difficult for pedestrians to access due to distance from parking, Hatteras Inlet only being harder to access if one were to walk from the Ramp 55 parking area and not use an ORV on Pole Road. Observations since this VFA was established in 2012, show it is seldom used by pedestrians, even by people at the campground. And besides the beach areas near the campgrounds at Oregon Inlet, Frisco and Ocracoke are either year around or seasonal ORV routes. With all of the other year around VFAs that would be left, many of which get minimal use at best, and with the much more accessible Lighthouse Beach nearby, it makes little sense to keep this VFA as a year around VFA.

When this VFA is closed to ORVs, a provision in the rule should be provided for a temporary ORV route from the West to the Point thru that VFA, only to be made active if the East beach and bypass South of Ramp 44 are not usable to ORVs from either narrow beach and/or wildlife closure

The provision should include both the use of Salt Pond Rd, Ramp 45 and Ramp 48 as appropriate. For example, if a resource closure on the beach between Salt Pond Rd and Ramp 45 would prevent use of Ramp 45/48, then Salt Pond Rd could be used. Correspondingly, if a resource closure prevented use of Salt Pond Rd, then Ramp 45/48 could be used. And if a resource closure prevented use of both Ramp 45 and Salt Pond Rd, Ramp 48 could be used.

The corridor on the beach thru the VFA should not be firmly located but be flexible as to location so it could even "snake" over to the Point, sometimes using the foreshore, then the backshore, then the foreshore, etc etc to get around resource closures.

Yes I know the current wildlife situation in that area is likely to prohibit near term use, but the recently implemented new buffers and turtle nest ORV bypass/raking at least give it a better chance for use now than in the past.

The provision should also include that if the route is active, it would be a priority route for morning opening.

And finally if the provision for such a temporary ORV route is provided in the rule now and sometime in the future it can be used, we don't have to go thru the several year process of a rule change to have such added access by ORV to the Point.

Correspondence ID: 8 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,30,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The most popular beach area in the National Seashore is the 'Point'. Certain times of the year the Point is not accessible due to flooding on ramps 43 and 44. Walking is not a practical alternative. It's simply too far for the elderly (I am 71), or the handicapped. I would like to suggest during these times an alternative temporary route from the South be established. I think this could be done within the parameters of the current regulations, buffer zones, etc. The intent is to allow reasonable access to with minimal disturbance of wildlife. Thank you for your consideration.

Correspondence ID: 9 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,30,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Try to keep the point and all beaches open for ORV . There is enough room for the birds and human activity. All we need is a corridor from ramp 44 to the point. A senior discount would be nice on the orv permits. I feel we are moving in the right direction. Thank you

Correspondence ID: 10 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Aug,31,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I fish Cape Hatteras for many years and access Cape Point ramp 44 and have to wait till 7:00 am to enter the beach area that 1 hour is very important to most anglers for certain species of fish it would be nice to get out at 6:00am. There is enough daylight to see any nest on the beach and not endanger any wildlife.

Correspondence ID: 11 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,02,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The National Defense Authorization Act for Fiscal Year 2015 requires changes to the ORV rules at Cape Hatteras National Seashore Recreation Area.

I urge the National Park Service (NPS) to remember the original legislation designating the Cape Hatteras National Seashore Recreation Area. There has been no legislation to change the name or shorten it to the Cape Hatteras National Seashore.

Closing and restricting as much of this recreation area as has been done is not in keeping with the original intent of the legislation establishing this national park. I certainly hope the NPS will actually consider these and previous comments instead of ignoring them as was done in setting up the original ORV Management rules for the Cape Hatteras National Seashore Recreational Area.

My comments will focus on five areas:

1. Morning Beach Openings - The Current Rule: All beaches open at 7:00 am, close at 9:00 pm. NPS should take necessary steps to open priority beaches at or before first light. Saying you don't have the resources is not acceptable. If you truly want to serve the public, change the staff working hours to make it happen.

Cape Point and the South Point on Ocracoke should be classified as priority beaches. These two beaches are two of the most prime fishing areas on the east coast and should have 24 hour access. Waiting for resource management staff at designated ramps leaves too much latitude relative to officers showing up on time and completing their daily reviews and inspections in a timely manner.

2. Seasonal Off Road Routes - Current Rule: seasonal beaches are open to ORV access between selective dates. The seasonal beaches in front of villages should be reopened a minimum of two weeks earlier in the fall and remain open longer in the spring. Beaches should be opened immediately following labor day in the fall and remain open for an additional six weeks (i.e. May 1) in the spring. Seasonal beaches not in front of the villages, including any new

seasonal beaches as a result of the review of VFA designations, should be reopened to ORV access during the same time periods, immediately following Labor Day in the fall and not closed prior to May 1, in the spring.

Ramp 23 should be reopened for ORV use for some a limited distance to the north and opened all the way to ramp 25 to the south. Ramp 34 should be reopened all the way to ramp 32 in the north and for a limited distance to the south. Some of the area north of Ramp 59 should be reopened.

3. Modifying the size of the Vehicle Free Areas - Current Rule: 25.25 miles are designated as Vehicle Free Areas (VFAs). The size and number of current VFAs is excessive and overly restrictive. NPS should reclassify several of the current VFAs to either year round or seasonal ORV routes. Reducing the amount of VFA miles can be done in a way that will not increase risk to natural resources, nor affect the opportunities for visitors to experience large expanses of vehicle free beaches while at the seashore. The VFA designation should be completely removed from the most desirable fishing locations that include the Bodie Island Spit, Cape Point in Buxton, the Hatteras Island Spit, as well as 59E and South Point on Ocracoke.

Seasonal designations could include Ramps 23S, 27S, 34N, and 59W to 67E. Cape Hatteras wasn't designated a national seashore for birds; it was done for the American public. Millions of dollars have been wasted trying to protect a single bird with extremely poor results while at the same time, wrecking the local economy. I do not object to temporary closures for turtle nests. Turtle nests can be marked with access allowed around them and closed during the hatch window.

4. Permits: Current rule - NPS can only issue annual permits, valid for the calendar year, and seven-day permits. The NPS should issue annual permits that are valid for one year from issue date as is done in other National Parks (i.e. Assateague Island). Additionally, NPS should issue 10 day permits. I would not support issuing permits for time period less than ten days.

5. Access Improvements: Ocracoke Island - I support removing the ORV designation on Devil Shoals Road. Even though it is a dirt road, there is no other vehicular access to the sound side on Ocracoke.

Hatteras Island - I support the NPS proposal to extend the Cape Point bypass route south of ramp 44 by 0.4 miles to the north so that it would join with ramp 44. Additionally I support the NPS proposal to extend the existing bypass route by approximately 600 feet to the south.

I strongly urge you to not ignore public comment as NPS did in the original ORV Management rules for the Cape Hatteras National Seashore and again recently on the changes to the Biscayne National Park. Changes can be made that are reasonable and will improve the visitor experience as well as positively affect the local economy.

Respectfully,



Correspondence ID:	12	Project:	59571	Document:	74770
Received:	Sep,19,2016 00:00:00				
Correspondence Type:	Letter				
Correspondence:	Subject: Proposed Rule to Amend Cape Hatteras N.S. Special Regulation for Off-Road Vehicle Management				

Dear Superintendent Hallac:

I am writing to you on behalf of over 1,100 members of the Coalition to Protect America's National Parks (Coalition). Our membership is composed entirely of retired, former, or current salaried employees of the National Park Service (NPS). As a group, we collectively represent more than 30,000 years of national park management experience. The Coalition studies, educates, speaks, and acts for the preservation of America's National Park System. Formerly known as the Coalition of National Park Service (NPS) Retirees, we participated in the off-road vehicle (ORV) negotiated rulemaking advisory committee at Cape Hatteras National Seashore (Seashore) from 2007 to 2009 and continue to be actively involved in this issue through the public comment process.

The purpose of this letter is to submit comments on the proposed rule to amend the Seashore's 2012 special regulations for ORV management found at 36 CFR Â§ 7.58 (c). In 2010, NPS finalized the Off-Road Vehicle Management Plan and Environmental Impact Statement (ORV plan/EIS) to guide the management and use of ORVs at the Seashore. As part of the selected alternative, certain elements of the plan were implemented through a special rulemaking process. The related Final Rule for ORV management (final rule) was published in the Federal Register on January 23, 2012. NPS is now considering changes to the final rule as required by Section 3057(c) of the National Defense Authorization Act of Fiscal Year 2015 (the Act). While some aspects of the proposed changes seem to be adequately justified, we are concerned that other aspects of the proposal are not adequately explained nor justified. These concerns include the following:

General Comment

Given that the public comment period on the EA closed over five months ago, it is puzzling that NPS is releasing a proposed rule now based largely on the proposed action described in the EA without providing any response to the public comments on the EA and without explanation regarding how those comments may have affected the proposed action or decision process. As such, it appears that NPS is simply rubber stamping its original proposal without regard to the public comments previously received. What is the point of again commenting now on essentially the same proposal? It is also puzzling that the lengthier and more complicated EA document was open to public comment for only a 30-day public comment period (February 17 - March 18, 2016), while the proposed rule (basically a small extraction of portions of the EA) is currently open for a 60-day comment period (August 22 - October 21, 2016). It would have been prudent for NPS to either release both the NEPA document and proposed rule for public comment at the same time (as generally recommended in the CEQ regulations); or for NPS to complete the NEPA decision making process (i.e., the decision documents for the EA) based on the public comments received, and then release a proposed rule reflecting that decision.

Comments and Concerns about Specific Sections of the Proposed Rule

1. The Status of Ramp 45 is Unclear in the Proposed Rule - The proposed rule (Â§ 7.58 (c)(9)) and preamble make no mention of the earlier NPS proposal (EA Alternative 2) to re-designate and reopen Ramp 45 as a "park road" and construct a new parking lot for street vehicles on the upper beach in the

middle of the "vehicle free area" (VFA) just west of Cape Point. As such, we must assume it is still part of your proposed action. Though novel, this approach is inappropriate and is essentially a pretext to depart from the current NPS general regulatory requirement that routes and areas designated for ORV use shall be promulgated as special regulations (36 CFR Â§ 4.10(b)); and the Seashore's special regulatory requirement that all vehicles traveling off-road must have an ORV permit (Â§ 7.58 (c)(7)). Surely, by now, you are acutely aware that the local ORV groups are capable of leveraging tremendous political pressure on past, present, and future NPS ORV management decisions at the Seashore. No matter how well intended your "park road" proposal may seem at the moment, the Coalition is concerned that this approach will establish an alarming precedent that will inevitably put future Seashore superintendents in the unenviable position of being coerced to consider re-designating additional VFA's and ORV routes as "park roads," thus removing the designated route and ORV permit requirements on a site-by-site basis.

Furthermore, of all the VFAs identified in the ORV plan/FEIS, the Cape Point VFA is the one that best restored an opportunity for visitors to experience some of the "primitive wilderness" that the enabling legislation explicitly directed NPS to protect. Building a parking area on the upper beach in the middle of the Cape Point VFA, as proposed, will mar an important visitor experience opportunity and increase the likelihood of human and pet (especially dogs off leash) disturbance of migrating and nonbreeding shorebirds that the VFA was also designed to protect. If NPS does, in fact, proceed with re-designating Ramp 45 as a "park road" and constructs a parking lot on the upper beach in the middle of the VFA, then in the Superintendent's Compendium (at 36 CFR Â§2.15 - Pets) NPS should at least explicitly prohibit pets at the site during the shorebird nesting season (March 15 - August 15) in order to minimize the harm resulting from dogoff-leash violations in the ecologically important Cape Point shorebird nesting area.

2. Ramp 2 - In Â§ 7.58 (c)(9)(ii), NPS proposes to restore Ramp 2 to ORV use, extending the existing ORV route 0.5 miles to the north and thus providing ORV access to the route from either Ramp 4 or Ramp 2. Coquina Beach is one of the most heavily used pedestrian beaches at the Seashore. Reopening Ramp 2 during the summer season will undoubtedly exacerbate traffic congestion at the intersection of NC Hwy 12 and the Coquina Beach parking area, as well as significantly increase the likelihood of public safety and visitor experience concerns where Ramp 2 abuts the pedestrian beach. As noted in our EA comments, NPS has provided no data (traffic counts, etc.) or analysis to evaluate these obvious concerns or to justify reopening Ramp 2 on a year-round basis. To minimize conflicts between ORV use and other recreational uses on the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas (as required by Section 3 of Executive Order 11644, as amended by Executive Order 11989), we recommend that NPS designate Ramp 2 for seasonal use only, consistent with whatever ORV use dates NPS decides to use for other seasonal ORV routes. If, however, NPS proceeds with reopening Ramp 2 on a year-round basis despite these concerns, then we urge you to designate the first ¼ mile of the ORV route (south of Ramp 2) as a "pass through only zone with no ORV parking allowed" to avoid creating a very congested ORV parking area on the beach immediately adjacent to Coquina Beach.

3. Seasonal ORV Routes - As proposed in Â§ 7.58 (c)(9)(ii), the seasonal ORV routes, including the village beaches and Ocracoke Campground beach, would open to ORV use on October 15 (rather than November 1 as currently regulated), then close to ORV use on April 15 (rather than April 1, as currently regulated). This proposal ignores the fact that the November 1 to March 31 dates for seasonal ORV routes were based primarily on data indicating when park visitation and rental occupancy were the lowest. Recent NPS visitation and Dare County lodging occupancy data indicates a continuing trend of gradually increasing shoulder season and off-season visitation and occupancy, particularly during fall, winter, and spring vacation periods, which argues against expanding the period of seasonal ORV use on village beaches. As a result, the proposed changes will adversely affect increasing numbers of visitors staying in Seashore villages and campgrounds, again in conflict with Section 3 of the Executive Orders as cited in the comment above. The proposal also ignores well-known visitation patterns related to spring vacation week for public schools in North Carolina and Virginia (typically starting either the week before or after Easter Sunday), when park visitation, ORV use, and pedestrian use of the village and campground beaches is highest during the spring season. For example, upcoming Easter Sundays that will occur after April 14 include April 16, 2017 and April 21, 2019. Imagine the extensive conflicts and safety concerns that will undoubtedly arise during spring vacation weeks if NPS opens the highest pedestrian use areas of the Seashore to potentially substantial ORV use during spring vacation week! We urge NPS to minimize those likely conflicts by amending the proposed rule as follows:

Seasonal: Open to ORV use October 15 through April 14 (add the following) or until the Friday preceding public school spring vacation week, whichever occurs earlier in a particular calendar year

4. Beach Opening Times - Under the existing regulation (Â§ 7.58 (c) (12)(i)), from May 1 through September 14 designated ORV routes in sea turtle nesting habitat (ocean intertidal zone, ocean backshore, dunes) are closed from 9 p.m. to 7 a.m. This has been a tremendously successful regulation that is easily understood and complied with by the general public. Sea turtle nests at the Seashore have more than tripled (!) since night driving restrictions were first imposed under the consent decree in 2008 (pre-2008 record total: 99 in 2002 vs. 321 as of August 31, 2016). Despite this overwhelming success, NPS is proposing to amend the special regulation at 36 CFR 7.58(c)(12) to state that "priority beaches" could open before 7:00 a.m. but no earlier than 6:00 a.m. However, the proposed rule fails to designate which beaches are the "priority beaches" subject to early opening and which are not. Most worrisome is that NPS does not identify criteria in the proposed rules for designating "priority beaches." Instead, beach opening times, and presumably each year's "priority beaches," would be published annually in the Superintendent's Compendium. What this means in practical terms is that any/all beaches could eventually be added to the early opening list in future compendiums. While such "flexibility" in local management discretion may seem desirable at the moment, the history at CAHA has shown that it will surely lead to intense stakeholder and subsequent political pressure on future superintendents to maximize ORV access to the extent possible under whatever latitude is allowed in the soon-to-be revised final rule. In other words, despite your best intentions to hold the line, our experience tells us that 6:00 a.m. will eventually and inevitably become the beach opening time for many of the ORV access areas. To prevent such "rule creep" from occurring, we recommend that, just as ORV routes must be designated in the special regulation (not in the compendium), the "priority beaches" that were proposed for early opening in the EA should also be designated in the special regulation.

Apparently lost in the NPS "early beach opening" proposal is the fundamental principle spelled out in the ORV plan/EIS that recreational ORV access to Seashore beaches each morning during the turtle nesting season would not/should not be allowed to occur before the NPS turtle patrol had a reasonable chance to patrol all such beaches to search for new turtle nests. This emphasis was clearly intended to significantly minimize the risk of "take" in the form of missed nests (i.e., new nests missed by the morning patrol due, in part, to new ORV tracks overlaying and obscuring turtle tracks). The current park-wide 7:00 a.m. beach opening for ORV use is clearly understood, resulting in a high rate of visitor compliance with the designated park-wide opening time; and more importantly, it ensures the high probability that the morning turtle patrols have been completed before ORVs hit the beach each morning. The 7:00 a.m. opening has been good for sea turtles! The NPS proposal is far more complicated and potentially confusing to visitors, as it will likely involve different opening times at different beach locations. NPS's failure to mention how it will communicate the new opening times to ORV users (other than listing them annually in the compendium) suggests the possibility that NPS will not provide site-specific signing at each ORV access point, signing we believe is necessary to ensure there is no confusion about each beach's specific opening time. The lack of signing, if that is the NPS's intent, will significantly increase the likelihood that eager ORV users will "jump the gun" and drive onto the beach before the respective designated opening time(s) and increase the chances of unlawful "take" of sea turtles, including their nests, particularly if there is not an adequate and consistent early morning NPS law enforcement presence to ensure compliance and protect resources.

5. ORV Permit Durations - The EA (Alternative 2) specifically proposed to change the current calendar-year annual permit to a one-year-from-the-date-of-

purchase annual permit and the current 7-day short-term permit to a 10-day shortterm permit. While these proposed changes in permit durations appear reasonable and are adequately explained, the proposed rule does not accurately reflect nor ensure the consistent future implementation of the proposed new permit durations. Instead, NPS is proposing to remove the specific times established for the duration of ORV permits from the special regulation at Â§ 7.58(c)(2)(iv), and then control the duration of the permits through the Superintendent's Compendium. We have concerns about this approach. Compendiums are easily changed and such revisions often occur with the arrival of new superintendents, which strongly suggests that NPS could and will make untold future changes in the duration of permits. Opening the door to a wide range of future changes in permit durations is not what was proposed in the EA. Creating such "flexibility" now will surely invite intense stakeholder and subsequent political pressure on future superintendents to accommodate ORV user wishes to the extent possible. If you believe, as we do, that the proposed permit durations make sense and are justified, then we urge you to secure the intended durations for consistent future implementation by specifying them in the special regulation now.

6. Adequacy of NPS Staffing to Implement the Proposed Rule Effectively - Though not specifically related to the content of the proposed rule, we are concerned regarding the uncertainty of the NPS commitment and capacity to ensure that there is adequate staffing to effectively implement the proposed changes. The cumulative effect of all of the proposed changes will be to increase the level, places, and times of ORV use at the Seashore. Opening beaches to ORVs before 7:00 a.m. during the sea turtle nesting season requires additional resources management staffing to ensure morning turtle nest surveys are completed before ORV use begins. Specifying earlier opening times (i.e., earlier than 7:00 a.m.) in the compendium, as proposed, will elevate public expectations that beaches will, in fact, open early regardless of NPS staffing limitations. In the upcoming decision documents for the EA and proposed rule, NPS must make a clear commitment to not opening beaches to recreational ORV use during the sea turtle nesting season unless the beaches have been checked by the NPS turtle patrols. Lastly, we are disturbed by the recent green turtle fatality (a nesting turtle was run over and killed, apparently the result of illegal ORV use after beach driving hours had closed for the day); and are likewise concerned about the current capacity of NPS to provide consistent and sustained law enforcement patrol presence in resource sensitive areas, such as at the interfaces between ORV areas and VFA's, and particularly during the proposed early morning openings for additional ORV access. We urge NPS to substantively address these staffing concerns in your upcoming decision documents. Otherwise, it will appear that NPS is simply relaxing the ORV rules to allow increased ORV use without also addressing the operational needs to minimize the impacts of that increased use.

In closing, we respect the many challenges that you and the park staff face in effectively managing ORV use at a busy park such as the Seashore and greatly appreciate the opportunity to comment again on this important issue.

Correspondence ID: 13 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,13,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Below are my comments for

Morning Opening of Beaches:

I think NPS should do what is necessary to open the most used beaches as soon after first light as possible. These should include ramps 23, 25, 27, 38, 44, 55, 70 and 72. I also feel that the entire issue of night driving restrictions needs to be revisited to determine if there is really a tangible benefit.

Seasonal Open / Close ORV Access Dates:

I think seasonal closures in front of the villages should be changed to Oct 1 May 15. This would allow maximum usage and access without encroaching on the higher occupancy tourist season.

Seasonal closures not in front of villages should be opened no later than Sept 15, and close no earlier than May 15. These areas generally do not see a lot of non ORV activity outside of June, July and August.

Vehicle Free Areas:

I feel that the current number of VFAs is excessive and causing overcrowding on the sections of beach that are open to ORVs. I feel that the VFAs see very minimal use by pedestrians at ramps 23, 27 south to 30, 34, 45, and 59 see very minimal use by pedestrians and should be eliminated with some becoming seasonal closures and others returned to yearly ORV routes. An ORV route thru VFAs to allow passage thru or the dropping off of people in the VFA would also be beneficial.

Permits:

As far as permits, the annual permit should be good for 1 year from the issue date or the charge for the permit should be prorated based on when during the calendar year it is purchased. Also, I feel there should be some avenue for the permit to be used on other vehicles with the same owner or additional permit available at a reduced rate.

Correspondence ID: 14 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,16,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: We request that when the beach in Buxton becomes open for night driving that beach fires are also permitted. Having to wait till November and only having Winter Months for fires is unfair. We are in our 60's and the only way we can bring firewood on the beach is in our ORV so having a fire in the village is not an option.

Correspondence ID: 15 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,16,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: There have been some improvement in the management of ORV access as of late. Thank you for that. I do think there are a couple more enhancement needed.

1, ORV access should be provided between ramps 32 and 34 seasonally. Pedestrian traffic in this area is minimal.

2, ORV access should be provided between the point and ramp 48 seasonally. Pedestrian traffic in this area is minimal too.

Thank You

Correspondence ID: 16 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,16,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Please make a fair and reasonable provision for off road driving for fishermen and other park users. Provide routes to Cape Point throughout the year.

It is my opinion from 35 years of fishing along the Cape Hatteras National Sea Shore that responsible ORV driving does not interfere with bird activities. The birds pay little attention the fishermen and of all users the fishermen values and enjoy the birds' presence.

Correspondence ID: 17 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I feel that more should be done to allow ORV access to Cape Hatteras National Seashore. I was told when we had to start purchasing permits that the money would go towards building new ramps to allow access denied because of closures due to the wildlife nesting. I see a few new ramps but the old ones are closed in the Summer. How is this helping with beach access? You charge for a permit. Then tell me the money will be used to build new ramps to allow more access. Then you close the old ramps and take away more beach access for ORVs. I was just on Hatteras this past week and saw the first ramp south of Salvo CLOSED! Also the first ramp North of Avon CLOSED! How is this helping with beach access for the people who purchase a permit? I was also told by one of the NPS Representatives that the ORV permit money was used to build a boat ramp before any beach access ramps were built. How is this justifiable? Boaters don't buy ORV permits. Why should the money go for a boat ramp before a beach access ramp? Really how should it go for a boat ramp at all? And last but not least have you considered making the ORV permit good for 10 days so it is good for the same amount of time as my fishing license? Thank you for the chance to comment on an issue that really means a lot to me. I have been visiting Hatteras Island for many years and hope to be able to continue for many more. I know that tourism means a lot to the livelihood of all the Communities on the Island.

Correspondence ID: 18 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,18,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Closing Cape Point for months during bird and turtle nesting season is TOTALLY unnecessary as there are many alternatives that should be provided and still provide the protections needed to insure the y survive. I mean, that with all the increases in the numbers that fledge since all the unnecessary closures started in 2008 it looks like the NPS would now agree that everything the PEOPLE said would happen, has happened. Closing the Point has actually decreased the numbers. Imagine THAT! Making Hatteras Inlet a vehicle free area has amazed me from day one. I've been fishing at hatteras for over fifty years and have never seen people walk all the way down the beach or down the pole road to meander around the inlet, and there surely are NO bird or turtle nest there. There are many things that were claimed by SELC that we All new were just excuses to deny access, and now has come to light. Keeping Cape Point and the inlet open year round, are only a couple of things that need changing. The only thing the people have asked for during this entire fiasco is for SOME honesty to be used in making these decisions! I've seen many changes here in the last years and I challenge the NPS to show me any that have made a difference in the goals that NPS and SELC want to happen. Do the right thing!

Correspondence ID: 19 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,18,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Cape Hatteras National RECREATIONAL SEASHORE ORV comment.

Like most folks I have no interest in doing harm to protected or endangered species located within the CHNRS. I do however have much interest in keeping the seashore open for public recreation and use. Why have a national park if it cannot be FULLY enjoyed by the tax paying public? To this end ALL efforts must be taken to ensure the park is open to both pedestrian and ORV use, for without ORV use much of the park is virtually non accessible.

A permanent route to Cape Point should be established and kept open. Along with that other ramps should be kept open whenever possible. To automatically start closing ORV ramps when any of the subject wildlife show their presence is not the way the park should be managed.

Almost everywhere else on the east coast birds, turtles, and humans co-exists but it seems the only recourse available to the NPS is to take steps to prohibit human existence.

Much funds are generated via purchase of ORV Permits but much of this money is spent to build parking lots and not to increase access to ORV.

I don't have all the answers, but shutting the park down IS NOT THE ANSWER!

Correspondence ID: 20 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,18,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The first salt water fish I caught was on the Outer Banks. The first time I drove on sand was on the Outer Banks. I have been going to the Outer Banks for over ten years but have never had full access to the beaches due to closures of some kind or another. Fishing early in the mornings is a special kind of day that always produces the best bites.

For years I have dreamt of taking my son fishing, now that he is old enough and is growing to love the sport I am hoping we will have access for his and other generations to come.

This may not be the most eloquent of comments but it is from the heart. The North Carolina Outer Banks is a special place in the world. Please do not remove or infringe on our ability to use and love it. Please drive out to the Point or to Oregon Inlet and sit for a sunrise or sunset. Watch the families and the sportsman. You will then understand.

Correspondence ID: 21 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I appreciate the opportunity to comment and fully support the proposals to expand ORV use at the Cape Hatteras Seashore and would encourage continuing work to provide additional ORV access at the seashore. The most disappointing part of the preferred alternative is the failure to address alternative access to the Point. Expanding the alternative routes at Ramp 44 are a help but planning a second route from Ramp 45 or off the sand road would be the easiest way to keep access to this most important and popular recreational use point on the seashore open for the longest period of time in the face of possible resource and weather-related access closures. I also feel the time for opening seashore access in front of the villages should be

expanded in the fall at least to October 1 and stay open until May 1; I own a home in the village of Frisco and I do feel that time frame would create any usage conflicts. I also continue to support more access from Ramp 48 to the Point; with the new back road opportunities are presented to work on more access in an area that is very hard to reach in any way other than by vehicle.

Correspondence ID: 22 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I support the NPS proposed amendments, however I would like to see more improvements for access to The Point and would like to see The Hook area opened back up. I see very few pedestrians using the area anyway.

Correspondence ID: 23 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,24,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Comment concerning ORV Permit:

1. I would like you to consider issuing the ORV Permit to the individual, instead of the vehicle. Some of us have more than one 4x4 and if one is in the shop for repairs, or maybe I just want to drive the other one, I need to have a permit for both, even though I can only drive one.

The permit could be registered to the person and be used by any family member with I.D. showing same address. Any ORV could be used as long as the family name address matches.

The permit is singular... the permit can only be on the beach with one vehicle.

2. I believe you should offer a second "family" permit at a discounted price. This would be a 2nd permit issued to the same family name and address.

Sometimes my wife and daughters simply want to come on the beach to see Daddy, or don't want to stay as long as Daddy, so the Family goes to the beach with 2 vehicles for convenience sake.

Just asking for you to make family vacations easier.

3. Please consider the fact that the "Point Area" is and always has been the most popular place to fish, shell and enjoy. We want year round access to this special place.

The area needed to enjoy the beach as fishermen, shelling, walking etc. is just a little more than the width of the parked truck and passage behind it. This "Close to the water" area is not suitable for bird or turtle nesting.

If daily traffic uses this "Close to the beach" area, the birds will naturally nest farther away from the water where it is safer. The "Close to the water" area in the point area, is violent and unpredictable due to weather, wind, waves, high tides etc. that claim nests every year.

I love all of God's creatures, but know that everything cant be perfect to prevent all losses. Seems like every year we loose many people/days of use of the most perfect beach, due to 1 or 2 nests. Maybe we save the same amount by preventing the birds from nesting so close to the water in this area.

4. The south beach, below the point to Billy Mitchel, is another past memory of ours. This is a vast beach and very wide. If you simply allow the "Close to the water" section of the beach to be open again, to ORV's the human beach population has a place to spread out. We used to go to this South beach area to get away from the crowd.

Closing Remark: A few emotional or knee jerk reaction or angry people have come up with rules and regulations that have greatly altered and diminished our families fun experience on the O.B. Just asking for someone to use some graceful reasoning here.

Thanks for listening and considering.

Correspondence ID: 24 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Thank you to NPS and Supt. Dave Hallac for the progress to date.

Much of the commotion surrounding the ORV management plan could be eliminated if there was consistent ORV access to Cape Point. The Point itself is not a suitable breeding habitat for the turtles or the birds, and thus does not need the protections used in other parts of the Seashore. The issue is that the limited access routes to the Point are frequently closed by breeding activity, especially on the East facing beach. The loss of beach on the East facing beach has compounded the access problem.

Access to the Point should be permanently established further to the West and South of the current route on ramp 44. Extending the "bypass" route is a short term solution, appreciated, but still short term. Permanent access via ramp 45 and/or the Salt Pond Rd (or some new route in this area) should be established. This new route should be planned so that there is minimal interaction between the ORVs and the breeding birds and turtles; both to protect the wildlife and to minimize closures of the route. If this requires changing all or part of a VFA, then expand a VFA in another area to compensate.

The area behind the East facing beach has been heavily altered by human activity and is one of the most un-natural areas of the Seashore. Consideration should be given to using this spoiled area as an access route to the Point.

Access between ramp 48 and the Point should also be re-established. This could also be used as the new permanent access route to the Point. thank you

Correspondence ID: 25 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Sep,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I support access to the beaches at an earlier time than 0700. I would also like to see the "Hook" opened back up to ORV's due to the fact that there are very few pedestrians that use that area and it is prime location for fishing when it is windy and/or the weather is bad. Thank you for allowing me to comment on this.

Correspondence ID: 26 **Project:** 59571 **Document:** 74770
Received: Oct,03,2016 00:00:00
Correspondence Type: Letter
Correspondence: Subject: National Park Service Proposed Changes to the Final Rule for ORV Management at the Cape Hatteras National Seashore Recreational Area (RIN) 1024-AE33

Dear Senator Burr, Senator Tillis and Congressman Jones:

The purpose of this letter is to share our reactions to the proposed rule published by the National Park Service (NPS) in the Federal Register on August 22, 2016 (FR Doc. 2016-19844) (Special Regulations; Areas of the National Park System, Cape Hatteras National Seashore-Off-Road Vehicle Management) and to ask for your assistance to convince NPS to make modifications prior to promulgating the final version. The public comment period for the proposed rule ends on October 21, 2016. We ask that you consider our request with that deadline in mind.

The proposed rule, which will institute modifications to the current rule (enacted in 2012), was prepared by the NPS as a direct result of the legislation you sponsored and led to passage as part of the National Defense Authorization Act for Fiscal Year 2015. The intent of that legislation was to preserve access to the Seashore by requiring changes to actions taken in original ORV management plan and rule that were deemed overly restrictive and inappropriate. A subsection of the legislation required the NPS to review and modify the rule as appropriate.

The Cape Hatteras Access Preservation Alliance (CHAPA) (Outer Banks Preservation Association, North Carolina Beach Buggy Association, Cape Hatteras Anglers Club and representatives of the Hatteras Island business community) believe that, while the proposed changes to the rule will have a favorable impact on access, additional changes are necessary if the legislation is to be viewed as a success.

In March, 2016 CHAPA submitted comments for the action alternatives described in Cape Hatteras National Seashore - Consideration of Modifications to the Final Rule for ORV Management Environmental Assessment to the NPS. We agreed that the "Preferred Alternative" was a good starting point but that additional changes should be incorporated into the Final Rule. Specific recommendations for modifications to the "Preferred Alternative" were submitted during the official comment period and discussions with NPS leaders at the Seashore were held. Over the past ten years, we have repeatedly compromised our positions in an effort to resolve differences with other groups and NPS. That continued to be the case with our most recent recommendations.

NPS decided none of the changes submitted by CHAPA were warranted; hence, the proposed rule is essentially the same as the "Preferred Alternative". While NPS has reacted to the "letter" of the law, changes reflecting the intent of the law are minimal.

The goal of our recommendations is to establish an ORV rule that will both insure resource protection and allow maximum access for both pedestrians and ORVs.

The Seashore encompasses 80 miles of oceanfront shoreline. Before the construction of highways, that shoreline was the only road at Cape Hatteras. Shortly after highways were built, vehicle access to the 13 miles of Pea Island National Wildlife Refuge (embedded within CAHA) was prohibited. The remaining 67 miles of shoreline are regulated by the ORV rule. Over the years, and most recently due to the 2012 rule, vehicle access has been reduced to 28 miles year round access. Year round Vehicle Free Areas (VFA) total 39 miles 49% of the 80 mile shoreline. The proposed rule will reduce VFAs by 3 miles.

The CHAPA recommendations will reduce total VFAs within the Seashore (including Pea Island) from 39 miles to 31.5 miles; reduce the VFAs regulated by the rule by 7.5 miles from 26 miles to 18.5 miles; decrease the year round ORV routes from 28 miles to 26.7 miles; and increase the seasonal (winter only) routes from 13 miles to 19 miles. These recommendations are intended to optimize pedestrian access during the summer and ORV access during the winter. Existing resource protection measures will continue to be followed and take precedent over access as they do with the current rule.

None of our recommendations submitted in March to the Environmental Assessment (EA), in whole or in part, were incorporated into the proposed rule. NPS determined that changes to the preferred alternative published in the EAs were not warranted. A list of our recommendations which were not accepted is attached.

CHAPA believes our proposals are consistent with the language and intent of the legislation. We believe these proposals can be implemented with minimal impact to NPS resources and will not impair resources protection efforts. And most importantly, we believe these proposals will significantly improve the visitor experience through greater access as intended by Congress. We ask for your help to require NPS to give further consideration to the CHAPA recommendations before the Final Rule is set and to explain "why not" for those recommendations not chosen.

As always, thank you for all you have done in the past to get to this point, and thank you for your continued dedication to this effort.

CHAPA Assessment of Proposed ORV Rule Cape Hatteras National Seashore Recreational Area

1. ORV permits are valid for the dates specified on the permit. - permits to be issued for a 12 month period rather than the current Jan 1 thru Dec 31 period. ORV 7 day permit be changed to a 10 day permit. This is as requested in our original submissions.

2. ORV Routes ramps for access to ocean beaches: 2, 4, 23, 25, 27, 30, 32, 34, 38, 43, 44, 48, 49, 55, 59, 63, 67, 68, 70 and 72.

NPS presented three alternatives in the "Consideration of Modifications to the Final Rule for ORV Management Environmental Assessment, February 2016". Alternative 2 was the NPS Preferred alternative in that document. CHAPA submitted recommendations during the official comment period to change some ORV route designations in the preferred alternative.

Vehicle Free Areas (VFA) designated by the rule combined with the Pea Island Wildlife Refuge total 39 miles under the current rule and 36 miles under the proposed rule. CHAPA recommendations would re-designate an additional 4.5 miles of current VFAs as seasonal (+4.0 miles) or year round (+.5 miles) ORV access.

Table 1: Insert Impact of Alternatives Table
Impact of Alternatives

VFA (Vehicle Free Areas) -7.5 mi= 18.5 mi

Beachfront Seasonal ORV Route

+ 6.0 mi= 19.0 mi

Beachfront year-round ORV Route

+ 1.5 mi= 26.7 mi

Pole, Spur, Cable Crossing Roads 2.8 mi

Total miles Considered by Rule + 1.5 mi = 67.0 mi

VFA - Pea Island Wildlife Refuge 13.0 mi

Total Seashore 80.0mi

NPS determined the recommendations which differed from the preferred alternative should not be adopted.

Alternative Changes by Route Location

Route: Ramp 1 S (right)

CHAPA Recommendation: Seasonal

Route: Ramp 2 S (right)

CHAPA Recommendation: Year-round

Route: Ramp 4 S (right) at spit

CHAPA Recommendation: Seasonal

Route: Ramp 23 N (left)

CHAPA Recommendation: Year-round

Route: Ramp 23 S (right)

CHAPA Recommendation: Seasonal

Route: Ramp 32 S (right)

CHAPA Recommendation: Seasonal

Route: Ramp 34 N (left)

CHAPA Recommendation: Seasonal

Route: Ramp 43 N (left)

CHAPA Recommendation: Seasonal

Route: Ramp 45 E (left) 1

CHAPA Recommendation: VFA with Special Circumstances

Route: Ramp 45 W (right)

CHAPA Recommendation: Seasonal

Route: Ramp 48 E (left)

CHAPA Recommendation: Year-round

Route: Ramp 59 E (left)

CHAPA Recommendation: Year-round

Recommendations Declined by NPS - Why Not?

(The many areas of agreement have been left out for the sake of brevity.)

(maps for NPS proposed rule available at <http://parkplanning.nps.gov/caha-orv-ea>.)

a. Bodie Island ORV Routes

• Ramp 1; we requested the reopening of Ramp 1 on a seasonal basis.

• Ramp 4; we requested Ramp 4 be opened on a seasonal basis around to the "bait pond".

• Soundside; we requested soundside access on Bodie Island.

b. Hatteras Island ORV Routes

• Ramp 23-north; we requested opening north 0.5 mile year round (now VFA).

• Ramp 23-south; we requested seasonal opening 1.4 miles south (NPS proposal seasonal opening 0.1 mile south of Rodanthe Pier to 1.5 south of Ramp 23 - an increased area).

• Ramp 32; we requested seasonal opening 1.0 mile south (now VFA).

• Ramp 34; we requested seasonal opening 1.0 mile north (now VFA).

Correspondence ID: 31 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.01,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: There should never be vehicle free areas. The beach at Oregon Inlet and South of Cape point have been taken away from us. These are two of the most precious areas for beach fishing. I hope that after a change in administration's we can crush these onerous regulations.

Correspondence ID: 32 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.01,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I strongly support the comments and recommendations (specifically "CHAPA Recommendations," summarized on p.10 of attachment) developed and submitted by the Cape Hatteras Access Preservation Alliance. They are attached. Acceptance and implementation of these recommendations are critical to return the Cape Hatteras National Seashore to its original purpose, providing protected recreation for the citizens of the U.S., and restoring jobs and opportunity to those who have built their businesses and livelihood on serving vacationers to these natural barrier islands.

Pennsylvania Citizen and 50-year Vacationer and Fisherman. See attached file.

Correspondence ID: 33 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.02,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I wish to state that I fully support the comments in the Cape Hatteras Access Preservation Alliance (CHAPA) letter of 23 Sep 2016.

In the CHAPA letter an alternate ORV route to the Point is supported when the East beach thru Ramp 44 is not useable to ORVs and wildlife risk permits. I have provided details in comment 1k0-8rjq-c31u on how this might be accomplished.

Further CHAPA proposes a seasonal closure to ORVs in village areas from 1 May to 30 Sep. In that the towns North of Oregon Inlet have used this period for decades with no problems and there are far more visitors in the off season and permanent residents there, it makes little common sense that village closures within the Seashore must be a longer period.

CHAPA also proposes seasonally opening certain VFAs outside the villages from 1 Sep to 30 Apr. In that these VFAs, by my personal observations, are seldom to never used, even in prime season, it again makes little common sense to at least not open these VFAs after Labor Day to ORVs.

Correspondence ID: 34 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.02,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The final rule should incorporate all of the recommendations previously submitted by the Cape Hatteras Beach Buggy Association.

The proposed rule does reflect the many sensible changes proposed by the coalition of fisherman and other beach users that contributed to the reasonable and carefully thought out modifications to the proposed rule. Failure to include these recommendations without explanation violates the purpose and intent of the rule making process.

Correspondence ID: 35 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.02,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The permit to vehicles and not to the person is just a money grab by the Park Service. Sell or trade the vehicle you are out the fee you paid. I have both a jeep and a truck so I am out of luck there as well. The suggested changes submitted by CHAPA in March have largely been ignored. This entire process is just futile to fight. I have an idea that this is just the government trying to justify their expenses and presence in the area. I have for 40 years been going to the point (well not for the 5 or 6) and I have never witnessed anything other than people enjoying their time there. I have never seen anyone kill a bird, a turtle, or anything that did not have fins. I have watched others pick up debris when leaving as do I and I have never seen anything that would give one reason to go to the ends that we are now having shoved down our throats. Beach erosion is a far greater threat and even that is of no interest to the park service. No explanation for why the CHAPA recommendations are being ignored....that really says that our input is of little importance.

Correspondence ID: 36 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.03,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I agree with the recommended changes. I especially like the change to the annual permit, because we often lose a couple of months, and since we surf fish we love to get on the beach as early as possible.

Correspondence ID: 37 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.03,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Regulation Identifier Number (RIN) 1024-AE33

I do not agree with the Preferred Alternative. NPS has reacted to the "letter" of the law with changes NOT reflecting the intent of the law are minimal. Since construction of the roadways long ago, 67 miles of shoreline are regulated by the ORV rule.

Over the years, and most recently due to the 2012 rule, vehicle access has been reduced to 28 miles year round access. Year round Vehicle Free Areas (VFA) total 39 miles 49% of the 80 mile shoreline.

The proposed rule will reduce VFAs by 3 miles which does not address the lack of access to the remaining recreational area.

I support the Cape Hatteras Access Preservation Alliance (CHAPA) recommendations that have been previously presented to NPS. The recommendations in summary will reduce total VFAs within the Seashore (including Pea Island) from 39 miles to 31.5 miles; reduce the VFAs regulated by the rule by 7.5 miles from 26 miles to 18.5 miles; decrease the year round ORV routes from 28 miles to 26.7 miles; and increase the seasonal (winter only) routes from 13 miles to 19 miles.

These recommendations are intended to optimize pedestrian access during the summer and ORV access during the winter.

Correspondence ID: 38 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.03,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The VFA zone south of the point is used more by vehicles from NPS than by pedestrians. Please open the beaches south of the point down to ramp 48. Maybe add another access at 46 to get there instead of driving around the point to access. And continue working on interior drainage. Its a shame to see the camp ground empty and unused. Also a shame to see deer trying to forage with everything underwater.

Correspondence ID: 39 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.04,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Thank you for allowing me to comment.

A provision in the rule should be provided for a temporary ORV route from the West to the Point thru that vfa, only made active if the East beach and bypass are not usable to vehicles. The provision should include both the use of Salt Pond Rd or Ramp 45 as appropriate. For example if a resource closure on the beach between Salt Pond Rd and Ramp 45 would prevent use of Ramp 45, then Salt Pond Rd could be used. Correspondingly, if a resource closure prevented use of Salt Pond Rd, then Ramp 45 could be used.

The corridor on the beach thru the vfa should not be firmly located but be flexible as to location so it could even wind over to the Point, sometimes using the foreshore, then the rear shore, then the foreshore, etc etc to get around resource closures.

Yes I know the current wildlife situation in that area is likely to prohibit near term use, but the new buffers at least give it a better chance for use.

The provision should also include that if the route is active, it would be a priority route for morning opening.

And finally if the provision for such a temporary ORV route is provided in the rule now and down the road it can be used, we dont have to go thru the several year process of a rule change.

Correspondence ID: 40 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.04,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I have been visiting the OBX for 36 years now, and the availability to drive on the beach has been one of the reasons we return year after year. The experience has been diminished in recent years with the advancing restrictions to ORV use. As me and my traveling companions have aged (I am 64) the areas we like to fish and visit are becoming too far to walk to without the ORV access.

I would like to see the "Point" open year round with expanded access East from Ramp 48 all the way to the "Point", or barring that, access from the Inside Road to the Southeast route to the "Point" made available. The area a mile or so East from Ramp 48 is a great place to stargaze being so far from the light pollution, and is wide enough to accommodate ORVs and the turtle nests. Please allow night driving for stargazing when appropriate during nesting seasons.

The "Point" is generally too changeable in shape and size from year to year, and too battered by the elements to support nesting near the water's edge to continue to restrict ORV use in those areas.

I applaud the 10 day ORV permit as well as the annual permit being valid 12 months from date of purchase. I also think that issuing a permit to an individual who can change vehicles instead of the permit being tied to one vehicle is a good idea. I have commented over the years as this has unfolded, and have generally supported the Park Services chosen preference, but would like to see the slight expansions recommended by CHAPA put into place.

As a biologist who once worked for the Park Service, I believe that there is room for responsible ORV use and the protection of the wildlife as well. Thank you for the ability to comment, and I hope that this issue is finally put to rest.

Correspondence ID: 41 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct.04,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Thank you for the opportunity to comment. I support the proposal to open ramp 2. The comment by former NPS employees to not open ramp 2 is unfortunate. However, their comment to provide a short "drive only" section with no parking in order to separate the Coquina Beach area pedestrian traffic is a reasonable comment.

Please consider opening beaches to morning traffic based on 'nautical dawn' rather than a set time throughout the year. This will allow fishermen the opportunity to access beach areas during a very productive fishing time of day.

Like other posted comments I support measured increased ORV access, especially access to the point.

I support the 10 day beach permit and would also encourage that annual permits run 365 days from purchase.

Similar to state Annual free fishing days and the annual Pea Island National Wildlife Crab Rodeo, please consider the concept of "Nights at the Point" where Park personnel supervise all-night fishing access. This could be an educational opportunity to encourage responsible ORV behavior in the Park.

Correspondence ID: 42 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,06,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I would like the ORV permit for weekly to reflect 2 weekends or to be the same as the NC fishing license. When we travel, it is very hard to remember what day we have to renew permits and local licenses.

We purchased 4 vehicles just to be able to drive on the OBX beaches. The last 2 were modified to tow behind our gas motorhome. Since we were planning last year to stay 14 days, we purchased a yearly ORV permit at the end of September. We got evacuated after using the permit for 1 day. There are no refunds and the permit wasn't good for this year. I like the idea of 12 month permits to allow us to get some use out of the permit. So we maybe able to come in the spring. This year, we purchased a weekly permit, We got evacuated after a few days. It wasn't as big an expense. But if we had stayed, the 7 day would have been too short.

Correspondence ID: 43 **Project:** 59571 **Document:** 74770
Received: Oct,05,2016 00:00:00
Correspondence Type: Letter
Correspondence: Subject: Proposed Revision to Existing Special Regulation for Off-Road Vehicle
 Use at Cape Hatteras National Seashore

Dear Dave,

The only major change I have from CHAPA's comments would be to Cape Point and the south beach full time closure. The south and west side of Cape Point should be increased from the present 300 meters to a point directly across from the Salt Pond road. I would suggest a piling being placed on the beach and this then would designate the start of the Hook. The Salt Pond Road should be redesignated. I realize there will be resource closures especially during the spring and early sum, mer. By decreasing the size of the VFA by a couple of hundred meters does nothing to the primitive wilderness thought process. My suggestion still allows for 3 or more miles of closed beach. My suggestion allows for alternative access to Cape Point when the east side is closed for whatever reason.

I would appreciate it if you would take a look at the dollar amounts listed below. I normally would not bring this up but a statement which is made in "The Coalition to Protect America's National Parks" (by I assume Mike Murray) needs to be corrected. The argument made in section 3 that the shoulder seasons are expanding because more visitors are using the beach is just as wrong as it can be. Yes, there are more folks coming down in the early spring and late fall, but that is because there are less restrictions at that time. These folks use to come when the fishing was better later in the spring and earlier in the fall, but having to wait to until 7 am to get on and be off by 9 pm causes them not to visit. Turtle nest restrictions, along with bird closures, are less in the shoulder seasons. Murray's misrepresentation of the data is exactly why the plan is such a failure. He chased everyone off the beach when the fishing is best and now .wants to completely chase them off year round.

While I don't really understand the 100 million dollar loss as related to the plan I do understand that the following is being ignored by the NPS. If the following becomes unclear, I will be glad to meet with you to explain. Tax Evaluations for Dare County are done as needed. The present plan of 2,012 necessitated a new tax evaluation.

Dare County w/o Hatteras Island Tax Evaluation Hatteras Island Tax Evaluation
 2012
 \$13,491,652,400.00
 \$3,413,038,500.00

2013
 9,873,280,400.00 -27%
 2,073,862,400.00 -39%

Without question there are a lot of factors leading up to this decline, but the 12% difference between Dare County and Hatteras Island allow for only one conclusion. The NPS plan had a direct and immediate loss of \$200 to \$350 million dollars to Hatteras Island. If Ocracoke were included in these calculations the loss would be even higher. Please also note that a part of the 27% loss in northern Dare has been caused by the NPS actions.

The loss of businesses that have occurred on Hatteras Island, and are still occurring, is staggering. The rest of Dare County does not reflect this loss.

Year Active Businesses on Hatteras Island
 2006 630 active businesses
 2007 624
 2008 604
 2009 592
 2010 556
 2011 554
 2012 539
 2013 532
 2014 531
 2015 524
 2016 517

Please note: Tax Evaluations and
 Active Business figures were provided by
 the Dare County Tax Department

This is really sad. Since the very beginning with Superintendent Belli, then Murray and negotiated rule making, the so called Consent Decree, and then the present plan, my island has suffered. These are people who lost it all because of the NPS Plan. For NPS to never ever recognize this harm and loss of livelihood and employment is beyond my comprehension. Stop telling folks how good it is. Business is still not as good today as it was before the plan. Even today, we do not see NPS uniformed staff in our restaurants, grocery stores, and retail businesses. While many in NPS who had their way with this community tried to act as if everything is back to normal, it is not. To have taken a National Recreational Seashore and divided it equally between two user groups, off road vehicle users and pedestrians, has failed. There never was a pedestrian user group. There still is not a pedestrian user group using this recreational area. NPS has had years to document use in the vehicle free areas but they have not. The reason for not doing so is that there is so little use of the area as to not even matter.

I would like to thank you Dave for having the courage to take on this issue. Without you, your leadership and team, things would be quite worse today than they could be. I hope you stay here for years to come and I look forward to trying to help get my community back to a reasonable and profitable outcome to both the resource and the users of this seashore.

Paragraph C of Section 3057 of the 2015 National Defense Authorization Act basically charges NPS with Maximizing and balancing public use of the Seashore between Vehicle Free Areas, Seasonal Use ORV routes, and Year-round ORV access routes.

Quite honestly, it appears as if NPS has no intention of doing anything to make these public beaches more accessible. I am just as frustrated today with the lack of concern by NPS about our public beaches, as I was about the stealing of these beaches from the public by NPS.

What should have been done in the plan was to have a definition of what would be justifiable reasons for a vehicle free area. For example across from Canadian Hole where there is suitable pedestrian parking and so on. Any place where there was or is easy parking and access to the beach should be a pedestrian only beach. No argument, but when you take areas such as the southend of Bodie Island, Hatteras Island, Ocracoke Island and especially Cape Point and close those areas simply to penalize the American public you end up with the situation you have today. Those pedestrian only areas listed above are only available by using a vehicle to access the fringes of the area. The Cape Point and then 3 miles down the beach is ridiculous. There is no access to the most desired and formerly most used beach in the whole seashore. Without question the National Park Service did not understand the layout of this recreational area before the plan, and even today NPS refuses to open its eyes to what the public wants and needs. The south beach area was a kid's playground. It was where our children learned to surf, fish, and simply play. It was taken away because it could be not because it should be. There is never anyone walking in the south beach area at all. I recognize that there will be closures for resource protection, but year round closure of the south beach has become a fiasco.

When the south side of Cape Point and down the south beach was closed year round NPS allowed for unlimited growth of weeds and unlimited access of predators on the beach. Prior to that, my community told NPS that this was exactly what was going to happen. Instead of listening to the community's advice, the opposite happened. There was finger pointing by NPS and the environmentalist, and the area closed. There was and is to this day no resource gain at all which can be documented with this closure. The most heavily used beach in the seashore, stolen for no other reason than to say it meets with= somebody else's thought process and definition of "primitive wilderness".

I know that Congress never, ever thought that this "recreational" area would be renamed and then turned into a place where only the fittest of young people can access. There are so many of us old, disabled, and the very young who cannot walk to get to the best beaches in this seashore. Again I appreciate what you have tried to do. But I have to ask the question, "Is there not a part of the NPS where integrity and honesty are paramount instead of manufacturing and paying for half-truths and lies?" A \$300 million immediate loss to Hatteras Island demands attention, your attention AND the attention of others. Somehow, I'm afraid it will be left alone and hidden away with hopes that no one mentions it again.

Correspondence ID: 44 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,07,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please apply the CHAPA suggestions

Correspondence ID: 45 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,07,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I would like to comment on the NPS Proposed Rule. I believe that the NPS has gotten out of control with their vision of their own power and authority. They have been influenced by entities that do not have the interests of the visitors to the Outer Banks in mind. These organizations are headquartered in New York City or other locations far from Cape Hatteras National Seashore. The NPS rules are arbitrary and have no basis in good intentions for the visitors to the Seashore or even in the forwarding of the environmental issues they supposedly support. Unfortunately, as the September 23 Cape Hatteras Access Preservation Alliance (CHAPA) response to the Proposed Rule states, "Over the past ten years, we have repeatedly compromised our positions in an effort to resolve differences with other groups and NPS." This needs to stop. Somebody has to stand up for the rights and privileges that we deserve to have on the Outer Banks. The NPS Proposed Rule needs to be completely rejected and the NPS should be told to start over and develop a plan for ORV access that provides access to visitors of the Seashore without arbitrary restrictions. Please ask for a completely new analysis of this issue and try to reach the correct solution. Thank you.

Correspondence ID: 46 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,12,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The National Park Service continues to shrink areas of the beach where people can enjoy a natural beach experience without interference of motorized vehicles. The Preferred Alternative removes 2 miles of Vehicle Free Area and adds them to ORV use. This will result in even more user conflict. The NPS should instead expand the VFA. Far more people use the beach as pedestrians than as drivers who park vehicles on the beach, yet pedestrians do not have a voice. The massive voice of the ORV special interests continues to dominate the conversation on ORV access, while the NPS ignores the interests of the majority of users. This latest proposed change will be another slap in the face to users who prefer to use a National Park without vehicles and their drivers.

Please consider removing the half-mile of ORV route below Ramp 4, so that pedestrians can walk to Bodie Island Spit, when it is open, without having to subject themselves to the insults of the drivers who park there. Also, please allow vehicles a parking area on the roadway leading to Ramp 4. At present, pedestrians have to park at Oregon Inlet Fishing Center and cross a busy highway where there is no crosswalk. And during construction at the bridge,

pedestrians can't cross over at all. This effectively denies pedestrians access to Bodie Island Spit.

Cape Hatteras National Seashore is a national park, not a national parking lot. Contrary to its enabling legislation and mission, the National Park Service has saved paradise and put up a parking lot.

Correspondence ID: 47 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Correspondence Type:	regulations.gov						
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Correspondence ID:	55	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please, please, please relax restrictions to ORV use on the beaches at Cape Hatteras. There is no environmental reason not to, and restrictions have harmed local businesses and kept fishermen from being able to access areas that have long been considered among the best fishing spots on the Outer Banks.						

Correspondence ID:	56	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
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Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I would like to address the area of Vehicle Free Areas.						

While it is evident that access to Cape Point is forever changed, and will never again be the same, I do firmly endorse the current NPS administration and its willingness to make the situation better than it has been in recent years.

My comments will be limited to the area I have always known as South Beach. This is the beach area just south of Cape Point. It is currently marked off as a vehicle free area, which seems to me to be reserved to only those who would like to sit on and enjoy the beach. The fact of the matter is that nobody uses that area for that purpose. The reason being that is far to distant a walk for them to haul by hand their beach stuff down to that area to enjoy. With the current rules as they are, this means the area is not being used by anyone at all. That area should be once again opened up for ORV use. That would allow fishing in that area, and for others to get their stuff down to the beach for their use also.

Thank you for your consideration.

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	77	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	78	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	79	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler and 30+ year visitor to the NC Outer Banks, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	80	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 81 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I visit Cape Hatteras National Seashore Recreation Area at least 4 weeks a year. I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access. The usage of these areas is limited, especially the VFA south of Cape Point to ramp 48 as this area has become a PFA (People Free Area).

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach. The NPS should provide ORV access to both sides of Oregon Inlet, both spits fronting Hatteras Inlet as well as the south end of Ocracoke Island.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 82 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 83 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	84	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access. Growing up in NC, I fished beaches in the Hatteras area many times and hope to be able to do that in the future with my kids and grandkids.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	85	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must

allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	86	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	87	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
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Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	88	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	89	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	90	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
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When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 91 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 92 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 93 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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I would NOT like to add additional vehicle traffic in front of the villages as people are using the beach.

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Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current

review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	162	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
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Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	163	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
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Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 164 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 165 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
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Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 166 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	167	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	168	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
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Some of the changes that I would like to see added in the proposed rule, include:

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Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 169 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 170 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 171 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	172	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As a disabled angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge National Park Service (NPS) to incorporate the suggestions of anglers, park visitors, and local businesses to fully accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. Unique characteristics of windblown sand seashores require the use of off road vehicles to access much of the seashore.

While I understand some need for resource protection within the seashore, the NPS's final rule went much too far in limiting public access. To myself and many others like me, National Park Service is removing shoreline access for legions of less wealthy citizens; and especially to those of us without youthful health and vigor. Many of NPS's actions across our nation seem to target the less wealthy vehicle bound, and sometimes disabled, people who cannot afford expensive workarounds.

It is imperative, to me and millions of people like me, that NPS take advantage of public review processes to better balance important goals regarding public use and public access.

Requisite changes that should be added to any CHNSRA proposed rules, include:

Morning beach openings: The seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended a minimal four weeks in Spring and Autumn instead of the proposed rule's two-week extension.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive; and not in alignment with park visitor needs, disabled persons' access and activities. Areas must allow for sufficient vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide Bodie Island sound or bay side access as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements through working with the public to create a balanced plan that allows access our nations beaches while providing some resource protection for the very temporary shorelines and beaches. Please recognize that additional changes are needed to restore reasonable public access to the seashore, including for disabled persons.

Correspondence ID:	173	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,14,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a

temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 174 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 175 **Project:** 59571 **Document:** 74770 **Private:** Y
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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

The reason for night time closing was for turtles nesting, since it has been closed, two turtles has been ran over. Before the closing, we have none. Perhaps letting us use the beach at night will protect the environment better. Also the closing the beach for non endangered species has not helped the birds, it had made it harder for the birds to survive at the park. Just check the numbers for the birds before the closing and now with massive closed areas. Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 176 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,14,2016 00:00:00
Correspondence Type: regulations.gov
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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

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Received:	Oct,14,2016 00:00:00						
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Correspondence Type: regulations.gov
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Correspondence Type:	regulations.gov						
Correspondence:	Morning Openings: Agree with Alt. 3. Wouldn't it make more sense, and easier for all, to say "all routes open at dawn and close at 10PM."?						

Seasonal ORV Routes: Agree with Alt. 3. Extend seasonal routes not at villages to 1 Sept.- 30 April.

VFA's: For this change I agree with Alt. 3. Plus redesignate ramp 1 VFA as year round and ramp 23 for .5 mile north as year round. Note: Allow connection from South Nags Head beach with Ramp 1 in the off season.

Access Improvements: Agree w/Alt.2. Plus need access from Ramp 45 to Cape Point.

Permits: Should be 8 day, 15 day, and annual (calendar year). This will make issuance and enforcement easier.

Total VFA and ORV: Alt. 3 is better.

Note:

I applaud the NPS for this First Step in improving the availability of the National Seashore to the Public. After all, it was created for them. I encourage the NPS to make this ONLY a first step and to continue to improve access for the people who use it.

I feel that more weight should be given to the comments of the users of the Seashore than to comments from people who don't use it.

Fishermen who use the Seashore want more access between ramps and NOT more ramps. For that reason, I believe that there should be NO VFA's except seasonally in front of the villages.

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When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must

allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	212	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As a surf fishing angler at Cape Hatteras since 1984, I have seen access continually restricted with little scientific evidence of its usefulness. I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Correspondence ID:	213	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	214	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As a nature lover I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	215	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Correspondence ID:	216	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Correspondence ID:	218	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Correspondence ID:	219	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improvement to the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge the National Park Service to respect and incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access. Targeted enforcement efforts would go a long way to protecting resources. I can remember when hardly a week went by that I didn't see a representative of a law enforcement agency on the beach. This past year I have not seen one. It is little wonder that speeding and other violations of park regulations occur regularly. Enforce existing rules and regulations ...

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

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Received:	Oct,15,2016 00:00:00						
Correspondence Type:	regulations.gov						
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Correspondence ID: 227 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,15,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Correspondence Type: regulations.gov
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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	245	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,16,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA).						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. I very much understand and support the need for resource protection within the seashore, but it is very important to me that NPS better balance the important goals of resource conservation and public access.

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Correspondence ID:	246	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,16,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	We have been coming here for 42 years! Please listen to the OBPA people. They represent our concerns of maintaining our access to the beaches for ORV use. The proposed NPS changes are a good start"						

Correspondence ID:	247	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,16,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Thank you for requesting comments to obtain input from actual beach access advocates and local residents. Since the 1970(s), our Family has enjoyed the natural beauty, shoreline habitat, and feel privileged to have enjoyed the picnics, shell hunting, fishing , bird watching and the overall beach experience.. Needless to say, we are All very distressed by the continued beach access restrictions driven by Groups who have no actual knowledge of the environmental dynamics of our Outer Banks Seashore and no credible science to support their claims. I believe strongly in continuing the quest for open access for both Pedestrians and ORVs and people of all ages to participate and enjoy our Seashore.						

Therefore, I fully support the position and recommendations of the Cape Hatteras Preservation Alliance (CHAPA) which is made up of the The North Carolina Beach Buggy Association, The Outer Banks Preservation Association, and the Cape Hatteras Anglers Club which are all highly respected groups. I have some specific comments which I will keep brief and concise

*It is Extremely Important that year round access be available to Cape Point. The current "corridor" seems to be working. Access to Cape Point is the "hot issue" of most Locals and Seashore visitors.

*Morning Beach Openings - Priority beaches open at 5:00am (dawn - depending on standard or daylight saving time).

*Access Improvements - Develop Soundside Access on Bodie Island - Develop Ocean access on Pea Island (Co-ordinate with Fish and Wildlife). Build a parking lot on the north end and east of the old Coast Guard Station for Pedestrian access. Build another parking lot oceanside south of the Refuge parking area and north of New Inlet for Pedestrian access. This will eliminate roadside parking with folks of all ages crossing a very busy highway.

*Permits - Permit should be for 12 months from date of purchase. A 14 day permit is needed for 2 week visitors to match the temporary NC Fishing license.

* Ramp 2 should be open all year. A 50' buffer could be established. This would allow All beach goers to have access to public facilities and parking.

*Ramp 4 should be open all year to the south and around the inlet point as far as erosion will allow. This is very popular fishing area. Thank You for allowing us to comment on these proposed changes to the Final rule.

Correspondence ID: 248 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,16,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Correspondence ID:	256	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,16,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	For many years as a child I grew up going to the North Carolina coast, specifically the Outer Banks and Cape Hatteras to vacation every summer. My family would rent a house for a week at time. I remember spending so much time in the surf that my feet would get sunburned.						

As I grew older and became more interested in saltwater fishing the Outer Banks become a place where my father, my brother and myself were able to go surf fishing. When my brother got to a certain point he was able to put a cooler rack on the front of his truck, just as my father had done years before so that he too could drive out on the beach and fish as his father had done.

When I became older and married, my wife and I took a trip back to Buxton, where we were able to take our off-road vehicle to the south end of Ocracoke and pull right up to the water and enjoy a day at the beach that I still talk about to this day over a decade later.

The Cape Hatteras National Seashore is a national treasure that should be enjoyed by ALL visitors to the Outer Banks. Part of that enjoyment is having open appropriate access to the seashore. For generations Americans and visitors from around the country and world have been able to access the seashore to enjoy its beautiful, resources and create memories that will last a lifetime.

First, I STRONGLY support and urge the National Park Service to open beach access at 6 am and not close access until 10 pm. By doing so, this will provide plenty of access to anglers and visitors.

Second, I STRONGLY request the dates for ORV seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Third, the existing set of Vehicle Free Areas is OVERLY restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access. The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for taking the anglers' and visitors' needs into consideration as the National Park Service manages the Cape Hatteras National Seashore.

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Received: Oct,16,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: i am an avid surf fishing person who has always enjoyed the Outer Banks, particularly the Cape Hatteras point. As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Received:	Oct,16,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Received: Oct,16,2016 00:00:00
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Correspondence ID: 272 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As a frequent visitor, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Correspondence ID: 273 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00

Correspondence Type: regulations.gov

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I am a "100% DISABLED VETERAN " who cannot walk to the point to fish we need as much access as possible.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	274	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	275	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please plan for the future of our state and nation.						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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- 1) The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
- 2) Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
- 3) Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

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"God has reasons for creating a diverse living earth. To destroy His creations is to question God's reasoning." ~ A.D. Williams

AND

"Animals should not require our permission to live on earth. Animals were given the right to be here long before we arrived." ~ A.D. Williams

AND

"Compassion for animals is intimately connected with goodness of character; and it may be confidently asserted that he who is cruel to animals cannot be a good man." ~ Arthur Schopenhauer

AND

"The greatness of a nation and its moral progress can be judged by the way its animals are treated." ~ Mahatma Gandhi

AND

We must become better care-takers of our planet and all of her inhabitants. ~ CH Grossman

Correspondence ID: 278 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The sea shores are for everyone, including our wonderful wildlife. There is no reason why vehicles should ever be on the beach, let alone for four more critical weeks in the breeding seasons. Considering this change is ridiculous and shocking to me.

Correspondence ID: 279 **Project:** 59571 **Document:** 74770 **Private:** Y
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Correspondence Type: regulations.gov
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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Correspondence ID: 280 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am writing to ask you not to weaken the laws protecting Piping Plovers. We don't need more vehicles on our beaches! Before off-road vehicles were created, man and birds got along fine. Fishermen don't need to drive to the edge of the water. What's wrong with walking, it's good exercise. I've experienced having to jump out of the way of some of these reckless drivers. Instead of allowing more beaches for these vehicles, you should be banning them completely!! Thank you

Correspondence ID: 281 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The needs of ORV operators should never..... never subjugate the needs of wildlife, especially along the shores of the Cape Hatteras National Seashore where the Piping Plover nest. Recreational vehicles have for decades destroyed habitat throughout the United States, reducing habitat, such reductions a major cause of specie extinction. We must, as a nation, stop these reductions of habitat before wildlife is no longer present along our coasts.

Correspondence ID: 282 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am a regular visitor to this area and I appreciate the regulation of its beauty. The thrills of off road driving do not justify relaxing protections. Seen broadly, you increase the value of what you protect.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 283 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.
This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.
I am counting on the National Park Service to protect: The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering my comments.

Correspondence ID: 284 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
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This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

1. The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests.
2. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance.

3. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering my comments.

Correspondence ID: 285 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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 Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 286 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Don't change the rules for off-road management. The current rules do a better job of protecting wildlife on the National Seashore.

Correspondence ID: 287 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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- The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
 - Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
 - Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 288 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Birds and turtles are important to me - - and to the larger ecosystem. They're part of a healthy planet I want to leave my grandchildren and beyond.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

Correspondence ID: 289 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National

Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance.

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering my comments.

Correspondence ID:	290	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	291	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Off road vehicles contribute to the destruction of the planet in all ways. They destroy the area where they operate. They produce greenhouse gasses. They are sources of extreme noise pollution. They appeal to a very small portion of the total population. They waste fuel. They have no place on public beaches. We are witnessing the changes that climate change is making to the earth right now. It is absolutely wrong at this period in history to not only permit but condone the destruction of habitat for the gratification of a selfish portion of the entire population. It is your job to protect our vital natural resources. DO YOUR JOB!						

Correspondence ID:	292	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	293	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: Please preserve wildlife areas for birds and animals on the shoreline of NC, we don't want off road vehicles in the wilderness areas, of which there are already too few.

Correspondence ID:	294	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Hello,						


The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Sincerely,


Born and raised in North Carolina

Correspondence ID:	295	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	296	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	297	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I live in North Carolina and frequent our beaches. The current plan protects pedestrians like me as well as the birds and turtles that inhabit the beaches. It also allows some beach driving. Furthermore, this plan was peer reviewed and approved.						

The proposed rule takes us in the wrong direction. It weakens protection by catering to a small population of beach drivers.

Thank you for considering my comments.

Correspondence ID:	298	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Changes were made in the past to protect birds and we must seriously consider what current proposals will do. The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for your consideration.

Correspondence ID:	299	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I understand Senator Burr's disregard for this fragile environment is a result of his desire to increase tourism but it would be disastrous for our shorebirds and sea turtles many of which are still protected or endangered.						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	300	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,17,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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- Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 301 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 302 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please protect the habitat of Piping Plovers and sea turtles at the Cape Hatteras National Seashore by limiting access to beach driving both in area and in time. These animals need our help to maintain struggling populations.

Thanks for your consideration,

Correspondence ID: 303 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	304	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	To Whom It May Concern:						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

I've enjoyed visiting the Outer Banks for more years than I can count. In fact, I moved to coastal North Carolina once I retired in order to be closer to the Banks. I go there to enjoy the unique terrain and the wildlife- not to dodge dune buggies and off-road vehicles in general. There are many places where off-road enthusiasts can amuse themselves: why can't those of us who enjoy the coastal area's natural blessings enjoy some areas of peace, quiet and the natural fauna and flora? In addition to harming wildlife and their habitats, dune buggies are a nuisance to those of us who come to the Banks for their serenity- -and harmful to our already endangered terrain and wild life.

Correspondence ID:	305	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Chief Seattle (c. 1786-1866): "If all the beasts were gone, men would die from a great loneliness of spirit, for whatever happens to the beasts also happens to the man. All things are connected. Whatever befalls the Earth befalls the sons of the Earth."						

Charles Darwin (1809-1882): "The love of all living creatures is the most noble attribute of man."

American Naturalist John Muir (1838-1914): During a 1000-mile hike to the Gulf of Mexico Muir wrote about animals as "beautiful in the eyes of God . . . part of God's family, unfallen, undepraved and cared for with the same species of tenderness as is bestowed on angels in heaven or saints on earth."

Albert Einstein (1879-1955): "A human being is a part of the whole called the 'universe,' a part limited in time and space. He experiences himself, his thoughts and feelings, as something separated from the rest, a kind of optical delusion of . . . consciousness. This delusion is a kind of prison for us, restricting us to our personal desires and to affection for a few persons nearest to us. Our task must be to free ourselves from this prison by widening our circle of compassion to embrace all living creatures and the whole of nature in all its beauty. Nobody is able to achieve this completely, but the striving for such achievement is in itself part of the liberation and a foundation for inner security."

Henry Beston (1888-1868), American writer and naturalist: "We need another and a wiser and perhaps a more mystical concept of animals. Remote from universal nature, and living by complicated artifice, man in civilization surveys the creature through the glass of his knowledge and sees thereby a feather magnified and the whole image in distortion. We patronize them for their incompleteness, for their tragic fate of having taken form so far below ourselves. And therein we err, and greatly err. For the animal shall not be measured by man. In a world older and more complete than ours they move finished and complete, gifted with extensions of the senses we have lost or never attained, living by voices we shall never hear. They are not brethren, they are not underlings; they are other nations caught with ourselves in the net of life and time, fellow prisoners of the splendour and travail of the earth."

Correspondence ID:	306	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Piping plovers and other shorebirds and turtle are really in need of our beaches for nesting to survive. Please protect these beaches for birds, turtles and all wildlife with a habitat that is not invaded 4 wheelers and RV's. Protect wildlife and protect us from roaming RV's and 4 wheelers.						

I want peaceful places to walk and fish not be afraid of someone running over me on a beach!!! I pay lots of tax in NC and don't even get to watch If people can't walk to a place to fish then they need to go to a pier. Our beaches should not allow any type of vehicle on them, especially on the Outer Banks. Protect these places for all North Carolinians and visitors, not just some lobby group like Ducks Unlimited or Recreational Fisherman that are too lazy to walk.

Correspondence ID:	307	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please don't let human recreation increase to the detriment of the wildlife only you can protect! I am counting on the National Park Service to protect:						

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests; Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance; Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Correspondence ID: 308 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 309 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 310 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

Correspondence ID: 311 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims

prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	312	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	313	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
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This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	314	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

It's very important that endangered birds and sea turtles are protected. Someone has to protect them and every measure has to be taken to do so. If we want them to not only be around for the rest of our lifetime, but for future generations, then we need to take care of them now. It is up to us and it is critical that we do so.

Thank you for considering my comments.

Correspondence ID:	315	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear National Park Service,

I am a resident of Raleigh, NC and avid supporter of the National Parks throughout the U.S. I have also donated money to protect National Parks. One of

the great parks and protected national seashores of the U.S. is the Outer Banks of NC. I am deeply disturbed that the NPS is considering extending the area for off road vehicles. Please do NOT do this. Much of this area is urgently needed habitat for the Piping Plover and Red Knot bird populations that are in peril. These birds DEPEND on Cape Hatteras National Seashore habitat to raise their chicks.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." Coastal development, incl. in NC, and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to PROTECT:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	316	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park, a good arrangement for people and wildlife living in such close proximity. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year. Not good at all.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

We are counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	317	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am counting on the National Park Service to protect: The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use						

Correspondence ID:	318	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the						

Correspondence ID:	319	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an older woman who has enjoyed hearing and seeing birds and other wildlife, I realize now that PEOPLE are taking over and driving many species of wildlife to extinction. Don't birds and other wildlife have any rights?						

I am counting on the National Park Service to protect

- the existing ORV management plan & wildlife protection areas that were supported by science, not pressure from special interests

-federally listed species like the Piping Plover and Red Knot that require LARGER, not smaller, protection areas free from ORV disturbance

-critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 320 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 321 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do not decrease the amount of protected land for birds and other wildlife in order to satisfy demand for ORV's or other human encroachments. Keep it for species that deserve safe areas for nesting and habitats. Thank you

Correspondence ID: 322 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 323 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Greetings,

I am a resident in NC and my family and I have been visiting the Outer Banks for years. What we love most about this shoreline is the beauty of unspoiled beaches and the wildlife which live in this area.

Please, do NOT open the beach back up to vehicles!

Vehicles on the beach are not just a disruption to the wildlife but also to the family's and children who are walking along the shores!

Please, continue to preserve the beauty of our shoreline for all living things that come to enjoy this area!

Thank you for your consideration.

Correspondence ID: 324 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 325 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 326 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century have resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

- 1) The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
- 2) Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
- 3) Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 327 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I urge you to reconsider the proposed changes to the management of beach access at Cape Hatteras National Seashore. The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Currently, more than 60% of shoreline is available to ORV use at least part of the year and the existing rules permit ORV access to some areas year-round.

As an active member of the National Audubon Society and the N.C. Audubon Society, I believe the proposed new rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas and puts at risk recent conservation gains. Coastal development has resulted in the loss of high-quality habitat all along the Atlantic coast, and critical bird populations - including the endangered Piping Plover - today have very few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act. Please do not yield to pressure from off-road vehicle groups, even those claiming to be preservationists, to destroy this natural sanctuary.

Correspondence ID: 328 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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Thank you for considering my comments.

Correspondence ID: 329 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

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Correspondence Type: regulations.gov

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Correspondence ID: 334 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: There are plenty of places for off road vehicles without distroying critical habitats ! Do not weaken their protections !!

Correspondence ID: 335 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 336 **Project:** 59571 **Document:** 74770 **Private:** Y
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Correspondence ID: 337 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do not expand the area on protected beaches for ORV's. Birds and turtles need protection. Thank you.

Correspondence ID: 338 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 339 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am a retired professor ornithology and a resident of North Carolina. I believe that shorebirds need continued protection on Cape Hatteras and that opening the shoreline to ORVs (by extending the ORV season) is a very stupid idea. I have worked for the Park Service in the GSMNP and I love the NPS people and the mission. Please don't keep these fine individuals from protecting our natural resources.
 Thank you.

Correspondence ID: 340 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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 Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 341 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do not change the protected portions of beach on Cape Hatteras. There is enough public area already

Correspondence ID: 342 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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Correspondence ID: 343 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please, please protect the coast of NC for piping plovers and red knots birds. There are so many places people can drive. The birds don't have the options and choices vehicle drivers do. The NC coasts are already under such threat from rising oceans, storms, overdevelopment, etc. Please protect birds who were there long before people. Thank you

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Correspondence ID: 347 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: We need to continue protecting wildlife on our National Seashores. Allowing additional ORV traffic will not accomplish this goal.

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Correspondence ID:	349	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I cannot put it any better than this from Audubon: "The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

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This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 353 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: PLEASE STOP THE GREED AND DO NOT ALLOW ANY INCREASE IN ORV AVAILABILITY TO THIS AREA. WE MUST PROTECT THIS AREA OF THE NATIONAL SEASHORE WHILE WE STILL HAVE IT.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 354 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I am counting on the National Park Service to protect the bird and turtle habitats at Cape Hatteras National Seashore. Please use the existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot require larger, not smaller, wildlife protection areas free from ORV disturbance and critical nesting periods for our birds and sea turtles would be harmed by extending the seasons for ORV use. Thank you for your consideration.

Correspondence ID: 355 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 356 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Comments regarding the suggested amendments to the final plan for ORV access to CAHA in the document of 8/22/16 by NPS in response to actions required for NPS to comply with National Defense Authorization Act requirements for better access to the beaches under control of NPS Hatteras.

As an individual who first visited the Outer Banks in 1959 and has been a regular visitor since the 1970s I am very much concerned about access to our beaches and the opportunities to make the visit as enjoyable for as many individuals as possible while protecting our important resources. It has always been my belief that it is possible to provide both access and protection and I feel that there has been some recent improvement along those lines. The turtle enclosures and monitoring along with ORV access corridors between and around turtle and bird nests and nesting areas have helped provide some access to areas that previously may have been closed.

Access to many remote areas where many of us like to fish or otherwise recreate are realistically available only by ORV, particularly when planning for a prolonged stay on the beach as desirable for those who do not have frequent access opportunities or may only visit annually.

Although your Alternative 2 Preferred and Proposed Plan is an improvement on the present plan it still falls short of further considerations that remain reasonable and actionable.

Morning Beach Openings and Night closures

A 6:00 A.M. beach opening time on the ramps identified in alternative 1 will allow anglers to opportunity for the last possibility of the frequent early A.M. bite. My physical observation it should still be adequate light to enable safe access for NPS technicians prior to 6:00 A.M. Leaving the beaches open until 10:00 P.M. will enable a fair opportunity for an evening catch and anything that can be done to lessen the closure hours is particularly helpful for those who have limited opportunities to enjoy the beaches off Hatteras and Ocracoke Islands.

Seasonal ORV Routes

The extension of seasonal ORV routes in front of villages and Ocracoke campground should tend from Sept. 15 to May 15 and could do so with very little impact on the pedestrian use of those beaches. This is from personal observation of activity in those areas on Hatteras Island during those time frames and assuming that Ocracoke would have less activity in the same time frames.

Vehicle Free Areas

Same as alternative 3 with the following additions:

The following should be ORV accessible, Bodie Island spit, Ramp 45 west as a seasonal ORV route and ramp 23 north as year around. After observing a great deal of congestion at ramp 25 this summer season it occurs to me that the situation could be improved by spreading some of that tri-village area traffic to the area .5 mi. north of 23. The apparent sensitive pre-nesting areas have been south of ramp 23 for a number of years. The seasonal ORV route south of ramp 23 would be a welcome addition of a historically great fishing area. Observation of the VFAs will, in most or all cases, indicate very little use by pedestrians. The areas such as Sandy Bay that may go a number of days in the off season without witnessing a human footprint should be considered as seasonal routes.

The VFAs should be seasonal when the possibilities of people actually using them will be greater. Proximity to the villages or other areas with adequate parking and ease of walkover should be a primary consideration for these areas.

Access Improvements

My use of sound side access has been almost exclusively through the Salvo day use area. I am familiar with other sound side accesses. I do recall that Salvo Day Use area was a popular campground.

Ramp 34 - this ramp needs a pedestrian walkway. The walk from the parking lot over the dunes is difficult. This forces pedestrians to use the ORV ramp which frequently creates a dangerous vehicles and foot traffic.

Ramp 44 - Opening Salt Pond Road and extending the bypass in both directions should allow such improved access to the Point. The Point "is" the destination for many fishermen. Some of those folks plan and save all year to be able to spend 2, 3, 7 days at that special venue. If there is any possible way to maintain access to the Point much of the negative aspects of the access restrictions will be diminished. A parking area at ramp 45 would benefit those who would like to visit the south beach/point area but don't have the ability or stamina to walk from the inter-dunal road or further. If ramp 45 could be used as an alternative route to the point in case of closures between 44 and the point it would be a safety and an enhancement for that critical focal point.

Ramp 72 - ORVs should be allowed to access the entire southern tip of Ocracoke by traveling close to the surf-line. Birds choosing to nest in that area adjacent to the water are frequently subject to losing nests to over-wash. With the vast expanse of beach within that general area, but not as vulnerable to the overwash, the birds would have a better success rate further from the surf.

Permit Prices

Alternative 2 with an annual from issue of purchase and a 10 day permit is a great proposed improvement.

Thank you for your consideration of my comments.

Sincerely,

Salvo/Bath, North Carolina

Correspondence ID:	357	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I'm just speechless. I can't believe you are even considering this. There's barely any corner left in NC or even in the nation that can't be reached by someone astride an internal combustion engine. The noise and fumes and are everywhere. There are tire tracks and litter everywhere. Opening up more land to vehicular traffic is a terrible idea, especially in such a sensitive environment as the Outer Banks. Wildlife is at risk, pedestrians are at risk, the precious peace and serenity of an unspoiled place is definitely at risk. ORV aficionados must be the greediest and most selfish people on the planet. They won't be satisfied until they've got access to every square mile of land and have completely trashed the planet for the rest of us. They run roughshod over the rights of everyone and everything else just to exist. No wonder Americans are the fattest, unhealthiest people in the Western Hemisphere! Tell them to get off and walk for a change. Their doctor says it will be good for them.						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and just go somewhere else. The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas "including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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 Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
 Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Correspondence ID:	358	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Existing regulations are apparently working well to preserve a vital portion of the diminishing habitat for Piping Plovers. Increasing off-road recreational vehicle use in these areas is inconsistent with strategic habitat management. I believe that reducing wildlife protection in order to provide increased areas for machine-play by humans is a program for natural destruction, which is certainly proceeding apace without any degradation of protections already in place. In other words, give the critters a chance. Just because we're the top in the pecking order doesn't mean we have to kill off the others.						

Correspondence ID:	359	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	It is a terrible idea/plan to take the protections away from the piping plovers and other shore line birds and turtles. Think again, and make a new plan that continues their protections.						

Correspondence ID:	360	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National						

Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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Thank you for considering my comments.

Correspondence ID:	361	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	362	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please find the attached letter from the American Sportfishing Association on the Proposed Changes to the Final Rule for Off Road Vehicle (ORV) Management at the Cape Hatteras National Seashore Recreational Area						

The American Sportfishing Association (ASA) offers the following comments on the National Park Service's (NPS) Proposed Changes to the Final Rule for Off Road Vehicle (ORV) Management at the Cape Hatteras National Seashore Recreational Area. Working with our members and partners in the region, ASA has been actively involved in the development, implementation and legislative activity surrounding the ORV Management Plan for approximately a decade. We are pleased that this opportunity exists for NPS to make significant improvements to management and operations at Cape Hatteras National Seashore Recreational Area, and urge NPS to adhere to Congressional direction and intent by meaningfully incorporating the suggestions of stakeholders to better accommodate public access.

ASA is the sportfishing industry's trade association, representing sportfishing equipment manufacturers, retailers, wholesalers, outdoor media and angler advocacy groups. Our members depend on healthy and abundant fisheries resources, along with reasonable and responsible angler access. North Carolina's 1.5 million recreational fishermen contribute \$2.7 billion to the economy and support over 25,000 jobs. ASA continues to hold serious concerns with the final ORV management plan, which was approved in December 2010. The final rule bypassed the interests of many park visitors and area businesses, and betrayed promises made to the public regarding recreational uses of the seashore. Because of the highly unbalanced nature of the final plan and the flawed process through which it was developed, Congress passed the Preserving Public Access to Cape Hatteras Beaches Act, requiring NPS to review important components of the management plan to better accommodate public access. In order to avoid the potential for additional - and likely more severe - Congressional involvement, it is critically important that NPS use the current review process to better balance the important goals of resource conservation and public access.

ASA fully endorses the letter submitted to Congress by the Cape Hatteras Access Preservation Alliance (CHAPA) on September 23, 2016, and will reinforce many of the same suggestions in this letter. We are disappointed that nearly all of the changes offered by CHAPA and ASA on the Environmental Assessment (EA) were not incorporated into the proposed rule.

Some of the key recommended changes to the EA, which were unfortunately not included in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: ASA supported Alternative 3 in the EA, which would extend seasonal routes four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access. The proposed rule would not reopen any areas beyond what was proposed in the EA preferred alternative, even though an additional 4.5 miles were recommended by CHAPA.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Dating back to when Cape Hatteras National Seashore Recreational Area was created, the Department of the Interior promised the communities the seashore surrounds that public access for recreation would be maintained. The unique characteristics of the seashore and its recreational opportunities require the use ORVs to access much of the seashore. While the citizens and businesses of Dare and Ocracoke counties very much understand and support the need for resource protection within the seashore, the NPS's final rule severely disadvantages public access while providing excessive and unnecessary closures for the purported purpose of bird and turtle protection.

ASA is hopeful that the review process mandated by Congress will rectify the significant errors that were made in developing the existing management plan. The proposed rule makes important progress in many areas, but falls short in others. While we recognize and appreciate that proposed changes are steps in the right direction toward more reasonable and balanced access to the seashore, we are disappointed that CHAPA's and ASA's recommended improvements to the EA preferred alternative were not incorporated.

Thank you for recognizing the need for improvements and for continuing to work with stakeholders to provide a balanced plan that allows access to the beaches while also providing resource protection, but please recognize that additional modifications are needed to fully take advantage of this opportunity to restore reasonable public access to the seashore.

Correspondence ID:	363	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	364	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
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Thank you for considering my comments.

Correspondence ID:	366	Project:	59571	Document:	74770	Private:	Y
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Correspondence ID:	367	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The present circumstances for wildlife is worse than two years ago. Unless the National Park Service takes seriously the protection of plovers and sea turtles the numbers of these species will continue to head toward extinction.

We count on NPS to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for the opportunity to help shape better policies.

Correspondence ID:	368	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate and equitably weigh the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	369	Project:	59571	Document:	74770	Private:	Y
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Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

When large motorized vehicles collide with tiny birds and newly hatched tiny turtles or their eggs or mothers, guess who wins? Let's keep these protective measures in place.

Correspondence ID:	370	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Hello,						

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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	371	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please retain the off-road regulations as they now stand, neither increasing the areas permitting off-road vehicles nor extending the time period allowing such vehicles. We must consider and provide a safe seashore experience for people and also a safe site for seaside nesting/egg laying birds and turtles.						

Thank you

Correspondence ID:	372	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,17,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

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Correspondence Type:	regulations.gov						
Correspondence:	Dear Park Service						

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Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 381 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: no off road vehicles where the piping plovers and red knots call home now.

Correspondence ID: 382 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Every winter High Country Audubon Society members take an organized field trip to Cape Hatteras to enjoy the birds and other wildlife. During the rest of the year individual members go to the beach to again enjoy the birds that nest there every year. One of the highlights during the summer are seeing Piping Plovers. We are writing to you to express our concern with proposed changes to how the park is managed and how these changes will impact the birds that we enjoy so much. We feel that the existing ORV management is a great compromise between allowing people to use the beach while protecting the wildlife that need the beach to survive.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering our comments.

Correspondence ID: 383 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Sir/Madam,
Our natural areas for nesting of birds must be protected from off-road vehicles. Once these animals are gone, they will be gone forever. The existing management plan for Cape Hatteras National Seashore allows animals to survive and yet the off-road vehicles have plenty of land for pleasure. Our wildlife is part of what makes America great.
Our National Park Service has a responsibility to protect our wildlife. Please do your job wisely.

Correspondence ID: 384 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I was so pleased the UNC Wilmington had nominated Hatteras as a hope spot for Mission Blue. Now I read that you want more land

for vehicles and less space for the birds. You do not need any space as far as I am concerned for a bunch of men to drive down the beach, leaving used line and tackle, trash and crushing everything in their path. I am someone who has spent almost forty years picking up after them. They can walk! It will make cleaning up after them much easier if you confine their range to walking distance.

Correspondence ID: 385 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am counting on the National Park Service to protect:

1. The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
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Correspondence ID: 386 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please, for the sake of our shore-living birds, don't weaken their protection by allowing driving on the beach. This is such a threat to shore birds. How can the National Park Service, a protector of so many gorgeous natural treasures, consider threatening shore birds on the Cape Hatteras National Seashore?

Correspondence ID: 387 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do not extend the season for off the road vehicles. The endangered species who inhabit these areas during mating and nesting season will have no where else to go to breed and raise their young. These areas are so important for their survival, I employ you not to extend the areas and time frames that off the road vehicles can utilize the Cape Hatteras Seashore. These wonderful creatures are depending on you for their survival. Thank you for your consideration.

Correspondence ID: 388 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please keep protecting plovers! The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

Correspondence ID: 389 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,17,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Anytime there is an opportunity to limit ORV impact on a valuable wildlife area that access should be limited or eliminated. The wildlife think that makes very good common-sense.

Correspondence ID: 390 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 391 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The National Park Service should "SERVE" the natural resources of our nation to protect flora and fauna not to promote destruction of natural habitat to satisfy the narrow minded selfish desires of a few for their personal recreation.
This is a disgusting way to "honor" the 100th anniversary of the creation of the NPS.

Correspondence ID: 392 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Limit off road vehicles.

Correspondence ID: 393 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: We MUST save species for future generations! To o that, we must save the environment needed by each species to survive.

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Correspondence ID: 396 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,18,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: We need to expand protected seashore areas not reduce them.

Correspondence ID: 397 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,18,2016 00:00:00

Correspondence Type: regulations.gov

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 400 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,18,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	401	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Correspondence Type:	regulations.gov						
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Correspondence Type:	regulations.gov						
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Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						

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Received:	Oct,18,2016 00:00:00						
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Correspondence Type: regulations.gov
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Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
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Correspondence ID:	417	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Hi, PLEASE DO NOT EXTEND THE ORV AREA ON HATTERAS!						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	418	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov

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Correspondence ID:	452	Project:	59571	Document:	74770	Private:	Y
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Reducing the ORV Permit Fee from \$50 per week to a more reasonable \$25.

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Received: Oct,18,2016 00:00:00
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Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last

few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

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Please do everything you can to preserve our beautiful country for future generations of citizens.

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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	469	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: As an angler, conservationist, and tax payer, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	470	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	471	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore

Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	472	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	It seems to me you are allowing more Off the Road Vehicles on the barrier islands, probably due to a lobbying effort by the Off Road Associations. The coastline is fragile and people appeared to enjoy the coastline and the national park without problems before the advent of Off Road Vehicles. I would not recommend increasing the hours available to Off Road vehicles and would not increase the areas that are available to them.						

Correspondence ID:	473	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler and owner of a home in Salvo, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Opening Ramp 23 for ORV use for minimum 1 mile. My parents are handicapped and this is the closest, and nicest beach in which they can use. The only way for them to get onto the beach is by ORV.

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access, especially Ramp 23. The pedestrian "walk" from Ramp 23 is so long that essentially no pedestrians use it. With that being the case, please let me, my family, and handicapped parents use "our" beach like we have for the past 40+ years.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

When relocating turtle nest, do so by allowing a bypass between the nest and dunes so that the entire beach is not close during the hatch window.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	474	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	475	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, and avid beach visitor I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went way too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach. Ramp 34 should be open year round. It is much safer than Ramp 38. People walking over the ramp (34) are spotted easily and in turn they see OVR in time to make room. Ramp 36 is an accident waiting to happen!

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	476	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
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Correspondence ID: 477 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Correspondence ID: 478 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
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Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Correspondence ID:	481	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I have been visiting Cape Hatteras for 20 years as a fisher woman. I love the area and look forward to three weeks or more each year. I support local businesses such as the Red Drum, Frank and Fran's, Conner's and many other businesses. I have seen how these rules have had an impact on he businesses there. I also have been impacted as I want to fish early in the morning and do not have access. All these rules put in place by the Park Service have been ridiculous!						

As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

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Correspondence ID: 482 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Please do what you know is right for the people of NC and not what is politically correct for people who have no clue what is going on in the real world.

Correspondence ID: 483 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov

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Correspondence ID: 486 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov

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Fees: While requiring a permit and access fee is understandable, the current fee is much higher than it should be, and the permit fee should last one year from the date of permit acquisition.

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	503	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Correspondence Type: regulations.gov
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Correspondence ID: 505 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am familiar with the process to control ORV access to date. I am familiar with the changes proposed by the NPS. I am familiar with the changes recommended by CHAPA. I support protections for wildlife and am even understanding of persons who may not want vehicles on the beach at all. I am, however, in agreement with the access recommendations offered by CHAPA as to Times, Dates, Extent of Beach Accessibility and Ramp Usage in the Seashore. The ORV group had a very good thing for a long time while also being pretty good stewards of the Seashore. But times change and things change with it and everyone has to accept the responsibility that accompanies the change. This did not go well for the Seashore or the ORV group. The environmental groups stepped in and ultimately gave the ORV group a beating. The ORV group has made a limited recovery. I feel we are at another critical point in the struggle to resolve the issues and heal the many wounds. Feeling as I do, that for several reasons, the environmentalist's momentum carried things a bit too far in their direction I would ask the following. When considering the recommendations offered by CHAPA, look at them from the standpoint of "why shouldn't we try them" instead of "why should we try them". It seems like every time the ORV group asked for anything it was like asking an official to reverse a call on the field. Try it. I know I would welcome a reason to work more closely with the environmental community on these issues. It could be a really good thing for all.
Thank you for the opportunity to comment.

Correspondence ID: 506 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

- * The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
- * Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
- * Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

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Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please change the driving permits to allow them to be good from one year from purchase and to allow a 10 day pass instead of a 7 day pass. We would have benefited from both of these options. We came to the Outer Banks on Friday and are staying until the Sunday a little over a week from arrival. We talked about getting a year pass as we will be coming back in the spring until we realized that it would expire in December. We also could not get our permit until Sunday so that it would still be good so that my husband could still drive on the beach and be able to judge the fishing tournament on Saturday. We are in favor of allowing the beaches to be open at 6:00AM to driving traffic. Honestly, we are fisherman and are in favor of the beaches being open 24/7 all year long. We also are in favor of you allowing additional ramps to be open on the island to allow more driving beach access. It is difficult enough with all the high tide closures without having additional closures from the NPS too.

Correspondence ID:	517	Project:	59571	Document:	74770	Private:	Y
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Correspondence ID:	518	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Piping Plovers and eco-tourism need your help!						

As a resident of North Carolina and an avid birder, I implore you to maintain habitat for imperiled shore birds like the Piping Plover and the Red Knot - two species who depend on critical habitat in my state.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	520	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,18,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

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Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches

while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 523 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, and a retired fisheries biologist with 34 years of experience in balancing resource protection and recreational use, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I would urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Correspondence ID: 524 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov

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Received: Oct,18,2016 00:00:00

Correspondence Type: regulations.gov

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This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments

Correspondence ID: 529 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,18,2016 00:00:00
Correspondence Type: regulations.gov
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Correspondence ID: 530 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do not modify the restricted bird areas on Cape Hatteras. Piping Plovers and Red Knott populations depend upon it.

My wife and I are members of Audubon North Carolina and we vote on the basis of how Representatives and Senators position themselves on this and similar issues.

Correspondence ID: 531 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
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Correspondence ID: 533 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Protect sea birds.

Correspondence ID: 534 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do all you can to protect the shoreline of Cape Hatteras. The life that lives there has as much right to be as any life anywhere. These areas are vital for so many reasons and you must do all that you can to ensure their continued existence. Human beings don't need to take themselves and their vehicles everywhere just because they want to, some places require as little interference from humans and their stuff as we can ensure. This world is not ours alone. It belongs to all creatures who have as much right to live their lives as we do.

Correspondence ID: 535 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 536 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Correspondence ID: 537 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do not modify your existing protection for the shorebirds of North Carolina and this country. You are charged with their protection not their gradual destruction. Often there can be a balance between usage by the public and nature but often that coexisting use is too fragile. That is the case here until the birds are better established. Please reconsider your proposed revisions. Thank you.

Correspondence ID: 538 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 539 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Cape Hatteras National Seashore contains some of the last remaining, high-quality, habitat for imperiled birds like the Piping Plover and Red Knot. I am particularly fond of the Piping Plover which was abundant on the beaches during my teenage years when we had a beach house on Piping Plover Lane. I have many happy memories of watching the plovers on the beach. Please continue to protect and EXPAND their habitat not make it vulnerable to off-road vehicles. Thank you.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers

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Thank you for considering my comments.

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Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please protect the endangered habitat						

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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	541	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Correspondence ID:	542	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: Birds like the Piping Plover and sea turtles - - part of our natural heritage as Americans - - can't just "go somewhere else" any longer. Widespread development of beaches and inlets leaves them with precious few places to nest and raise their young. I am disappointed that the National Park Service is even considering putting the needs of a loud but small group of people above all Americans who value birds and sea turtles and our natural heritage. Our National Parks should be places of refuge, not peril. Please keep in place the existing off-road management plan, which has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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Correspondence ID:	543	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						

Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	544	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	To the National Park Service,						

One of the advantages of having national parks is that we can go there and see wildlife (animals, birds, reptiles) and native plants and habitats that are unavailable to us anywhere else. If we take the protection away from these areas and turn them into more places where only humans are comfortable then they will be lost forever and our children will never know what a natural world looks like...if our children can survive the world that we create. Off road vehicles have no place in a preserve. These rare birds deserve our continued protection. Let them live.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	545	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
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Correspondence ID:	546	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Reopen off road driving at Cape Hatteras and Cape Lookout. Every time I have been there, the NPS has done a good job of blocking the areas for nesting for birds and turtles. Most of the people in favor of a ban have never even been there.						

Correspondence ID:	547	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						

Correspondence Type: regulations.gov

Correspondence: As a birder committed to the protection of habitat for birds, please consider my comments. Too often has the use of vehicles from snowmobiles to all terrain vehicles created problems for wildlife in our national parks and other federally managed lands. With climate change threatening seashores, now is the time to protect habitat for birds. Under the endangered species act, everything possible should be done to protect piping plover habitat from threat of encroachment. The existing off-road management plan has safeguarded beach-nesting wildlife and provided access for beach walkers on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	551	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						

Correspondence Type: regulations.gov

Correspondence: Please do not remove protections for wildlife on Cape Hatteras National Seashore. What on earth are you thinking to allow 4-wheelers and other vehicles access to these precious areas. STOP DOING THIS.

Correspondence ID: 552 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: As an angler, visitor and land owner on Hatteras Island, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore. I am sure there are alternatives to the present situation that afford improved and increased public access while still protecting sensitive species and areas.

Correspondence ID: 553 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: Dear National Park Service:

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 554 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

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Thank you for considering my comments.



Correspondence ID: 555 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: There should be NO off-road vehicles in this area...the whole area is very fragile, and how bad an idea is it to have off-road vehicles anywhere near ANY beach .

So the protections should be EXPANDED not taken away or eased anywhere in the beach area.

I live in an ocean front house in Kure Beach, NC and there are off road vehicles that patrol the beach, BUT they go very slowly whereas off-road vehicles I have seen over the years in other areas have fun racing and going as fast as possible which tears up the beach or woods they are using as a playground.

You have the chance to help protect this important location for generations to come....the wildlife is more important than the damaging "fun" that off-road vehicle owners have at the expense of wildlife.

The regulations should be expanded, not cut (or at the very least the regulations should be kept as they are and not eased).....
Remember the Native American saying that the land isn't ours...we borrow it from our children and grandchildren.

Correspondence ID: 556 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
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All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else."

Coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments

Correspondence ID: 564 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 565 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Please to not relinquish existing prohibitions of ORV driving in areas critical to the survival of endangered wildlife in Cape Hatteras National Seashore.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests.

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use. Parking in the CHNS is available to fisherman and pedestrians. Please do not abolish restrictions

Thank you for considering my comments.

Correspondence ID:	566	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	567	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	To Whom It May Concern:						

I am writing to you about the proposed management plan to extend ORV use at Cape Hatteras National Seashore. Specifically, my concerns are:

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act. Furthermore, sea turtles are also protected under the Endangered Species Act and there have been at least two instances recently where a nesting mother was run over by an ORV. This is unacceptable and bad management for both the wildlife and the people who recreate at Cape Hatteras National Seashore. Wildlife viewing is a big reason people choose to spend time at the National Seashore and those opportunities will diminish with the proposed plan.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for your time and attention.

Correspondence ID:	568	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I cannot imagine why you would remove protections of wildlife on Hatteras by allowing beach driving in areas previously protected by an off shore management plan.						

The NPS is an agency that we have come to rely on this country - to protect those resources that would otherwise be destroyed, injured, even made extinct by inappropriate human activity. You are supposed to be the good guys.

There are plenty of places for people to drive on the beach. Hatteras is a special place and pedestrians, ground nesting birds, sea turtles and other wild and increasingly rare creatures must not be threatened by automobiles. It is a vulgar crude ecologically unsound short sighted idea.

Why would you propose such a thing? Please do not weaken exiting off-road regulations. Rather, how about strengthening them!

Thank you

Correspondence ID: 569 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: If we don't preserve the wildlife, the beach is no longer the beach. Man's will to dominate nature will backfire, this is a small easy step to preserve nature for the future generations.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Correspondence ID: 570 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 571 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please protect our shore lines and wildlife from off road drivers and other dangers.

Correspondence ID: 572 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 573 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: This is absolutely a perilous consideration! Our migrating birds have no safe place to nest and exist. We must take a stand now to protect them at all costs and do another kind of thinking for the creatures of this planet. I live in Beaufort, NC and am well aware of the disregard for the environment for the sake of recreation, and human exploitation.

Correspondence ID: 574 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Coastal development and protecting endangered birds

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments

Correspondence ID: 575 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As a North Carolina resident for fifty years, I have been to the Outer Banks numerous times. When our family lived in Greensboro, our trips there were much more frequent. We currently live in Asheville, but still have made the trip to see our beautiful coast. In fact, we are getting ready to come down to the Outer Banks and Ocracoke Island on Saturday for a week long vacation. To be honest, though, the distance does not compare to the increasing disappointment we feel in seeing how this natural area has been destroyed and is continued to be destroyed by overdevelopment and increased commercial uses.

We have allowed the monied interests, developers, real estate agents and the ORV lobby to slowly erode environmental protections and to encroach on Federal lands. It still astounds me that vehicles are allowed on the delicate beaches at all! Walking and playing in the areas that ORV use is very difficult to navigate the deep tracks and ruts, not to mention oil stains and other trash.

The natural habitat of the remaining natural areas should be protected with stricter regulations, not by compromising them away. Many sea birds and turtles depend upon these areas to nest and grow and maintain viable populations. Not only that, we should have areas that remain untouched by modernity because that is a direct connection to nature and God's creation. These natural, untouched areas are balm to the human soul and spirit.

Current regulations already allow more than 50% of off-road use at least for part of the year. Personally, I wish it were ZERO! A huge number of those off-road folks are not even North Carolina residents, many come from Virginia and other areas.

All over the country, coastal areas are being destroyed by commercial, industrial and residential development to the detriment of wildlife. We need to stop compromising our natural heritage away to those interests and keep areas natural for their inherent beauty and to support a dwindling bird population.

No compromise in defense of Mother Earth! Please leave the current regulations alone and stop the ORV lobby from destroying the Outer Banks.

Correspondence ID: 576 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please take action to preserve our shoreline and marine birds and animals. Thanks!

Correspondence ID: 577 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering my comments.

Correspondence ID:	578	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please preserve the shoreline at NC Cape Hatteras and don't allow more visitor access with off road vehicles, etc., to areas where shorebirds and turtles and other wildlife lay eggs and raise their young.						

There is an excellent movie called "Turtle" about a sea turtle returning to lay eggs at age 21 on the beach in Florida, however, there is a marina like dyke preventing her from getting up onto the sand. Eventually a very high tide takes her in over the barricade, but it's a very sad country that prevents wildlife from reproducing along its shores.

Please don't sell shore land on the coast and please don't open up the 3 miles of protected land at Hatteras.

Really, be more compassionate to other species in this country! Have a heart.

Correspondence ID:	579	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I have been visiting the Outer Banks since I was a child in the 1970s and that is part of the reason I am so interested in wildlife conservation today. I've seen significant development across the years, which has robbed Cape Hatteras of some of its appeal and diminished its beauty for future generations.						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule ignores the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." Coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering my comments.

Correspondence ID:	580	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering my comments.

Correspondence ID:	581	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I implore the National Park Service to maintain the existing off-road management plan at Cap Hatteras. The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single						

year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you.

Correspondence ID:	582	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	It is PAST TIME that this country makes CONSERVATION (the protection of natural areas & wildlife) a top priority. An inordinate amount of the destruction of these so called "protected" areas is perpetrated by humankind, primarily those seeking self-gratification. The issue impacting Piping Plovers & Red-knots on Hatteras is an excellent demonstration of encroachment by self-gratification driven humans - the only beneficiaries in this inane proposal. VOTE NO!						

Correspondence ID:	583	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect: The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	584	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am counting on the National Park Service to protect: The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use						

Correspondence ID:	585	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Once again a national treasure is under siege. The beach is not a highway, nor a parking lot. Fishermen have hundreds of miles of coastline where they can surf fish, and they are perfectly capable of walking there. I like to surf fish. It is at once soothing, relaxing, and exciting.. I have been doing so since I was a teenager, almost fifty years ago. In all those years, I never once found it necessary to drive a vehicle on the beach to get to a good fishing spot. Changing these regulations will benefit only a very few people. The Cape Hatteras National Seashore belongs to every single citizen of the United States. It is a pristine place, meant to be preserved in its natural state.. Shorebirds, sand crabs, sea turtles, and other wildlife do not need their nesting grounds destroyed and their lives disrupted because some human is too ever lovin' lazy to walk down the shore. I don't want to be disturbed by noisy vehicles lumbering down the beach, either. Why are these regulations possibly being changed to benefit a few hundred of the 250 million owners? Why is what they want more important than what I want? I own an equal part of it. I'm guessing that the majority of those who want to drive along the beach could use a little physical exercise. A good walk and a day spent fishing would benefit both body and mind. Tire tracks do not belong on the sands of this seashore. Please preserve it as it is, and is meant to be.						

Correspondence ID:	586	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I entirely support the Audobon Society's opinion on Cape Hatteras National Seashore Off-Road Management.						

Growing up on a beach, I learned to love the flora and fauna there and in many ways the experience shaped my life and career. I also learned first hand, by sad observation, the damage done to beaches and habitat by vehicles - and how irresponsible the drivers can be! People driving on the beach are often young, they have often been drinking a little, they can have more energy than sense, and something about being off-road inspires careless behavior. They litter. They cut the dunes.

Birds like Piping Plovers and Red Knots are already so threatened by global warming, rising seas, storms, and loss of habitat to development. The birds need the space much more than the cars do. We need the birds more than we need more miles to drive in.

Please do not open the Seashore to any more ORVs, extend the area they can use, or the time they can be there. They do not belong at all. Thank you.

Correspondence ID: 587 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The National Park Service is finalizing plans to weaken protections for Piping Plovers by eliminating miles of protected wildlife areas currently off-limits to off-road vehicles. Cape Hatteras National Seashore contains some of the last remaining, high-quality, habitat for imperiled birds like the Piping Plover and Red Knot. Now the National Park Service is finalizing plans to weaken protections for these birds by eliminating miles of protected wildlife areas currently off-limits to off-road vehicles (ORVs).

This is a serious mistake, and I am joining with many other average citizens to plead/beg/implore the NPS NOT TO MAKE THIS HAPPEN.

Correspondence ID: 588 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: we have to stop taking away lands and habitat from animals. We have to stop this largest extinction event in the history of the Earth that is caused by humans. No more land should be taken away from the animals!

Correspondence ID: 589 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: AudubonNC sent me some suggestions on points to make in order to convince you to keep protections in place for the Cape Hatteras National Seashore and protect the wildlife. Here, however, is what I really want to say:

ARE YOU KIDDING ME!!! Don't we have enough cars everywhere we look! You are actually considering allowing MORE cars, on a beach yet, that will endanger already endangered wildlife?! And I'll bet NONE of them are electric cars, or solar-powered! Maybe if you deprive these beach-jockeys of joy-riding, we can convince them to join the effort to save this planet.

Let's be clear: We have less than 20 years to stop this planet's average temperature from rising some 2 degrees, past a tipping point that will change our world forever and with breath-taking rapidity. 2016 is ALREADY the hottest year on record. We, and I would hope YOU, are fighting to save the life- - animals, plants, and humans- -on this planet. Much of the Cape Hatteras National Seashore will be underwater sooner than you think. How's THAT for vehicle access? Talk to the mayor of Miami Beach if you would like elaboration.

Have you ever considered that the Bible got it wrong? That the Garden of Eden was not put in some Middle Eastern place that, near as I can see, is now a desert? That the story of Adam and Eve is not history, but a prophesy?

Doesn't it make much more sense that a god who can create a universe might, instead, pick a small blue PLANET for his experiment? That WE are Adam and Eve, and if we don't act soon we will be tossed out of this Eden for good?

Join us if you haven't already. Help us preserve the life and atmosphere of this Eden. I don't remember any cars tearing up beaches being mentioned in that story.

Thank you for listening, and I mean that.

Correspondence ID: 590 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: It is so important now and for us our children's future access and appreciation of endangered species unique to the area to not allow development that is detrimental to the natural habitat and wildlife in the Cape Hatteras area... I implore you to not proceed with plans to do so...

Correspondence ID: 591 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by totally ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, greedy coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am truly counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not greedy pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	592	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: As someone who often visits Hatteras I think ORV running through beaches with birds, children, and turtles is a terrible idea. Think about this-how often do you see an advertisement for the National Seashore having kids flying kites and making sand castles dodging trucks? Couples walking hand in hand along the surf at sunset next to the truck rally? This is terrible for tourism, for the economy, unsafe for the people and children who visit, and terrible for the animals that call the seashore their home. It is also a terrible precedent.

Does America have to have every square foot of our wonderful public lands covered by roads? By cars polluting the air and destroying the animals?

No, America is much the better for not having ORV on all of our public lands. The national seashore is an exceptional place-Exempt it from vehicles.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	593	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

THANK YOU VERY MUCH for reading my comments.

Correspondence ID:	594	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: Our family loves the Outer Banks it is one of our favorite places to go and fish and relax and enjoy the beach. I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a

temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 595 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I have heard that the existing off-road management plan for the Cape Hatteras National Seashore is in jeopardy. As far as I know, this plan has successfully safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park.

The statistics that I've been informed of indicate that as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of ZERO surviving chicks in 2002 and 2004, since off-road vehicle (ORV) management plans were implemented in 2008. This is amazing progress, considering that more than 60% of shoreline is available to ORV use at least part of the year. Still, this is not a landslide of proliferation. This species and others still need protection.

Reducing the size of protected wildlife areas at Cape Hatteras by nearly three miles and encroaching on critical nesting periods by extending the ORV season another two weeks in the spring and fall, may not seem like much space or time from a human perspective. However, it would be a major deal for the birds and other wildlife that are critically dependent on such ideal environments. If there were abundant spaces like this for the wildlife to thrive in, this plan wouldn't be nearly a huge threat. Unfortunately, people's lack of appreciation (or knowledge) of the importance of wildlife and its dependence on suitable habitat has caused too much destruction in the U.S. and around the world already. Regarding Cape Hatteras and other areas, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains. Birds cannot "just fly somewhere else." Where else would they go? Too much is gone. Birds remain today in some of the LAST FEW place suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

- 1) The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
- 2) Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
- 3) Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

The National Park Service is in the prime position to protect threatened and endangered wildlife. Who else can I count on, if not such influential organization? Yes, people are important too, but I think a great majority of the population is oblivious to the perils our wildlife faces, as well as the importance of wildlife to our whole eco-system -- including humans. I think it would be better to work harder at ways to educate people about the amazing wildlife that lives with them, rather than over-compromise just for the sake of diplomacy and majority pressure. Those who know better (such as the National Park Service) should be helping others understand and appreciate ALL wildlife. We are a part of it, not separate from it.

I am an avid birder and volunteer with the Forsyth county chapter of the National Audubon Society. I see the negative impact of light pollution in our city in the form of many bird deaths by collisions with windows during migration season, even with our Lights Out program efforts. This is just one example, of many, of how humans can cause major threats to wildlife. We've got to do everything we can to live sustainably WITH each other.

Thank you for considering my comments.

Correspondence ID: 596 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year

Correspondence ID: 597 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 598 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am

concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	599	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please protect shore birds and sea turtles by limiting off-road vehicle use in Cape Hatteras National Seashore. This will also preserve quiet seashores for pedestrians to enjoy.						

Correspondence ID:	600	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience. Please consider the need for safety for the shorebirds and sea turtles. And the need for peacefulness for all visitors.

Thank you for considering my comment.

Correspondence ID:	601	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please don't ruin the solitude of the Cape Hatteras with off road vehicles. They are a nuisance, disturbing and dangerous to turtles and other wild life and have no business on the national treasure. Thank you.						

Correspondence ID:	602	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Cape Hatteras is a jewel to North Carolina. We should preserve it and protect it. Careless OVM management will result in destroyed bird and turtle nests.						

Correspondence ID:	603	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience. As someone who visits Cape Hatteras offer, protecting the wildlife and beach I love is a priority.

Thank you for considering my comment.

Correspondence ID:	604	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for your time and consideration

Correspondence ID: 605 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 606 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Re Cape Hatteras: I sometimes vacation here. Sometimes there are too many people already. Fishermen don't have to drive on the beach to get to their favorite spot near the point. Sometimes it is like a parking lot down there. Park them nearby and let them walk - - they'll see more wildlife that way. And the wildlife will live longer.
It is a National Seashore, built to protect nature, and to leave something wild. It is NOT a proving ground for ATVs.

Correspondence ID: 607 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 608 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 609 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 610 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Close all recreational areas, beaches,etc., to vehicle use, except where necessary. Off-road vehicles, dune buggies, and the like have no place in these areas. They are noisy, dangerous to wildlife and humans, and run counter to the uses envisioned for such places.

Correspondence ID: 611 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 612 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: You need to follow your mission statement and protect wildlife! I am a North Carolina citizen and am tired of all the people from VA who have ruined their beaches coming to our beaches and some having no regard for any animals or habitat!The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
 Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
 Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 613 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

As a North Carolina resident i would like to comment about the Cape Hatteras National Seashore. The National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I now live more inland that I used to but I am still concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 614 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I'm sorry, but I honestly don't understand how you could be recommending fewer protections for shorebirds and sea turtles. I don't see that as your role. You are supposed to be PROTECTING these areas, including the wildlife that inhabit them, so that all of us have access to these natural areas for years to come. This would allow even MORE destruction! Please do the job that we citizens expect you to do and keep Cape Hatteras Seashore as close to its natural state as possible. The off-road vehicles have many, many other places to play, but there is only one Cape Hatteras Seashore, and it should be preserved for all of us, human and wild animals, to enjoy and respect it for what it is.

Please INCREASE - - and do NOT reduce - - the number of pedestrian-only beaches. And REDUCE ORV use during nesting times.

It seems to me that you are doing the very reverse of your mission.

Correspondence ID: 615 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 616 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Vehicles have no place on beaches. Dunes are essential to protecting beach front property. Vehicles destroy dunes, crush animals including the invertebrates that few people think about, scare visitors walking the beach (this is from personal experience). Only essential vehicles should be on the beaches and that is only in unusual official capacity.

Correspondence ID: 617 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

- The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
- Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
- Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 618 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Our National Park System is one of the best in the world in preserving vistas and natural landscapes for all to enjoy. However, I believe that the parks should be managed to preserve the natural environment. Motorized vehicles are destructive, noisy, and polluting. They are unnecessary to the experience of the park and threaten parks' preservation. They also threaten the wildlife that we share the parks with. The horrible incident of the Green sea turtle being run over while laying her eggs on the Outer Banks should be motivation enough to ban or at least severely limit use of motorized vehicles on beaches. I personally will not visit NC beaches when cars etc are allowed to drive on them. It is dangerous for beach walkers and their children and takes away from the natural experience that we all seek at the beach. We must use our National Parks mindfully and avoid destructive practices.

"In the end, our society will be defined not only by what we create, but by what we refuse to destroy."
-John Sawhill (1936-2000), former president of the Nature Conservancy

Correspondence ID: 619 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Natural wonders are for humans and other living creatures to enjoy in peace, not to turn into yet more roads for destruction. Protect what little natural beauty and stillness we have.

Correspondence ID: 620 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 621 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Off-road vehicles should only be permitted in the important area if they are emergency medical providers, law enforcement or NPS employees doing their jobs. Please don't allow everyday folks to take these machines into this area.

Thank you.

Correspondence ID: 622 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 623 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: My husband and I have been to the Cape Hatteras National Seashore several times. Each time we see a disregard for wildlife, people and the beach in general by off-road vehicles. They seem intrested in only driving where they want to, and all others must get out of their way. We have seen birds almost run over, and adults and children forced to move to accommodate the vehicles. The vehicle drivers try to push the time limits and remain on the beaches past the legal hours unless law enforcement is there.

The beaches in this area are fragile and vehicles do not belong on the beaches. People who fish and do other beach related activities do not need to drive on the beaches.

Stronger regulations are needed and need to be enforced.

Correspondence ID: 624 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The National Park Service's proposed off-road vehicle (ORV) plan for Cape Hatteras would reduce the number of vehicle-free areas along the beach and extend seasonal ORV use during critical nesting times for shorebirds and endangered sea turtles. This is DEFINITELY NOT THE ANSWER!

The Park Service's one-sided proposal also reduces the number of pedestrian-only beaches despite high demand for these quieter, vehicle-free spaces.

Put simply, the Park Service is prioritizing ORV use over the wildlife the park is charged with protecting.

Correspondence ID: 625 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 626 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 627 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

As a North Carolina resident and visitor to the Outer Banks I am writing concerning the proposed alternatives for the reopened ORV rule at the Cape Hatteras seashore. While I recognize the value of ORV access, especially during the fall and winter fishing season, I am very concerned that increasing access, including by a full month, will in fact lead be detrimental to wildlife on the shore and diminish the enjoyment of beach walkers like myself, who value a tranquility unmarred by noisy vehicular traffic. I have read the proposed regulation and note the proposed change is permitted provided that the "off-road vehicle use ... not adversely affect ... natural, aesthetic, or scenic values." It strikes me as disingenuous to rationalize an increase in ORV traffic, which most assuredly affects wildlife and human visitors, as somehow acceptable because such use is not totally prohibited. I believe the original regulation achieves a much more sensible balance between pedestrian use and sea turtle and shorebird protection vs. over the beach driving.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

I appreciate your considering my comment.

Correspondence ID: 628 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Hatteras National Seashore is a treasured natural resource. There is nothing natural about motorized vehicles on the beach.

Thank you for considering my comment.

Correspondence ID:	629	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The general public does NOT want to share public beaches with these dangerous, noisy polluters of our wild spaces. RESTRICT their use drastically.						

Correspondence ID:	630	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	631	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	632	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	this is totally unacceptable. I am a handicapped individual who prefers to not have to deal with RV traffic on a trip to enjoy one of natures most magnificent places. The presence of endangered species is another reason for caution.						

Correspondence ID:	633	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please keep vehicles off the beach and away from the dunes in Cape Hatteras National Seashore and I know the difficulties faced by sea turtles. We must help them in all ways possible, including preventing humans from adding to their natural perils.						

Correspondence ID:	634	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please do not allow expansion of ORV use in areas important for birds and sea turtles in the Cape Hatteras National Seashore, or any of our outer banks areas. The wildlife need our support to thrive, and tourism is increased when there is wildlife to observe.						

Correspondence ID:	635	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I would urge you to choose "No Action" re: Cape Hatteras ORV.. ORV's are without question bad for wildlife, and the noise certainly degrades a great deal from an outdoor experience.						

Correspondence ID: 636 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Our fragile coastline does not need anymore damage done to them. This especially true concerning the wildlife. Please give the fullest protection possible to insure that the coastline will survive.

Correspondence ID: 637 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

We MUST save species for future generations! This means protecting vulnerable animals at the most critical times, such as nesting and migrating seasons. We must protect the whole environment they need to survive, including plants, clean water and peace. We do NOT need to protect noisy & destructive behavior by thoughtless people intent only on their own entertainment, who use ORV, tearing up landscapes, destroying the nesting and feeding areas - as well as the peace enjoyed by us non noisy & destructive people.

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 638 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I have been to Hatteras National Seashore on numerous occasions and was disturbed by the number of off road vehicles on beach areas. It is a hazard to visitors and wildlife and most of these folks are drinking which makes it even more dangerous!! It is ridiculous that we allow off road vehicles in our National Parklands except for NPS service vehicles. There are plenty of areas in our National Forests and other State Parklands where off road vehicles can be utilized. They have no place on our National Parks! Ban them completely,

Correspondence ID: 639 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

Please protect shorebirds, sea turtles and quiet for people who enjoy Nature naturally - not the loud buffoons who destroy everything with their selfish actions with ORV and such.

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 640 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 641 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am

concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	642	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	643	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

In late August of this year, I was absolutely sickened to read the story about the endangered green sea turtle who was crushed by an ORV (off-road vehicle) when she was trying to lay eggs during the evening hours. This was a tragedy that could have been prevented. Where else and at what other time are these endangered species able to be safe and lay eggs?

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience. These ORVs disturb everything that the national seashore stands for. Please give wildlife a chance.

Thank you for considering my comment.

Correspondence ID:	644	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please consider addition of the recommendations to NPS by the Cape Hatteras Access Preservation Alliance (CHAPA) to the "preferred alternative." The preferred alternative nominally improves access, but the CHAPA recommendations substantially improve access and meet the guidelines of the ORV management plan. As a conservationist and a visitor to the shore, I am confident that the CHAPA proposals best balance recreational and conservation functions of the park.						

Correspondence ID:	645	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.						

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience. In this era of increased stress on numerous species, I feel it is critical at least to avoid increasing the stress when possible.

Thank you for considering my comment.

Correspondence ID:	646	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Thank you for considering my comments.						

I visit Cape Hatteras nearly every year and believe all parties should work to accommodate each others interests, within the framework that the natural resources of the National Seashore should be conserved. Shorebirds, colonial waterbirds and sea turtles really don't have anywhere else to go- and this is the place humans can come to see them. So protection of the natural resources should be a priority.

With that in mind- the existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Correspondence ID:	647	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please do not allow off-road vehicle on the Cape Hatteras National Seashore. This vital area is not only home to wildlife, but this area is extremely delicate to continuous use of off-road vehicles. This treasure could be forever destroyed by these vehicles. Please do not allow this to happen! Thank you for considering my comments.						

Correspondence ID:	648	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments. Thank you for everything you do on behalf of birds.

Correspondence ID:	649	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

Put simply, the Park Service is prioritizing ORV use over the wildlife the park is charged with protecting.

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	650	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	651	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	please keep OVRs off the beach						

Correspondence ID:	652	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	653	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Off-Road Vehicles should not be allowed on Cape Hatteras. I don't think they are necessary to get around Cape Hatteras National Seashore.						

Correspondence ID:	654	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Sample Comments						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Please prioritize the needs of these birds. Their presence improves the coastal experience for all of us. Thank you for considering my comments.

Correspondence ID:	655	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am a full time resident of Avon and I am also a frequent user of the Seashore. The earlier opening of the beaches in the summer only makes sense. It is daylight several hours before 7:00 AM in the height of summer. The proposed rule is a good option.						

Correspondence ID:	656	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 657 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 658 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Ban off-road vehicles in national parks - -how about ALL national parks? Thank you

PS We're watching you!

Correspondence ID: 659 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I spent time on several occasions last year walking the Cape Hatteras beaches while visiting a friend. I was surprised at the times I heard a horn blowing and looked around to find a large truck approaching from behind and then having to walk behind the fumes for another minute or so until they subsided. It just took away from the experience that I thought I was going to enjoy as I hiked a section of beach away from crowds of people.

But I wasn't the only one to experience harm apparently. The nesting turtles and feeding water fowl were also interrupted on a much more frequent basis than caused by the occasional hiker, and apparently some killed based on recent news. As a prior seasonal interpretive ranger for 8+ years, I'm surprised the park service has not taken more substantial action to protect nature along the beach.

Correspondence ID: 660 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 661 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

Happy Fall!

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Take care and God Bless All

Correspondence ID: 662 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	663	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	It is vital to protect fragile shoreline ecosystems						

Correspondence ID:	664	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Preserving Cape Hatteras & all creatures who live there should be a priority. Off-Road vehicles need to be eliminated from having access due to the fragile ecosystem that IS Cape Hatteras. There is too much destruction done by people under their own power. NO to the Off-Roaders!						

Correspondence ID:	665	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As a lifetime resident of North Carolina, a property owner in Salvo North Carolina, and an avid outdoorsperson who enjoys "shelling" as much as "fishing", I urge the National Park Service to accept the recommended changes by CHAPA to the Off-Road Vehicle Management Plan.						

Specifically at least the following changes need to be enacted:

1. The Beach needs to be open earlier in the mornings. At least in the summer the beach primary routes should be opened by 6 AM and close at 10 PM.
2. Seasonal ORV routes should be extended for four weeks in the Spring and the Fall in front of the villages.
3. Access improvements should be extended to the sound side, including on Bodie Island.
4. There should be a temporary corridor established on Cape Point when conditions prevent access from the East so there could be as much access as possible to this unique geographical area.

Thank you very much for your consideration.

Correspondence ID:	666	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	667	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	There is more than enough space on beaches NOT belonging to our nation and citizenry for vehicles. It's important to preserve public land for the greater good - and pedestrians do much less harm to a fragile environment than noisy, destructive sport vehicles. Pedestrian-only beach space should be increased, not decreased.						

Correspondence ID:	668	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 669 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: As a long time visitor, angler, and recently now a home owner. I would like to add my input for improving the management and operations of the Cape Hatteras National Seashore Recreational Area. I along with my wife(a bird lover) feel that the NPS,s final rule went to far in limiting or and or pedestrian access to the beaches. i would like to see year round access to the point. the best beach fishing spot on the east coast. I would like to see the beach south of the point reopened when possible, at least in early spring, fall and winter. I thought with the opening of the inside road there would be more access points to south beach? I would like to encourage the use of common sense when closing beach areas as I have photos of large sections of beach going to the point closed for nesting with waves going 100s of feet up to the dunes. Thank you for allowing my input.I would also like for you to implement the recommendations of CHAPA.

Correspondence ID: 670 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 671 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must

allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 672 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
 Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
 Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 673 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: A healthy, sustainable environment is the foundation of any economy. Those who put profits ahead of the survival of all species, including our own, are committing treason and should be punished accordingly. As you may know, the treatment is unpleasant. Our beaches are important to all ocean life and the livelihoods of millions of people, rich and poor. Our present course is incompatible with human presence on Earth for a specified time, which we don't really know now, but it's a certainty over time.

Correspondence ID: 674 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As a nags head resident, fisherman and beach driver, I fully support all chapa, obpa and ncba proposals and requests to your proposed plan. As we the tax payers own and fund these beaches, it is my hope nps would compromise with our requests and changes to achieve the same results.
 Thank you.

Correspondence ID: 675 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The NPS Preferred Alternative was adopted without change as the Proposed Rule to govern Off-Road Vehicle (ORV) use in the Cape Hatteras National Seashore Area (CHNSA). While the Preferred Alternative does open some vehicle free areas (VFAs), it does not incorporate the reasonable and specific modifications to the Preferred Alternative as outlined in the March 7, 2016 letter to Mr. David Hallac, Superintendent of the CHNSA.

The minimum incorporation of a few of those recommendations would improve the visitor experience while enjoying all that the CHNSA has to offer. I strongly recommend the inclusion of the following in the Proposed Rule:

- That ALL beach routes be opened at 6:00 AM during the "summer" period (May 1 - September 15)
- That ramps currently closed due to being designated as VFAs be open for ORV use 0.5 mile north of each ramp currently closed to a point 0.5 miles south of the said ramps at all times.

Correspondence ID: 676 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras. We need to protect vulnerable species which the new proposal will endanger further.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience like myself. More vehicles on the beach will not be enjoyable for me or wildlife living at

Cape Hatteras.

Thank you for considering my comment.

Correspondence ID: 677 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 678 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Recreational off road vehicles have no place in such a pristine environment.

Correspondence ID: 679 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 680 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally

threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	681	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I own a house in Kill Devil Hills for my own personal use. I love the Outer Banks, the Hatteras Seashore, and Pea Island for its wildlife and relatively pristine beaches. Please do not do ANYTHING to make the beaches more accessible to vehicles. It already is too opened up. If people want to fish, then park and walk. You are a National Park for Pete's sake. Act like one and work to protect, and not hasten the destruction of the environment that makes the place so special.						

Correspondence ID:	682	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	683	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

We were recently at the beach and my 3 year old grandchild had to be whisked out of the way of a speeding pick up. I find the use of vehicles on the beaches unbelievably reckless. Our family and extended family will not go to those beaches for vacations in the future.

Thank you for considering my comment.

Correspondence ID:	684	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect: The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	685	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,19,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: The new proposed rule to open up more of the shoreline to off road vehicles will put federally threatened Piping Plovers, other shore birds, and sea turtles at risk. The existing off-road management plan has safeguarded beach-nesting wildlife, as well as walkers, on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

National parks are special places where the wildlife should take precedence over recreation. Federally listed species, like the Piping Plover and Red Knot, require larger, not smaller, wildlife protection areas free from ORV disturbance. Birds remain today in some of the last few places suitable for them to survive. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests, Please keep the existing plans in place.

Thank you for considering my comments.

Correspondence ID:	686	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you,

Correspondence ID:	687	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	688	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	689	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 690 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 691 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I support the No Action Alternative. Our national parks should be protective of the pristine state of their natural beauty. The quiet nature of our national parks should also be protected.
Thank you for your consideration,
[REDACTED]

Correspondence ID: 692 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am a pastor and care deeply for God's Creation. Please keep the existing Wildlife Management plan intact to offer some protection for the Piping Plover, Red Knot and other bird and animal species. I do not believe we need more places to drive in this world, but need more space for conservation and protection of our beautiful coasts.

Thank you.

Correspondence ID: 693 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: ORV use at Cape Hatteras NS should not be allowed to impinge on nesting and migrating shorebirds. The shoreline is critical habitat to protect these species including piping plovers, red knots and other shorebirds as well as sea turtles.
It seems that a compromise can be made to not allow ORVs during critical periods deemed by science and allow them at other times.
While a national seashore's mission is to allow recreational and traditional uses, its primary mission is to protect natural resources for perpetuity. Please don't let humans spoil this valuable seashore for wildlife and future generations of humans.

Correspondence ID: 694 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Don't sell out wildlife to ORV destruction!

Correspondence ID: 695 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,19,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last

few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	696	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Please protect our dunes and wildlife and stop off road vehicle driving on our precious North Carolina beaches especially at the Outer Banks. Thank you.						

Correspondence ID:	697	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	698	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am opposed to expanding the access to off-road vehicles in the Cape Hatteras National Seashore. Not only is the wildlife in the area threatened by this, but the tourists will be greatly disappointed. People go to the Seashore for th quiet, scenic beauty of the place and not to dodge off-road vehicles. For those fishing fans and others who use these vehicles, sufficient access has been provided under the existing policies. No expansion of access is warranted.						

Thanks for you consideration.

Correspondence ID:	699	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

I love walking this beach. We don't need to drive on the beaches, please restrict vehicle access - if it can't be banned all together - and protect the natural beauty and wildlife.

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	700	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	help the birds at the great parks to remain for the future.						

Correspondence ID:	701	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for

resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	702	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	703	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

I strongly urge you to implement the No Action Alternative for Cape Hatteras National Seashore, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Correspondence ID:	704	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The Vehicle Free Areas are of little value. Most people will never see the natural beauty of these areas unless they can be accessed by vehicle. Cape Hatteras Access Preservation Alliance (CHAPA) has made some well thought out recommendations that would allow vehicular access into these areas but still support preservation goals. The National Park Service would follow these suggestions if it were truly interested in positively impacting the visitor's experience. There are many who would benefit from additional vehicular access including the elderly, the handicapped, and the disabled veteran.						

Correspondence ID:	705	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Sincerely,



Correspondence ID:	706	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,19,2016 00:00:00						

Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	707	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	CMON PEOPLE.....PROTECT CAPE HATTERAS!!!!						

Correspondence ID:	708	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.



Correspondence ID:	709	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.						

Correspondence ID:	710	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

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I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	711	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for

resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	712	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	713	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I concur with the CHAPA comments and request the NPS to incorporate them in the Proposed Rules.

Correspondence ID:	714	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a

temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 715 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Our national shoreline should be a place to escape from the noise, the degradation, the danger, and the ecological effects of motorized vehicles. North Carolina is unique in the role it plays in the life cycle of many animals, including the human animal. I'm asking you to keep our beaches and shorelines safe for all of us to enjoy, not just those with ORV's!

I lived in Florida for 40 years . . . every single year, at least one child was injured or killed at a local "drive-on" beach. Dozens of sea-turtle nests were damaged or destroyed, and there was no way to relax and enjoy oneself with a constant noise of engines (speeding by, as they always have and always will). We need fewer ORV's on the beach, not more!

BTW: walking is good for us! (I am a 67 year old photographer, birder, and hiker.)

Correspondence ID: 716 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but it should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 717 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear National Park Service,

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

You have held good informational meetings here in NC, where I was able to learn and speak my mind. I appreciate this chance to add my name to this well-crafted comment from National Audubon.

Correspondence ID: 718 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments. Thank you for everything you do on behalf of birds.

Correspondence ID: 719 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I want to first thank NPS for their proposals to make the new rules for beach access more open and relevant to actual wildlife protection. While this is a positive first step, I would like to make suggestions that would make beach access more equitable for recreational use, yet safeguard wildlife.

Make annual beach driving permits for a full 12 month period

Allow beach driving and pedestrian access at first light. Access to Cape Point and Hatteras Inlet point are most important.

Currently, VFAs are too restrictive. Many can be reclassified to seasonal or year round routes. Further, the VFA areas are excessively restrictive. Please consider reducing the VFAs to what is essential and necessary for wildlife

Areas most important for expansion are Ramp 43 south to Cape Point, Ramp 45 north to the point and Ramp 55 south to Hatteras inlet. These beaches provide the best opportunity for anglers, beach enjoyment and water recreation

Alternative 2 is a good start to make Cape Hatteras a great park for all, but more is needed. The above suggestions are but a few that are deserving of your consideration that would enhance visitor enjoyment, promote a more robust Island economy and still allow wildlife to flourish. The time has come for us to come together and promote reasonable management of beach resources for visitors and wildlife.

Correspondence ID: 720 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I support the positions of the Outer Banks Preservation Association and the North Carolina Beach Buggy Association. Specifically, I would like to see Ramp 34 open for the one mile north throughout the year of course allowing for bird and turtle closures. I would also like to see the seasonal closures of the beach in front of the villages, specifically Avon, shortened. As a resident of Avon, it's clear that ORV use in front of Avon village would not affect pedestrian activity in October and April. There just isn't that much pedestrian conflict in the off-season on the very wide beaches of north Avon.

I support more vehicle access, not less. I support more open beach mileage for ORV so more people can access the seashore. I also believe the weekly ORV permit is over-priced and should be reduced to make the visitor experience more affordable.

Correspondence ID: 721 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I would be grateful if you would not limit the habitat of birds and other wildlife on the NC coast and Cape Hatteras.

Correspondence ID: 722 **Project:** 59571 **Document:** 74770
Received: Oct,12,2016 00:00:00
Correspondence Type: Letter

Correspondence: COMMENTS BY [REDACTED] OF BUXTON REGARDING (RIN) 1024-AE33 PROPOSED AMENDMENTS

These are my comments to the specific points in the NPS proposal to amend its special regulation for ORV use at CHNS:

1) Beach opening times: OK

2) Seasonal ORV route dates: ORVs should be allowed to operate on the seasonal routes from September 15 to May 15. These dates are still observed by the NC DOT for changes in the vehicle speed based on public use of the roadways. Vacationing families are tied to school openings. NPS beach closures have reduced the shoulder season impact.

3) Size and location of VFAs: The proposal is totally inadequate. All VFAs that encompass nonproductive plover beaches should be removed. Pedestrian need does not exist. Justification for removal is developed in following discussions.

4) Permit duration: OK but CAHA should recognize that the \$2 million revenue obtained from permit sales far exceeds the cost of administering the permit program. Fees should be reduced.

5) Ocracoke Island access improvements: OK

6) Hatteras Island access improvements: OK but CAHA should commit to maintain ORV access to Cape Point through any means possible e.g. buffer shape or size, utilize physical barriers (sand dunes, berms etc.) and alternant corridor access from Ramp 45.

7) Other updates: OK

8) Compliance with laws: Economic impact of EIS/ORV plan estimated at \$350 million which exceeds the \$100 million threshold in the SBRFA (Small Business Act). Proposed rule is in violation.

My initial thought in response to the NPS proposal was to make a dutiful reply to each segment as above. After this was done, I realized how inadequate this approach was. New information has developed since the EA and particularly from the opening of the CAHA Science Workshop in Nags Head. The turtle, bird and pedestrian VFAs programs are totally screwed up and don't work. The scientific basis for the EIS/ORV Plan has proven to be invalid. The CAHA interpretation of the Organic the excessive protection given to non-ESA birds through the NPS 2006 Management Policies is not warranted. These factors are what CAHA needs to address when they appear before Congress. The balance of my commentary will explain these issues.

COMMENTS ON CAHA PROPOSED RESPONSE TO COMPLY WITH NDAA EXECUTIVE SUMMARY:

1) The CAHA proposal is inadequate and should be rejected for major revisions.

2) The science and reasons for the EIS/ORV Plan are flawed and need to be replaced. This plan has been discovered to be rotten at its core.

3) VFAs should be eliminated. There is no pedestrian user justification. Legally protected wildlife does not benefit from these ORV closures.

4) Pre- nesting closures need to be discontinued along the ocean fronts and inlet spits. Plovers fledge only at the back of Ocracoke South Point and the interior ponds of Cape Point. Everywhere else their nesting efforts are wasted. Birds must not be lured onto these nonproductive beaches.

5) CAHA coastline has proven too dynamic to continue the NCWRC sea turtle program. Recent increases of turtle nesting have worked against ESA recovery under this policy. Simple tweeking will not be adequate. The turtle problems will be exasperated by global warming and sea level rise.

6) Contrary to CAHA predictions this regulation has made a substantial impact on the economy and lives of the island people.

Cape Hatteras National Seashore has proposed changes to the EIS/ORV regulations in order to comply with the National Defense Authorization Act (NDAA). This proposal should be rejected as totally inadequate to correct the failures we have witnessed over the eight years since the Consent Decree and subsequent NPS regulations.

In the beginning and during NEG-REG the SELC argued for increased bird protection as part of any ORV regulation. The SELC clients, National Audubon was alarmed at a decreased presence of piping plovers and the Defenders of Wildlife crusades for the removal of ORVs from all national lands. They demonized human activities and especially ORV operation as being the cause for poor wildlife performance (turtles now included) in Cape Hatteras.

The SELC has continued to be obsessed with increased numbers of plover and turtle nests and point with pride when any year produced higher nest counts. In an August 2015 response to the NDAA, Audubon advised: " nests, eggs, and chicks were destroyed by chronic disturbance from unmanaged off-road vehicle driving" and Audubon was instrumental in the science based protection plan that "resulted in rapid recovery of birds and record breaking numbers of sea turtles on the Seashore" and further; " scientific research has shown that these native birds and sea turtles need beach driving restrictions to survive."

Thus the SELC has been steadfast in its position that the Seashore wildlife protection is predicated upon control of human activities and in particular the restrictions of ORV driving. Armed with hundreds of scientific references from elsewhere to support their position Audubon pressed for the adoption of this "protective policy" to be a tenant of the new Seashore regulation. This indeed came to be.

Understand that wildlife "protection" can come in many forms. We have personally witnessed most of these in our travels:

A. Birds:

- 1) Public awareness programs; American Bird Conservancy
- 2) On-site pictorial displays; American Bird Conservancy
- 3) Newspaper notification; Flour Bluff, Texas
- 4) Established rookeries with 50 yard buffers; Rockport, Texas
- 5) Dredge Spoil Islands; Laguna Madre, Texas and Cape Hatteras
- 6) Beach closures; Cape Hatteras and Cape Cod
- 7) Improved habitat with exclosures and public walkways/ split rail fence through area, Cape May, NJ

B. Turtles:

- 1) Controlled take of eggs; Caribbean
- 2) Natural nesting; International
- 3) Three feet nest enclosure with local lighting restriction; Florida
- 4) Beach closures with recreational provisions; North Carolina
- 5) Beach closures; Cape Hatteras
- 6) Relocation with volunteer nest sitting; Virginia and North Carolina
- 7) Relocation to corrals; Texas and International

8) Incubators; Texas

The SELC selection of beach closure as the preferred "scientifically proven" choice for protection was bolstered by the Defenders of Wildlife advocacy to remove recreational vehicles from federal lands. Audubon's membership provided a strong incentive to maintain birds on the beaches for viewing. Although neither of these two reasons is scientific, it was a "scientific mantra" used to develop the EIS/ORV regulation.

Off-road vehicles were further castigated as interfering with pedestrian enjoyment of the Seashore. Thus the regulations began with large buffers and a new concept of Vehicle Free Areas (VFA) to provide bird protection and a wilderness experience to the large block of pedestrians who were impacted by the presence of vehicles on their beach. The Seashore became segmented into portions of VFA (mostly bird sanctuaries), villages and ORV recreational beaches. The grouping of pedestrians with bird sanctuaries was ridiculous. All birds act threatened by approaching pedestrian much more than by ORVs. Annual reports show that nearly all closure violations are perpetrated by pedestrians. The new Seashore bore no resemblance to the vision of Harold Ickes in 1938 when he wanted " ... not a swimming beach here and there but solid blocks of ocean front hundreds of miles in length." He advocated a recreational area for the working man.

The USFWS and NCWRC agencies offered their own "science" in support of the SELC agenda that wildlife success required the absence of human activity. Expert opinions appeared impressive and helped shape the structure of the subsequent EIS/ORV Plan. Wildlife theories originally couched in such careful terms as; can, could and may, might; assumed more legitimate status and became cast in the concrete of the EIS/ORV Plan. The turtle parameters offered in NEG-REG (Negotiated Rule Making) and thereafter to prop up the SELC agenda are of special interest now in 2016. Data derived from CAHA beaches (which is the Best Available Science) has proven the parameters to be false, questionable or non-confirmable by this time. Here are some examples of agency claims:

- 1) Female sea turtles always return to their natal beach to nest. False, it is more like a bell curve that extends over hundreds of miles. DNA tests in 2010 showed that a female nested first on Hilton Head, SC then 2 weeks later on Onslow Beach, NC and after another 2 weeks nested at the Back Bay Refuge in Virginia. A.D. Tucker reported on turtles at a Florida rookery that loggerheads site fidelity ranged from 1.9 Km (1.2 miles) to 109.1 Km (67.8 miles) with an average site fidelity of 28.1 Km (17.5 miles). DNA testing has proven to be a valuable tool to debunk the voo-doo science found in the sea turtle program.
- 2) Lights on the beach deter females from nesting. False, many turtles nest on the village beaches. Rental houses are lit up like Christmas trees. Car lights come and go, people move about to party on decks and beach. They play and gather around campfires. All manner of human activities occur along the village fronts. In spite of all that recreation, the 2015 false crawl to nest ratio was 0.51 in front of Hatteras Island villages. This is half the arbitrary target of the 1.0 set for that ratio. The relevance of false crawl to nest ratio to the success or failure of turtles is uncertain. The false crawl ratio for all CAHA beaches was an average of 0.84. Turtles were disturbed less on the lighted village beaches. Obviously the turtles were not deterred from their task.
- 3) Disturbed females (false crawls) will nest on less optimal beaches. False, the sum of relocated nests and total lost nests is usually about 50%. This amounts to the flip of a coin or closer to pure chance than ascribing any innate intelligence to the turtle.
- 4) Female turtles disturbed while still in the ocean may shed their eggs and depart. This has never been confirmed in CAHA. No eggs have been observed deposited onto the beach except when a nest had been washed out.
- 5) Nest relocation is bad. Human interaction must be minimized. False, the application of this natural nesting program in CAHA has produced one of the worst hatchling success rates on the east coast with annual 30% to 40% loss of nests. Beach programs with 100% relocation rates consistently outperform CAHA.
- 6) Reasons cited as to why nest relocation is bad:
 - a) Species needs spatial distribution. Sounds nice but questionable just for 75 miles at CAHA. A corral program would need locations on both north and south facing Hatteras Island along with one on Ocracoke Island. The spread of the three corrals would take care of any spatial distribution problem if it exists.
 - b) Hatchlings will have less vigor and vitality. Difficult to measure but hatchlings from 100% relocation programs exhibit plenty of vigor as they scramble to the water. Hatchling releases at Padre Island are big P.R. events with hundreds of people in attendance.
 - c) Nests in swales subject to flooding do not warrant relocation. Those few turtles to survive flooding will be stronger and contribute to survival as a species. This is pure conjecture without any proof. Survivors could just as likely have been at a lucky location in the nest.
 - d) Relocation can change the sex ratio because of different sand temperatures. This is true but what is its significance? Is there a target for CAHA and what are the present ratios? In 2007 Hardham and Davis ran sand temperature studies and found that CHNS beaches produced an average of 70% males. This dropped only 10% by relocation near the dune toe. Similar studies were started by NPS personnel; Bogardus and Frey who indicated a 25% change but their work was not completed. With such a majority of males it is unlikely that changes to the sex ratio by relocation would have a significant effect on the species as a whole.
 - e) Hatchling emergence and hatching success are affected. Mortality can occur by egg handling. Moisture content of the sand and gas exchange are important variables. These conditions are all recognized and carefully controlled in corral and incubation programs that have proven to yield far better results than the natural nesting practiced in CAHA.

On page 7 of the EIS/ORV plan is a discussion of future conditions for wildlife. This includes a statement: "When progress is not being made toward the attainment of desired future conditions, periodic review and adaptive management may result in increased restrictions in recreational use." This illustrates the mindset of the EIS framers to wit: Recreation is the problem and is the main variable to be controlled through regulation.

When first proposed, these arguments to support wildlife protection sounded reasonable but have not been found to be factual. They may work elsewhere but do not work here in CHNS. Unfortunately some of these myths are still proposed as science in the recent sea turtle presentation by USFWS at the CAHA Science Workshop (Exhibit A). Since the institution of restrictions the NPS has had ample time to measure the effects of their policies upon pedestrian attendance and survival of the birds and turtles. The annual reports and our own observations prove that this grand experiment by Audubon has been a complete disaster.

The great demand for pedestrian only beaches never materialized. Nearly half the vehicles in the ramp parking lots were capable for over sand travel. The owners refused to pay the excessive NPS beach permit fee and opted to car pool to the beach instead. Distances from parking lots to remote beaches of inlet spits and Frisco south beach were too great to walk in scalding deep sand so these beaches were not frequented by pedestrians. Perhaps the worst example for a VFA can be found in the summer near the barrier at the new Ramp 48. Looking to the east is a 5 mile beach devoid of people and very few birds. Look to the west and observe hundreds of people and their vehicles crowded together to enjoy all forms of recreation. One visitor confided that he did not purchase an ORV permit because of the crowding and on the prior year he drove over a ramp only to find the beach closed on both sides so that all he could do was turn around and leave. That was a great experience after paying \$120. He was really bitter.

Tracking the performance of piping plovers from 1992 through 2016 in CHNS reveals an interesting picture. The overall 25 year average plover fledgling rate has been 0.65 fledges per pair. During the years of maximum protection 2006-2016 the average fledgling rate was 0.62 fledges per pair. This is about half the 1.25 rate needed to sustain the population and far below the 1.50 needed to contribute to recovery.

A graph of the fledgling rates from 2011 through 2016 shows its shape and magnitudes nearly identical to the similar 6 year period 1992 through 1997. The 5 years of 1992 through 1996 averaged 0.57 fledgling rate compared to 0.47 fledgling rate of 2012 through 2016. The recent periods had numerous recreational controls for plover protection of: pre-nesting closures, human exclusion, 1000 meter buffers, excluder cages, predator trapping and intense monitoring. The early years of 1992-1997 had no ORV or recreational regulation. There has been no improvement (Exhibit B). Nothing has been accomplished by the public's sacrifice of their recreation. USFWS experts such as Anne Hecht claim to know what is needed for good plover habitat and projected that CHNS is capable of supporting 30 pair of birds. Regardless of this opinion the plovers do not perform here. Plovers do not fledge from the inlet spits nor the front beaches. They fledge only near the interior ponds of Cape Point and the back of Ocracoke South Point. The number of nesting pairs has increased to about 15 pairs from the low single digits seen in the 2000 to 2005 period. This is bad news for the plover species. As the number of pairs increase on these dynamic beaches, the closer they approach to extinction caused by these low fledgling rates under the current management. A goal to merely have plovers on the beach is not appropriate. To entice these and other birds to nest on non-productive beaches wastes them as a resource, wastes NPS manpower and funds and denies public access for recreation on the beaches to which they are eminently suited.

Excessive buffer closure distances have seriously reduced the quality of visitor experience. Bird lovers are unable to see the beach birds for which they made their visit. Viewing even with telescopes is difficult with heat waves shimmering above the sand to obscure the target. I can remember one bird watcher completely frustrated by driving back and forth from the Cape Point barrier around to the Ramp 45 barrier trying to obtain a clear view of a lone snowy plover for his life list. He had a beautiful shiny brass telescope but failed in his efforts against the heat waves. If he waited until low tide he would have seen semi-palmated plovers and piping plovers surrounding my parked truck and the snowy plover that approached to just 20 yards away. The pond drainage had wandered past the Ramp 45 barrier and under my truck as I sat on the tail gate watching my spiked rods. That drainage was good forage that attracted the birds along with crumbs from my peanut butter crackers. On the next day the barricade was expanded 50 yards which prevented a repeat of that great experience. I shall always treasure that afternoon.

Perhaps in recognition of their poor performance the CAHA administration developed a 5 year short term goal of only 1.0 chick per pair on page 8 of the final EIS/ORV Plan. This could be compared to a football team with poor red-zone performance asking the officials to move the goal up to the 20 yard line to help them score. Plovers are listed under the ESA which requires CAHA to work towards the 1.5 recovery of the species not an intermediate position of some easier goal. The most precious wildlife that the ORV regulations were designed to protect are those species listed under the ESA. In CAHA these species are the piping plover, red knot and sea turtles. Review of the CAHA data gathered during the EIS/ORV management shows that there has been no benefit to these species survival. The proposed changes for NDAA do not address this problem.

The other birds that nest on the Seashore beaches suffer poor performance similar to the plover. CAHA cites the NPS 2006 Management Policy to justify protection for them as if they too were ESA listed. Protection continued to be predicated on closures against human activities. A serious problem exists with this NPS position for the Seashore. On p. 11 of the November EIS/ORV Plan is a quotation from the Enabling Act; Section 459a-1: "The enabling legislation provides that the administration, protection, and development of the national seashore shall be exercised under the direction of the Secretary of the Interior by the NPS, subject to the provisions of the Organic Act." This is a complete sentence which implies that administration will be only by the Organic Act and its derivatives such as the 2006 NPS Management Policies thus protecting all shorebirds as if they were ESA listed. This could be an inadvertent error. A side by side reading reveals that this quote is not the complete sentence but only a clause ending in a colon as punctuation. The very next word in the original is "provided" followed by about 230 other words before ending in that period. Within this long sentence are 5 provisions placed upon the Organic Act among which is a reference to Sections 459 to 459a-3. This affirms the relevance of Section 459a-2 which provides for the development of recreational areas exempted from the reservation as the wilderness then in existence. Sec 459a-2 further calls for "the preservation of the unique flora and fauna ... now prevailing in this area".

The 1938 NPS Prospectus contains a list of fauna found in the Seashore that should be protected under this mandate such as " ... great numbers of gulls, skimmers, terns, petrels and certain shore birds." Further "Mammals reported in the area include: deer, otter, mink, raccoon, muskrat, foxes, rabbits and squirrel." These were to be protected. That list includes predators which are not favored by bird enthusiasts. Plovers are not mentioned but might be considered as "certain shore birds". Regardless the plovers are protected under the ESA which supersedes both the Organic and Enabling Acts. Except for the ESA provisions for predator control, the past trapping of thousands of mammals would not be allowed. Therefore plovers must be managed for recovery but non-listed birds do not warrant protection by the ESA and large buffers.

In view of their existing poor performance birds must not be encouraged to nest on inlet spits and ocean front beaches. The erection of pre-nesting closures on beaches of prior poor performance should be discontinued. Such beaches should be opened for public recreation and especially ORV operation. Most VFA beaches have shown little pedestrian demand and having no reason to exist should also be opened to recreation. Inlet spits and the Frisco South Beach are the worst examples of unwarranted closure. NPS efforts should be to shift bird nesting toward the sound. Dredge spoil islands offer great opportunities. Unlike plovers and AMOY the CWB use water based forage and perform well on dredge islands. AMOY nest well but lack good forage for vigorous chicks. Better forage can be provided by shell fish beds or structure as part of the spoil island and oyster bars extending across the inter-tidal zone from the sound side of the nearby front islands. This requires proper location and maintenance of the dredge spoil islands with inter-agency cooperation.

In the short term CAHA can save monetary resources by:

- 1) Reduction of pre-nesting from all non-productive beaches
- 2) Elimination of predator control for all non ESA listed species
- 3) Reduction of buffer size for non-listed birds. A standard 50 yards should work as practiced in the Gulf states
- 4) Reduction of VFAs including inlet spits.

In the long term investment and inter-agency cooperation to establish dredge spoil islands and shellfish habitat may restore productivity to bird wildlife. The important position is that the CHNS Enabling Act overrides the NPS internal 2006 Management Policy. Buffers for non-listed species need not close

public beach access. There is a strong mandate to preserve the public recreation for which this Seashore was established.

The arguments for natural nesting of sea turtles expounded by FWS and NCWRC sound reasonable and good. They simply do not work on the beaches of CHNS. Every year of increased turtle nesting is lauded by Audubon and SELC as proof that their "science" based regulations are effective. Actually the greater amount of nesting is driving the turtles to extinction due to the high losses inherent with the CAHA program. This program is based on the NCWRC turtle Handbook which may work elsewhere but has been a proven failure here on our beaches. In the March 2010 Draft EIS/ORV Plan pages 219-220 the NPS discusses the effects of natural catastrophes that caused large losses of turtle nests. They listed some individual beaches of Georgia and Florida that lost between 16% and 54% of nests from storms over the period 1992-2001. Except for the storm free 2012 season CAHA has lost about 30% to 40% of their turtle nests each year. Here is their record since the Consent Decree:

YEAR NESTS % LOST

2009 104 56
2010 153 35
2011 147 43
2012 222 9
2013 254 23
2014 124 42
2015 289 35

Thus each year is a catastrophic loss with the natural nesting program. No changes in that program are contemplated in the CAHA response to the NDAA.

Albert Einstein defined insanity as: To keep repeating the same experiments over and over again expecting different results. By this definition the CAHA turtle and plover program is "insane".

Cape Hatteras should develop a standard of performance for sea turtles such as now exists like fledgling rates for plovers. An equivalent would be a Release Ratio i.e. the number of hatchlings released to the water divided by the total number of eggs laid. Beaches that work with corrals or incubators can supply such numbers but the current CAHA program has no idea how many hatchlings enter the water. The closest parameter now recorded in North Carolina is the program Nest Success rate which is calculated by the total number of nests that hatched with 10% or greater emergence success divided by the number of nests laid. Deduction of this ratio from unity yields the percentage of lost nests, which few agencies care to acknowledge. The CAHA %NS compares poorly to the rest of North Carolina and especially against those beaches with programs of high relocation and volunteer nest sitting. Four beaches with active programs are found at: Holden, Ocean Isle, Pea Island and Topsail. Average performances since the consent decree are as follows:

BEACH %R %NS

CHNS 28% 65%
ALL NC 33% 80%
4ACTIVE 77% 90%

Thus CAHA throws away over a third of the sea turtle resource which does not advance the recovery of this species required by the ESA.

The current CAHA target stated on page 8 of the EIS/ORV Plan is to have 10% of the total turtle nests in North Carolina. This means nothing. They already average 20%. This is bad because increased nesting on CHNS contributes to extinction of the species unless there is a change in policy.

██████████ in his October 3, 2016 comments indicated a loss of 113 businesses on Hatteras Island since Cape Point was first closed in 2005. He further estimated a direct loss of \$350 million caused by the EIS/ORV Plan to the citizens of the island. This is not just about money. Closures of popular areas like Cape Point have affected the commerce and personal lives of the people nearby. We have witnessed a change in the type of visitors that flock to the villages within the Seashore. In earlier years fishermen and sportsmen comprised a large amount of the visitors. They frequented cottages, motels, restaurants, tackle and gift shops to purchase guilt gifts for loved ones back home. Now vacationers pack into mega mansions and eat-in with groceries. They congregate on the beach in front of the rental. Our motels, galleries and gift shops struggle. The proprietors of 3 motels have lost their businesses in Buxton. Managers change. Two of the larger tackle shops in town have endured 30% to 40% losses in sales. Surf fishing for giant cobia was once a great attraction for the spring shoulder season. Since the introduction of slot limits for red drum the cobia remained as the only large game fish that could be caught and still used for table food. This influx of anglers was destroyed by bird closures at the inlets and Cape Point during the May-June cobia run.

Economic stress has a human face. Owners have reduced staff and been forced to be more hands-on with their business and longer hours. Gift shops report that most of the customers don't buy but just look. Some husbands have left the island to seek work. Some marriages have become too rocky and have not survived. Could these things have happened for other reasons? Perhaps, but this is doubtful. The public has been burdened by a sense of frustration. Time after time we have responded to the park service with sincere comments based on our personal observations and experience from our beaches with little result. Fortunately the Congress with the NDAA has given the NPS another opportunity to correct their errors with policy changes to benefit wildlife and public recreation for the future. The current plan offered by CAHA does not accomplish the goals required in the NDAA.

[Graph included in PDF]

Correspondence ID:	723	Project:	59571	Document:	74770
Received:	Oct,20,2016 00:00:00				
Correspondence Type:	Letter				
Correspondence:	Dear David,				

My comments regarding ORV usage on Cape Hatteras Beaches remain pretty much the same as those I've mentioned and written about these past eleven years. First, I personally want to thank you for the improvements you've made regarding our usage of Beaches and for promoting a higher level of good will between we Beach users and the NPS.

I will never understand why your Resource Personal would even consider allowing nesting of any kind in the Cape Point area or along any park of Sand along Ramp 44. In my opinion, they have no regard for the safety of wildlife or its preservation, and allow nesting in these area out of vindictiveness and the pleasure they seem to enjoy whenever they close the Point to vehicular or pedestrian usage. Twice while I was at Hatteras in September, I saw both areas completely overwashed and if I had a dollar for every egg or chick that didn't survive because of soft water overwash, I'd be able to take you and your

staff out to dinner and have enough left over for the tip. It's no longer about access for me, but about the deliberate destruction of wildlife and it sickens me when I think about God's creatures not having much of a chance at survival thanks for your resource personnel.

I had intended to stay in Buxton through October but Matthew and one more piece of shrapnel in my foot that needs to be removed, thought otherwise. Thank you again for what you've done for us and I hope to see you next spring.

Correspondence ID: 724 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 725 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please keep the existing vehicle-free areas in place at the Seashore. These areas are very important to my family--we want our children to continue getting to experience the natural environment of the seashore without motor vehicles and the destructive changes they bring to the beach environment by disturbing these beautiful natural areas. The current balance that NPS has struck is appropriate -- please maintain the vehicle-free areas!

Correspondence ID: 726 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am not in support of opening more of the Cape Hatteras National Seashore to ORV use, or more beach driving. I like to go there with my family and camp and recreate, and do not want to be fearful of cars on the beach. Additionally, the birds and turtles need the beach for their nests and eggs and are at grave danger from vehicle traffic. Our Outer Banks are under enough assault from nature, they don't need to bear the additional burden of more vehicles! Please do not expand beach driving

Correspondence ID: 727 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please reduce ORV usage on beaches to provide quieter beaches and protect beach animals and plants.

Correspondence ID: 728 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The NPS must listen to scientists and not lobbyists when it comes to fulfilling their mission statement to protect wildlife and habitat. The recent killing of a large nesting turtle by a SUV is another example of why protections for nesting turty and endangered species and their chicks is needed. The beach needs to be shared by wildlife, people and off-road driving. And when drivers blatantly ignor buffers for wildlife, these buffets cannot be lowered from their present standards. As a member of the NC Beach Buggy Association and a conservationist, I know that nesting season and when turtles and chicks hatch is a time when driving needs to be restricted. There are also families with small children who want access to the beach where they don't have to worry about vehicular traffic. Fishermen are not the only users of the beach.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Correspondence ID: 729 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: he existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 730 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I, [REDACTED] ask for your help to require NPS to give further consideration to the CHAPA recommendations before the Final Rule is set and to explain "why not" for those recommendations not chosen. As always, thank you for all you have done in the past to get to this point, and thank you for your continued dedication to this effort.

Correspondence ID: 731 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 732 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I grew up in eastern North Carolina and traveled to Hatteras frequently to surf, fish, and just enjoy the beach. I am one of the people that has taken advantage of and enjoyed motorized access to the beach. But it has to be limited. I am not in favor of the proposed amendments. Too many people use our beaches to be further encouraging motorized use of the beach. The regulations as they currently exist strike a fair balance between allowing those who desire motorized access to enjoy it while also preserving the pristine nature of the beach. I am particularly concerned that the proposed amendments would have a negative impact on birds and their nesting grounds. Finally, I believe we should preserve some areas for their non-motorized

characteristics. In other words, I hope we can preserve Hatteras as a place where man's impact is relatively small. I think this will not only be beneficial for wildlife in the area but serve a lasting benefit to those who visit the beach - spiritually, recreationally, and mentally. I'm less inclined to visit a beach where the footprint of ORVs is substantial than one that is more pristine. Please don't amend the regulations.

Correspondence ID: 733 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I am a soon to be 60 year old angler and surfer/boogie boarder that has been fishing and riding waves all my life. I recently had my left ankle joint replaced this summer a month after my wife of 31 years had her right hip joint replaced. We have enjoyed driving on the beaches of Hatteras Island since I met her, our first date 33 years ago was on Hatteras Island. As a member of both CHAPA and NCBBA I agree with everything that is in the letter sent to you by CHAPA on 23 September of this year. The current proposed "preferred alternative" does very little to support to request of myself and others with the same interests as me to open more areas to ORV for longer periods of time both year round and during the off season. Because of the limited capability to walk the beaches due to our recent health concerns these privileges of vehicular access have become more important. I too would like the NPS to give further consideration to those requests.

Correspondence ID: 734 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: "To extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country" comes right off the NPS website, and although I applaud the direction the proposed orv rules are headed (some increase in orv use in some areas, extending seasonal use somewhat, etc. - alternative 2) I feel that CHAPAs proposal is more in line with extending the benefits of natural and cultural resource conservation and outdoor recreation. What use is a park if it cannot be enjoyed? I've read other comments on how orv's ruin the environment, well, I can say from experience that people with binoculars climbing all over the dunes and trampling the grasses do more damage than a responsible orv driver. This, to me, seems like special interests are dictating rules that will negatively impact peoples lives and livelihoods while having no impact on their own. Just wrong. I honestly feel the park service in Cape Hatteras is doing an outstanding job and hope that the NPS will realize and remember that national parks are for people, not special interest groups, and responsible use, not limiting access, is the answer.

Correspondence ID: 735 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I strongly support reasonable restrictions on beach driving and preservation of vehicle-free areas on the Cape Hatteras National Seashore. The Seashore is a unique natural treasure that I have visited for more than 40 years. During this time, the Outer Banks and the Seashore have experienced increasing development and beach traffic, which endanger the use and enjoyment of the Seashore by others, diminish the wilderness experience, and threaten the fragile ecosystem and wildlife. The highest, best use of the Seashore is to preserve and protect this remarkable natural resource, its ecological and wilderness values, and the birds, wildlife, and marine life that depend on it; these values must be preserved for the enjoyment of this and future generations. I am not opposed to all beach driving. In fact, I am a surfer and frequently drive on the beach to access the best surf spots. But unrestricted beach driving and beach driving in sensitive and important habitats is unnecessary and destructive to the Seashore and the rights of others who want a wilderness experience without vehicular traffic. There is a proper balance to be struck between beach driving and the rights of others to enjoy the Seashore as a natural wilderness area. This rule strikes the proper balance and should not be weakened to allow more beach driving or to eliminate or reduce vehicle-free areas.

Correspondence ID: 736 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan is better than the new proposal which goes in the wrong direction and fails to protect birds and people walking. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

Isn't it your job to protect I am counting on the National Park Service to protect: Federally listed species like the Red Knot that from ORV disturbance and nesting for sea turtles and birds that are vital to their survival.

Please reconsider because the existing off-road management plan and wildlife protection areas were supported by peer-reviewed science, not pressure from special interests

Correspondence ID: 737 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the

seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	738	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I urge NPS to adopt all comments offered by OBPA. These folks have studied and understand the issues. As a member of OBPA I support all the positions put forth by them. Maximize public access! Thank you.						

Correspondence ID:	739	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	There is absolutely no reason to let wheeled vehicles on nesting areas be it turtle or birds. I have had property on the outer banks most of my life and off road vehicles are destructive to the dunes, sea oats and nests.						

Correspondence ID:	740	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	741	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

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Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	742	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Natural preserved areas do not exist merely for human entertainment and gain. Please limit or prevent the use of off road vehicles in any area that contains vulnerable plants or animals.						

Correspondence ID:	743	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	We do NOT NEED more ORV traffic on our beaches, especially at the very special Cape Hatteras National Seashore.						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	744	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	745	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am writing this letter on behalf of the membership (of over 4000 members) of the New Jersey Beach Association (NJBBA). A large number of our membership visit the Cape Hatteras National Seashore Park every year and have seen the decline of our accessibility to the beaches by both walk on's and vehicles. Realizing that we never go back to the 1970's degree of accessibility, we would encourage a change for greater accessibility of the beaches.						

These changes would include some sections being opened to all night vehicle access (this would include the point at Buxton), Improvement of the ramps and parking at the ramps, Alternate temporary pathways (such as needed for ramps 44 and 45) to access sections of the beach (this would include soundside access on Bodie Island and Ocracoke Island). Improvements to the access ramps which would allow for two way traffic and pedestrian walkways. (Example of this is at Ramp 38 where vehicles easily get bogged down when oncoming traffic is present due to the soft sand when coming off.) When Cape Hatteras National Seashore Recreational Area (CHNSRA) was created, the communities of the surrounding seashore areas were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While we are very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to us that the NPS use the current review process to better balance the important goals of resource conservation and public access. The National Park Service tends to forget that the area was first created as recreational area with the intent to preserve sensitive areas, which was being done. When the National Park Service removed "Recreational" from the name, it was hoped that this part of the goal would be forgotten.

If the proposals that NJBBA have submitted can not be honored, we fully support the proposals Cape Hatteras Access Preservation Alliance (CHAPA).

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	746	Project:	59571	Document:	74770	Private:	Y
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Received: Oct,20,2016 00:00:00

Correspondence Type: regulations.gov

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Some of the changes that I would like to see added in the proposed rule, include:

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

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Correspondence ID:	747	Project:	59571	Document:	74770	Private:	Y
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Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	748	Project:	59571	Document:	74770	Private:	Y
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Correspondence Type: regulations.gov
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Thank you for considering my comments.

Correspondence ID:	749	Project:	59571	Document:	74770	Private:	Y
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Correspondence Type: regulations.gov

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- Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

I recently visited the Outer Banks and found it beautiful. I would hate to see any changes to the protections already in place. Thank you for considering my concerns.

Correspondence ID:	750	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I live only two hours away and have not brought my "tourist" dollars to the outer banks in five years since the beach access has been restricted. My family will always have the memories of what it once was before the unnecessary over regulation took effect. "Save a bird, kill an Island"						

Correspondence ID:	751	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

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Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	752	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I strongly oppose any regulation that increases the amount of ORVs on NC's beautiful beaches. ORVs not only damage the environment, but also make the beaches less appealing. For example, just this past year my family and I tried to spend a nice evening camping at Freeman beach. The beach itself was beautiful, but the whole experience was ruined by motor vehicles constantly driving all over the beach. These vehicles were a safety hazard (they came close to hitting many people), a huge eyesore, and extremely noisy. Because of this, we don't plan on visiting any cities that allow vehicles on their beaches.						

Correspondence ID:	753	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I fully endorse the letter submitted to Congress by the Cape Hatteras Access Preservation Alliance (CHAPA) on September 23, 2016. I was disappointed that nearly all of the changes offered by CHAPA on the Environmental Assessment (EA) were not incorporated into the proposed rule. I have heard from several NPS superintendents that a rule that makes all parties equally mad is their goal. I am sorry, but I do not subscribe to such an						

approach. I strongly feel that we need to have laws, rules and whatever that are generated because they are right and not to try and avoid law suits. You do what is right and let the chips fall where they may.

To make policy without hard science because sea turtles and or piping plovers may, might, could do something is not good policy. Much of the original ORV Plan was based on opinion and not science. Frankly, there has been little or no new science to support much of the plan. One of the problems is that the piping plover and loggerhead recovery plans are not based on science and espouse a recovery without intervention by man which to me seems unrealistic in an environment where man has altered the landscape. First of all, we ought not to be trying to attract plover to this seashore with extremely large pre-nesting closures. At this location plovers have a historical reproductive rate not even sufficient to sustain their population let alone recover. The recovery plan must recognize this and give up on this area rather than trying to attract birds to their own demise. There is no need for night driving restriction as our false crawl to nest ratio is lower than USF&W expects on a deserted island and policies are now in place to protect hatchlings in ORV areas. Actually the false crawl to nest ratio when night driving was not limited in any way was lower than it has been since the implementation of the ORV Plan in 2012. Any increases in sea turtle nesting here has also taken place along the entire eastern seaboard and not the result of anything in the 2012 ORV plan as some suggest.

Now that I have that off of my chest the following specifics concern me:

Seasonal ORV routes: I support Alternative 3 in the EA, which would extend seasonal routes four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule. I believe that this gets closer if not to the village speed limit changes implemented by NCDOT.

Vehicle free areas: Most vehicle free areas should be seasonal as they are not increasing plover or AMOY reproduction, and are infrequently used by the public. The following Hatteras Island VFA areas should be seasonal: Ramp 23 North (to the pier), Ramp 23 South, Ramp 32 South, Ramp 34 North, Ramp 34 South, Ramp 43 North (for 0.6 miles), Ramp 45 East (but close for resource closures) there must be a route to Cape Point when the east side access is closed, Ramp 45 West and Ramp 48 East.

ORV Permits: I believe that changing the annual permit from a calendar year to a year from date of issue will be a significant improvement for visitors.

Access Improvements: All ramps within the seashore should be built to accommodate two-way traffic to improve visitor safety. All new ramps are two way and with all this ORV permit money there is simply no reason to continue to have these unsafe one lane roads and ramps.

I recognize and appreciate that proposed changes are steps in the right direction toward a more reasonable and balanced access to the seashore. I am disappointed that more of CHAPA's recommended improvements to the EA preferred alternative were not incorporated in this proposed rule.

Correspondence ID:	754	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	OBPA,CHAC and NCBBA have the right idea on beach management. Listen to them!!!						

Correspondence ID:	755	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am writing to voice my opinion against the proposed rule change to the Cape Hatteras Nat. Seashore off road vehicle management plan. I am in opposition to reducing the area preserved for bird nesting to allow more vehicle traffic. I also do not agree that expanded time for off road vehicle season is in the best interest of the wildlife. The National Park service should consider how fragile the populations of Plovers and Red Knots are and how disturbances during nesting season will negatively effect chick survival. I am a North Carolina certified wildlife rehabilitator that works primarily to support wild birds. Precocial birds are extremely difficult to raise in captivity. To be successful the young chicks need to be in a natural environment with adults of the same species. The seashore of Cape Hatteras is the natural environment for these birds and should be protected for breeding birds. The National Audubon Society has measured an increased survival rate of Piping Plovers in conjunction with the 2008 limits on off road vehicle access. This demonstrates this land management plan is working to protect an endangered species. It is too soon to open these areas up to vehicles. I think this excerpt from the mission of the park service would direct the action in favor of what is best for the birds nesting on the beach, not those who desire to satisfy selfish temporary desires . " to promote and regulate the use of the...national parks...which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." National Park Service Organic Act, 16 U.S.C.1.,						

Correspondence ID:	756	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 757 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Gentlemen

As a resident of Cape Hatteras National Seashore.

We are the true guardians of our resources. We love and respect our environment.

Why not give Dare County,NC residents less restrictions. Our local license tags start with OBX prefix.

Correspondence ID: 758 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 759 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I would urge you to reject the proposal regarding off-road vehicle access on the Cape Hatteras National Seashore. The national seashore is one of few remaining strongholds for numerous shore bird species, virtually all of which are declining. This is a critical area for Piping Plover in North Carolina, and additional access will undoubtedly have a damaging impact on that species. I urge you to continue to protect shore birds and other wildlife species and reject this proposal. Thank you for the opportunity to comment regarding this subject.

Correspondence ID: 760 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I support the suggestions of the Cape Hatteras Access Preservation Association with regards to expanding the proposed changes that NPS is considering making to the Off Road Vehicle rule for Cape Hatteras National Seashore. CHAPA recommends reducing total Vehicle Free Areas

within the Seashore (including Pea Island) from 39 miles to 31.5 miles; reducing the VFAs regulated by the rule by 7.5 miles from 26 miles to 18.5 miles; decreasing the year round ORV routes from 28 miles to 26.7 miles; and increase the seasonal (winter only) routes from 13 miles to 19 miles. These recommendations are intended to optimize pedestrian access during the summer and ORV access during the winter. Existing resource protection measures will continue to be followed and take precedent over access as they do with the current rule.

However, I am personally interested in ORV access year round at Ramp #34. This important beach access is the closest to the town of Avon, which has a tremendous vacation rental population during the summer, fall and spring months. The world record Red Drum of 94lb 2oz was caught off this beach in the fall of 1984. We anglers cherish our vehicle beach access to the productive surf fishing areas such as this along the Outer Banks. As anglers, we also steward the resources and are the first line of defense of these natural areas and everyone's access to them. Another issue I would like visited is would like early morning access to the beach, and believe that ORV routes should open at 30 minutes before sunrise. Currently NPS limits access to when patrol officers are available, giving me the idea that they assume users are disobeying the rules. Please ask NPS to honor these minimal changes so that the citizens of North Carolina can balance access with the all important issue of preserving our beautiful coast for my kids and all future generations.

Correspondence ID: 761 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 762 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I own a house on the Outer Banks, am an active outdoor enthusiast contributing to the local economy who is concerned about the local and global environment, and I am a research scientist who develops and applies spatial analytical methods to support environmental, economic, health, and social science research.

Based upon the wide range of government and other research reports, the existing off-road management plan is clearly the bare minimum needed to protect bird and other species that are at risk in Atlantic Coastal areas, particularly those along North Carolina's Outer Banks. Federally listed species like the Piping Plover and Red Knot require larger, not smaller, wildlife protection areas free from ORV disturbance. Off-road enthusiasts have many other places they can go, but the migrating and nesting birds at risk do not. Further deterioration of these coastal areas - including Cape Hatteras National Seashore - risks survival or key bird and other species and reduces the chance for recovery under the Endangered Species Act. Please do not let pressure from special interests groups whose only argument is that they should be allowed to drive wherever they like outweigh the solid science (both environmental and economic impact) that shows clearly that protecting coastal areas benefits both birds and people. As I right this, the Wings Over Water birding festival is bringing many visitors to the Outer Banks, injecting money into the local economy while at the same time respecting the fragile coastline that we all depend upon.

Correspondence ID: 763 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As a biologist and fisherman, I oppose the implementation of new rules for beach access on CHNS.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	764	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear NPS colleagues,						

Please protect the existing off-road use plan. Please protect our seabird species. Vehicles have plenty of roads. Birds don't have enough nesting and feeding areas. Do not weaken protections. This is for our future generations.

Correspondence ID:	765	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	766	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am counting on the National Park Service to protect:						

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

I am 85 years old & have severe arthritis & peripheral arterial disease. My mobility is limited. If I can walk, painfully to the beach to watch birds why can't these overweight owners of ORV's walk a bit instead of racing along my beach?

Correspondence ID:	767	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	768	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: WE must protect the animals and their habitats

Correspondence ID: 769 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As a biology professor and a visitor to Cape Hatteras National Seashore, I am opposed to the proposed changes in the off-road management plan. I think that the habitat should be protected for wildlife including nesting birds, migrating birds, and sea turtles. Species such as Piping Plover and Red Knot especially need this protection. I am opposed to extending the season for off-road vehicles, and I think that the vehicle-free areas either should be kept at their current size or expanded. Thank you for your consideration of these comments.

Correspondence ID: 770 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: My wife and I are elderly. My wife is handicapped. I enjoy shore fishing. Neither of us do well trying to get over the dunes. What we personally would like to see, is paved and groomed ramps leading to the hard packed sand so we could easily and safely drive to our favorite beach, ramp 59 on Ocracoke.

The fishing, shelling, and wide, open areas are simply wonderful at that location.

We visit OBX as often as possible, usually 1-2 times a year. Durant Station in Hatteras Village is where we prefer to stay.

We will be spending 4 months this winter in Nags Head, Sugar Creek Landing, and will be spending thousands of dollars while there.

A large part of our enjoyment is being able to drive along the beach areas made accessible by the ramps.

We understand the need to preserve nature, but we also feel we should have liberal, adequate access, along the lines of OBPA's recommendations.

Allow the folks who actually live in the area to make these critical decisions, not a judge or government official who may have an agenda.

Correspondence ID: 771 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 772 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The Cape Hatteras Off-Road Vehicle Management Plan has worked well since 2008. Visitors have appreciated the restricted driving for families and enjoyment of the beach. A small but vocal group has pushed to over turn the current rule for their personal interest to the detriment of others using the beach and to the beach nesting birds. I am counting on the NPS to use sound science and not political pressure to manage Cape Hatteras.

Therefore I am asking the NPS to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Correspondence ID: 773 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National

Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	774	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I believe chipping away at beach access unnecessarily hurts tourism. Allowing people from all over the country to enjoy the national seashore as intended is the best way to ensure its preservation long-term. Because the greater number of Americans that feel a personal connection, the more people will support the National Parks as a whole. As a concerned OBPA member I am attempting to keep a truly great asset available to future generations.						

Correspondence ID:	775	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Good evening,						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	776	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	I am writing in support of the existing ORV management plan. I do not support decreasing buffers for nesting or migrating birds, driving before the beach has been checked for sea turtles, or otherwise diminishing protections for wildlife.						

Correspondence ID:	777	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the

proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	778	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
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Correspondence ID:	779	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an avid beachcomber I would like to have a voice in this issue. I was privileged that my mom grew up on Roanoke Island and I was able to spend summers there with my grandparents. I have fond memories of riding with my PopPop in his Scout on the beaches. While we had lots of fun on those days, I was also taught to respect the beach and all that it had to offer. I seriously hope that both sides of this issue will be weighed and that more reasonable access will be allowed. I continue to visit and enjoy all the seashore has to offer (when current regulations allow)- it is truly one of the most beautiful places that North Carolina has to offer. I have close friends that are business owners on Hatteras Island and want to see more reasonable regulations in place that are less harmful to them and other business owners. Thank you for taking time to read this post and I pray for wisdom on your path to forming a more well balanced approach going forward. God bless.						

Correspondence ID:	780	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As a frequent visitor to the Outer Banks, the last thing this fragile environment needs is more off road vehicle access. The NPS has a greater responsibility to protect the endangered wildlife that needs this stretch of beach to survive.						

Correspondence ID:	781	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,20,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	To Whom It May Concern: I am writing voice my comments for ORV use on the Cape Hatteras National Seashore.						

1. Allow annual passes be 1 year to the date of purchase. Allowing more freedom of time to access the Beaches.
2. Corridors through the VFA areas to allow access to non VFA area to be flexible depending on shape and size of the the seashore arear
3. Create a plan that allows access to Cape Poin depending on seasonal closures. Either by creating an access road around the Salt pond area and or in conjunction with Ramp 45.
4. Create priority ramp opening time to 6am. Including in those ramps would be 43,44,45.
5. Allow seasonal access areas dates from September 1st -April 30th. With access in front of the villages beginning October 1st.

Thank you for your time and considerations.

Correspondence ID: 782 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,20,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, and an annual visitor to the Cape Hatteras National Seashore for 15+ years, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 783 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Please do NOT extend the area or duration of ORV access in any way. There are plenty of places & times for people to use their ORVs already. A couple of weeks, hours, or miles are insignificant to human enjoyment, but can be huge & even a matter of life or death for wildlife. How many more times are we going to encroach on what little land they have to exist? Once a species goes extinct, they cannot be brought back. It's simply not worth it. Stop this now.

Correspondence ID: 784 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

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Correspondence ID: 788 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century have resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

Lastly, when visiting our outdoor national treasures, seeking solitude ranks highly on the list. Let's not interrupt it with more hours of enduring the din of motorized vehicles.

Correspondence ID: 789 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I think we should be able to drive and remain on the beaches like we have in the past.

Correspondence ID: 790 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

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Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

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Correspondence ID: 792 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 793 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
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Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 795 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please do not allow more ORV use of Cape Hatteras National Seashore. This scenic area should be protected and its resources--

including wildlife, natural beauty, and safe space for pedestrian recreation--should be preserved for future generations. ORV use on Cape Hatteras degrades the natural environment and inhibits pedestrian use of these areas. The endangered and threatened species that call Cape Hatteras home should be protected against ORVs, as should other non-threatened wildlife and habitat. These natural resources are what make Cape Hatteras a special place, and allowing ORVs is at odds with protecting the natural environment. When I visit Cape Hatteras, I want to be able to appreciate the natural wonder of the area without being interrupted by the roar of an ORV or the need to look out for ORVs while I stroll along the beach.

Correspondence ID: 796 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Re: (RIN): 1024-AE33 - Amendment to Existing Special Regulation for Off-Road Vehicle (ORV) Use at Cape Hatteras National Seashore Recreational Area, North Carolina

I believe that some amendments to the special regulation would enhance the experience of all to this incomparable park.

Beach Opening Times. Fishing is good early in the morning and late in the evening. The beaches should open at 6:00 a.m. and not close until 10:00 p.m. This would improve visitor experience, especially for those who are weekend fishermen, encouraging them to come more frequently by allowing them to access their favorite fishing spots earlier.

Dates for Use of Seasonal ORV Routes. Seasonally designated ORV routes in front of the villages should be expanded and opened to ORVs from October 1st to April 30th. These are the prime months for fishermen and less desirable for swimmers. Other beach users, i.e. shell seekers, walkers, kite flyers, kiteboarders, etc., are not disturbed by ORVs.

Size and Location of VFAs. This particular National Seashore Park needs more ORV access areas and less VFAs. From observations made, the VFAs are not utilized as one might have thought they would be. I applaud the proposed change at Ramp 34 N (1.0 mi.). Restoring "seasonal" ORV use for one mile to the North gives an area back to the fishermen and ORV access users which should never have been designated as a VFA to begin with, and for that, I thank you. I refer to "ORV access users" as being like myself, older and unable to walk the distances required to access the beach, let alone carry the needed paraphernalia to fish, or read, or even picnic. The only thing better than your proposal would be to re-designate this one-mile area from R-34 North from "seasonal" to "permanent" ORV access. Ramp 43 N (.6 mi.) should be opened to ORVs seasonally.

VFA and Access Improvement - Hatteras Island. Alternate Cape Point Access - Create an alternate access to Cape Point by increasing the ORV access area on the Southwest side of Cape Point to the start of the "hook," and moving the VFA on the Southwest side of Cape Point approximately 200 meters to the West. This would allow access to critical fishing areas at The Point via "Salt Pond Road," when the East route (ocean side) is closed or impassable. Additionally, decreasing the size of this VFA would benefit the nearby resource closure in that it would move pedestrians/VFA users farther away since they are much more of a disturbance to birds than ORVs. NOTE: The NPS should monitor the VFAs to determine the actual usage of these areas. Prior to the establishment of VFAs, these areas were used by families who accessed these areas via ORVs to spend the day fishing or swimming or picnicking or just recreating in their own way, many of whom are not able to get to these areas without the assistance of an ORV. Some of the permit fees could fund this study.

Permit Durations. I agree with the Proposal. The major change from a calendar year to a permit that is good for one year from date of purchase, AND the change from 7-day to 10-day permits are right on-point. The 10-day permit gives the weekend fisherman the ability to come here two weekends in a row for one fee. This adds to the Hatteras Island economy in many ways with more money being spent on the island by beach users who are receiving more beach time for their money in purchasing a 10-day permit. This translates into a good value for worthwhile access to and use of the beach. An additional thought would be to allow a family with two ORVs the ability to purchase the 2nd annual permit at half price, or at least a reduced fee. I believe this would increase permit sales.

I appreciate the opportunity to be part of this process. I hope you know that we, too, are concerned for our national seashore and enhancing visitor experience, sustaining recreational opportunities, and preserving recreational fishing as it once was. This island's businesses and economy depend on tourism which is directly linked to beach access. I truly believe that if we continue down this road of partnership and understanding, we will once again bring a balance to our beloved Cape Hatteras National Seashore Recreational Area. Thank you for your honesty and for the job you do, Dave. We have needed a Superintendent like you for a long time. We hope you stay around for awhile.

Correspondence ID: 797 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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*Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

*Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 798 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: I oppose your plan to reduce the size of protected beaches on North Carolina's sea coast to allow ORVs access! Breeding areas for shore birds and turtles (already compromised) should be protected vigorously! It is outrageous to sacrifice pristine shores (that already attract tourists who treasure the sublime beauty and quiet of the beaches) to ORVs that degrade nature and operate for entertainment. Please reconsider.

Correspondence ID: 799 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: I believe reasonable ORV access to Cape Hatteras surf fishing has a history for generations of people including me and my family. The restrictions imposed are servere and imposing unnecessary risk for fishermen. First, extending the time beach access is available both in mornings and evenings is a good change. Many areas closed to vechiles are only lightly utilized as most people can not walk thru soft sand for the distances necessary. Many elder people want to enjoy the beaches but require ORV access to get around. The access to the point is often a problem due to high surf and natural erosion. Allowing access via ramp 45 or a corridor east of ramp 48 would be a great improvement. This would also provide an important safety access point for emergency situations. Ramp 34 north of Avon has been closed under the rules. This beach should have ORV access when village closures are not in place. There are numerous places for folks to walk over if the are capable and choose to. Allowing ORV access at ramp 34 is totally reasonable. Allowing access to additional areas will help spread the number of people utilizing our beaches during busy times. Too ofter vechiles are lined up all down ramp 43, 44, the point area, 48,49 and 55. Increasing ORV areas would allow people to enjoy less crowded areas which would increase the enjoyment for every visitor.

Please remember this is a national recreational seashore which from the beginning was intended to provide access and enjoyment for people. This can be done reasonably while protecting wildlife and preserving access for future generations.

Correspondence ID: 800 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

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- Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 801 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: We support all recommendations submitted by CHAPA

Correspondence ID: 802 **Project:** 59571 **Document:** 74770 **Private:** Y

Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: I have reviewed the proposed rule and various other documents to which the proposed rule tiers for example Consideration of Modifications to the Final Rule for Off-Road Vehicle Management Environmental Assessment, USFWS Biological Opinion.

The proposed rule was prompted by the need to address:

- â– Dates that seasonal ORV routes are open in the fall and spring
- â– Morning opening times of beaches that are closed to ORV use at night
- â– Size and location of vehicle free areas (VFAs)

While there were other components to the proposed rule (e.g. permit period), I will provide comments primarily on each of the aforementioned elements.

A. Dates that seasonal ORV routes are open in the fall and spring

Your preferred alternative would increase the dates for seasonally designated ORV use in front of various villages and the Ocracoke Campground by two weeks in the fall and two weeks in the spring, making these seasonal routes open to ORV use from October 15 through April 14th. The document claims that this extension would not have a "measureable impacts to sensitive wildlife, visitor experience, safety or workload complexity of park staff". Currently, designated ORV use in the same areas begins November 1 and ends on March 31.

Background for my comments:

â– Piping plover, a Federally listed species, which has four designated critical habitat areas on Cape Hatteras National Seashore (CAHA), breeds generally from mid March to the 3rd week of April. Non-breeding plovers arrive in July, and depart by November.

From the Environmental Consequences section of the Environmental Assessment (EA) (2016): "Documenting and protecting nonbreeding piping plovers and their habitats are priorities articulated in the recovery plans for all three North American breeding populations (USFWS 1988, 1996, 2003, 2009)."

From the 2012 USFWS Biological Opinion, "The majority of direct and indirect effects of vehicular access to the beach on sea turtles, and their nests, eggs, and hatchlings are anticipated to occur primarily during the sea turtle nesting and hatching seasons from May1 through November 15.

From the 2012 Final Rule published in the Federal Register on CAHA's Off-Road Vehicle Management there are various laws, policies, regulations and orders that require the National Park Service (NPS) to contribute to the protection and recovery of migratory birds and federally listed threatened or endangered species including the "Organic Act, the Seashore's enabling legislation, the Migratory Bird Treaty Act, and the ESA. In additionNPS regulation 36 CFR 4.10 would impose additional requirements on the management of ORV use, if it is allowed."

From Executive Order (E.O.) 11644, Use of Off-road Vehicles on the Public Lands, it states that off-road vehicle use "be located to minimize conflicts between off-road vehicle use and other existing....uses of the same or neighboring public lands and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors".

Lastly, under the section "Visitor Use and Experience" in the 2016 EA, there is one sentence about those visitors to the Seashore that want vehicular access and those "Visitors who value the solitude and natural surroundings of the beach may enjoy the pedestrian-only beach areas".

Comment 1: Extending the dates to allow ORV use two weeks earlier in the spring is in direct conflict with the primary breeding season for the listed piping plover (even the current access overlaps by two weeks). Extending the access dates by two weeks earlier in the fall is also in direct conflict by overlapping the non-breeding plover season even more than is the case under the current access season, thus in direct conflict with a statement in the 2016 EA that protecting nonbreeding piping plovers is a priority in the recovery plan. Likewise for sea turtles, while the current dates of opening access by ORVs overlaps with the hatching period that can extend to the middle of November, the proposed opening date of October 15th exacerbates further the potential for ORV conflict with nesting turtles. (Note: as an example, today is October 20th and there is a sea turtle nest site demarcated on the beach in front of Frisco as I write).

The extension of the dates to appeal to ORV users at the expense of potentially impacting nest or non-breeding plovers and claiming pre-nesting closures and buffers around suitable habitat "would protect piping plovers from any additional impacts " caused by extending the seasonal ORV routes is not substantiated. In fact in the Environmental Assessment that addressed wildlife buffers discloses a critical issue- that implementing closures or buffers of suitable habitat is "contingent on NPS having the resources funding and staff to do intensive or increased monitoring to protect species." This staffing ability to establish buffer areas for sea turtles also applies.

Lastly as stated in the Federal Register for the 2012 final ruling, there are various laws guiding park management for the conservation of species and even a regulation that requires the National Park Service to manage ORV use in a manner that does not compromise the conservation of species.

Comment 2: It does not appear that the 2016 EA addressed, even mentioned, the effects of adding additional weeks of ORV use on beaches in front of Hatteras Island villages and the Ocracoke Campground on the experience of the visitors in those areas. The proposed rule assumes that visitors (and homeowners) in these villages who access the beaches on foot would not be affected. I am one of the homeowners in Frisco who frequents the area during the month of October (and who contributes to the economy--via contractors, purchasing of goods...). My experience of the seashore near my home is focused on pedestrian access and such recreational pursuits as swimming, beachcombing, walking, running, surf fishing and reading. I value a walk on the beach where I don't have to go around vehicles, where there is a short stretch of relative solitude.

Today on the beach in one area of the village of Frisco, there were 10 - 15 individuals on the beach--some in beach chairs, some in beach chairs with umbrellas, a few fishing, others in the water, others walking. This is a demographic that has not been factored in adequately to your proposal to extend weeks to the ORV users.

In summary, given that the available areas for year-round access, the overlap of the ORV access extensions with seasons of breeding and non-breeding plover activity, the staffing needed to implement buffers/closures for the extended time period, the guiding laws, policy and regulation, and the effect on the visitor experience at any one of the villages who values the months of October in an ORV-free environment, the basis for extending the weeks does not exist. Yet the document claims that this extension would not have "measurable impacts to sensitive wildlife, visitor experience, safety or workload complexity of park staff".

In light of the information provided, I would ask that you reconsider the extensions in the proposed rule and retain the dates associated, at minimum, with the current ORV season for fall and spring access, those being November 1 to March 31.

B. Morning opening times of beaches that are closed to ORV use at night

The preferred alternative would allow beach access by ORVs at "priority routes" at 6:00am May to July, 6:30am August to September and 7:00am beginning in October. The NPS proposed this change so that ORV users could access the "more popular beaches" earlier than 7a.m. Currently these routes would be open to ORVs across the board at 7am and closed at 9pm.

Background for the following comments:

From the 2016 EA under the No Action Alternative (keeping the current 7am access time and 9pm closure) it states: "Piping plovers are known to be active at night (Staine and Burger 1994; Majka and Shaffer 2008), and plover chick and fledging response to vehicles can increase their vulnerability to ORVs (USFWS 1996, 2009). As a result, continuing to close the Seashore at night to all non-essential ORV traffic and not reopening it until 7:00 a.m. would continue to provide long-term, beneficial impacts on piping plovers during nighttime and early morning hours. There would be no new impacts as a result of implementing the no-action alternative."

From the 2016 EA, the NPS proposed the time change based in part on the premise that NPS resource staff would patrol these priority beaches before opening so that park resources would be protected even while earlier access is allowed.

From the effects determination of the preferred alternative (Alt 2) it states that, "While opening priority routes to ORV use prior to 7:00 a.m. could expose piping plovers to additional potential disturbance from ORVs, the limited area of beach impacted and the small amount of additional time that ORVs would have access to those beaches would minimize impacts on non-breeding plovers and continuing to establish pre-nesting closures and buffers around suitable habitat, nesting adults, and unhatched fledglings would protect breeding piping plovers and minimize any potential impacts."

From the 2012 USFWS Biological Opinion, "...12 of 102 sea turtle nests identified in CAHA in 2002 were subject to impacts by ORVs. These 12 nests were either run over by ORVs prior to the morning sea turtle survey or their enclosures were breached by ORVs after being marked off by CAHA staff. In fact, ORVs (or vehicle tracks) have been reported in closed areas 29 to 109 times per year during the years 2000-2002 (Cohen et al. 2010, p. 76). Vehicles were reported to have driven over four to five sea turtle nests per year during the 2000 to 2002 nesting seasons (Cohen et al. 2010, p. 76)".

Also from a previous Biological Opinion (2010), "Disorientation of hatchlings resulting from lights from villages and other human structures has been documented at CAHA."

On May 1, 2016, sunrise was at 6:11am and sunset was at 7:49pm.

Comment 1: Given that the a) the "No Action" alternative, which maintains the 7am ORV access time, was considered to be beneficial to piping plovers, (so what was broken that needed changing?), b) there is a strong reliance on NPS staff's ability to establish pre-nesting closures and buffers before dawn, c) incidents involving negative impacts to sea turtles were related in part to ORV impacts occurring prior to morning sea turtle surveys by NPS staff, and d) sunrise on May 1, 2016 was 6:11 after ORVs would be permitted access to "priority" areas (how well can plover nest sites be detected in the dark or sea turtle nesting sites?), there is little to no justification for extending the morning hours; in fact the only one given is providing ORV users access to "more popular beaches".

In summary, the above comment is not a criticism of NPS staff, as I am certain there is diligence and genuine devotion to the assignment at hand, but is the task proposed under the preferred alternative reasonable or even effective in light of the time needed for NPS staff patrol and demarcating of buffers before 6am (including before sunrise in May) from May-July, then change to 6:30am in August? The extension by an hour or half an hour is not justified given the potential risk to species and staffing demands to implement.

In light of the information provided, I would ask that you reconsider the change in the ORV morning access times in the proposed rule and retain the dates associated, at minimum, with the current ORV access time of 7am.

C. Size and location of vehicle free areas (VFAs)

The preferred alternative associated with the proposed rule would modify the size and location of vehicle free areas (VFAs). Ramp 2 would be restored to ORV use, extending use 0.5 miles to the north with access from either ramp 4 or 2. Ramp 59 would continue to be open to ORV use, yet extending the year-round ORV route by approximately 0.5 miles. A portion of the existing VFA at ramp 34 would be re-designated as a seasonal ORV route extending the route in front of Avon for 1 mile north. The seasonal ORV route at ramp 23 would be extended 1.5 miles to the south. Other changes in year round use by specific ramp numbers are identified below.

Background for the following comments:

The reason for these changes that would reduce the extent of VFAs is that the changes would "slightly increase ORV access ...without measurably impacting visitor experience, safety, sensitive wildlife species, or workload complexity of park staff."

From the 2016 EA, "NPS considered several factors when determining what existing VFA locations could be feasibly modified, including proximity to visitor amenities (e.g., parking, bathrooms, and lifeguarded beaches); shorebird nesting and wintering habitat; safety factors associated with the width or narrowness of beaches; ability to meet the enabling legislation to provide an undeveloped and wilderness-like experience; and proximity of both ORV routes and VFAs to each village.

Under the preferred alternative year round beach access would be enabled via ramps 2, 4, 25, 27, 43, 44, 48, 49, 70 and 72. Ramp 59's access would be extended to year-round access by 0.5 miles.

According to the 2016 EA (Figure 39) most observations of non-breeding plovers were found in association with mileposts (MP) 00-05, MP 45-59 and MP 39-74.

The Federally listed red knot, a shore bird, had the highest counts and/or consistent observations from MP 48-72 (Figure 43).

Comment 1: Figure 42 of the 2016 EA displays the ramp numbers associated with range of respective mileposts. Of the areas re-designated from VFA to seasonal ORV routes, ramps 4 and 49 correspond with areas of the highest observations of non-breeding plovers. Likewise for the red knot, ramps 48 to 72 correspond to the areas of highest or consistent observations. Ramp 59, which under the preferred alternative would extend year-round access by 0.5 miles, corresponds to relatively high observations for both the plover and red knot. While visually cross-referencing ramps with a range of mileposts may not incorporate all the highlighted ramps above, there is a proximity-a habitat setting-which raises some doubt in the statement above that the reduction in VFAs would not measurably impact wildlife species.

In summary, while altering the size and location of VFAs may be applicable in some areas of CAHA based upon habitat suitability, monitoring that has not resulted in high detections of any Federally or state listed species, migratory species, or shorebirds but I have to ask--what was the basis for originally defining the VFA? What is proposed now appears a narrow interpretation for some areas where species have been observed in proximity to access areas (e.g. vicinity of Ramp 59). Furthermore, while buffers may still exist in these areas, they have been reduced in size (e.g. the buffer for unfledged plover chicks' was reduced from 500m to 200m) leaving little room for error let alone ORV corridors and high tides. I would ask that the Seashore reconsider reducing the size or eliminating those VFAs that are in "proximity" to documented species observations--err on the side of that which is rare. The EA did not present a compelling case of landscape stratification to support reducing VFAs and thus supporting the objective of increasing ORV access without "measurably impacting.... sensitive wildlife species".

Thank you for your consideration of my comments.

Correspondence ID:	803	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: As a very frequent visitor to CAHA I can offer a much more informed comment than the vague 'Don't let ORVs on the beach.' comments that I'm seeing submitted by people that obviously have never been to CAHA. The regulations at CAHA have and will affect me and my family during the 80+ days a year that we spend there.

Anglers and ORV users are just as concerned with resource protection as the anti-ORV contingency, we just differ about the methods of conservation and preservation. This review process must respect Congress intent and the public's desires when Congress ordered that visitor access to the seashore be better balanced with resource protection.

A good step to balancing that access would be to provide for earlier ORV access. Anglers targeting Spanish Mackerel at Cape Point have been seriously affected by a 7 AM opening. With the sun rising at about 5:45 AM in June, the best fishing time is missed. The turtle patrol should be operating on the

beach as soon as there is enough light in the sky to see crawl marks. Beaches should be open by 6 AM.

Vehicle-Free Areas (VFA) are typically human-free areas. With a few exceptions, these are mostly large expanses of seashore that are not used by visitors. Pedestrian access in the Pea Island Wildlife Refuge to the north is widespread. This type of access is not practiced on the seashore in the same way. VFA's need to be reduced in size so that those areas of the seashore are used by visitors.

Access to Bodie Island Spit and the soundside area around the bridge needs to be available. This was historically a place for families to meet and allow their young children to play. The ORV Rule ended this tradition and has seriously affected historical use. This historical use was ignored in the ORV Rule and needs to be remedied.

Seasonal ORV routes in front of the villages should open earlier and close later in the year than they do now. A month earlier and a month later should be compatible with the use of those areas.

Thank you for your consideration.

Correspondence ID:	804	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Dear Superintendent Hallac,						

At Cape Hatteras National Seashore, the National Park Service must balance the experience for all its visitors with wildlife and habitat protection. I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to wildlife and will degrade the experience for too many visitors. I believe the original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID:	805	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	806	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else". The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas, including Cape Hatteras National Seashore, risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to support continuance of the existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use.

Thank you for considering my comments.

Correspondence ID:	807	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The national park service has a dual role of protecting the environment and allowing for public visitation. Thus the existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	808	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year. This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act. I am counting on the National Park Service to protect: The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use Thank you for considering my comments.						

Correspondence ID:	809	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As a resident/property owner in Avon on Hatteras Island for the past twenty eight years, I have interest in reasonable pedestrian and vehicle access to the beaches of the island villages and Cape Hatteras National Seashore Recreational Area.						

I have followed the followed the process during the development and modification of the "final rule".

I find that the most recent "preferred alternative" does improve access to those of us who enjoy reasonable vehicle access but that there some points that would improve the rule.

I support the modifications recommended by the members of the access coalition and would appreciate their implementation.

Correspondence ID:	810	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.						

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

1. The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

2. Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
3. Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 811 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Do not change the existing rules governing ORVs. Wildlife (Piping Plovers, Red Knots and sea turtles) need protected areas to survive and thrive. People visit the NC coast to experience something other than traffic on the beach. That's why they come!

Correspondence ID: 812 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As many have stated the park is a recreational park. It is not a wildlife preserve.
Please open the beaches to the public as it was originally intended. Reduce VFA's to those proposed by CHAPA in their letter to you dated 9/24/2016

Correspondence ID: 813 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac:

Please accept these comments on the National Park Service's proposal to amend its special regulation related to off-road vehicle ("ORV") use at Cape Hatteras National Seashore ("CHNS" or "Seashore"), RIN 1024-AE33 ("Proposed Rule"). The Southern Environmental Law Center submits these comments on behalf of Defenders of Wildlife, Audubon North Carolina, and the National Parks Conservation Association. On behalf of their more than 3.3 million members, we respectfully request that the National Park Service ("NPS") withdraw the Proposed Rule.

The Proposed Rule must be understood in context. As NPS concedes, "Executive Order 11644 was issued in 1972 in response to the widespread and rapidly increasing off-road driving on public lands ... in frequent conflict with wise land and resource management practices, environmental values, and other types of recreational activity." See 81 Fed. Reg. 56550, 56551 (Aug. 22, 2016). For the next 40 years, NPS illegally allowed ORV use to become more "widespread" and to increase more "rapidly" at Cape Hatteras National Seashore. It did so to the detriment of wildlife and other visitors, neglecting the Agency's core responsibilities. The existing rule, 36 C.F.R. Â§ 7.58(c), provides extensive ORV access to the majority of the Seashore for most of the year, in large part based on the illegal status quo that existed prior to the NPS's 40-year-late compliance with federal law. That widespread use makes much of the Seashore unusable by wildlife or pedestrians who cannot, or do not wish to, traverse extensive tire ruts. If the NPS had complied with the Executive Order and its own regulations in a timely manner, ORV use would not have reached the levels that preceded implementation of the 2012 rule and wildlife and non-ORV users would not have suffered as a result. The Proposed Rule would provide even more widespread access, failing to meet the requirements of the NPS's management requirements. The NPS should withdraw the Proposed Rule.

I. The NDAA Requires NPS to "Consider" Changes to ORV Rule, but Management Requirements Support No Action Alternative. Under the National Defense Authorization Act for Fiscal Year 2015 ("NDAA"), NPS's obligations are clear. First, NPS must only "consider" changes to the enumerated aspects of the management plan. 1 NPS is not required to make any changes to the Final Rule. Second, any changes must be "consistent with management requirements at the National Seashore." 2 Here,

those management requirements are found in the Organic Act, the Cape Hatteras Enabling Act, the Endangered Species Act, and the Migratory Bird Treaty Act as well as the NPS's specific management documents. In addition, the Desired Future Conditions established in the 2010 Cape Hatteras National Seashore Off-Road Vehicle Management Plan Final Environmental Impact Statement ("FEIS") must guide management decisions. Combined, these authorities provide significant protections for wildlife at the Seashore, which must be addressed and maintained in this process.

The National Park Service Organic Act requires the NPS to manage the Seashore and all park lands in a manner consistent with and supportive of the fundamental purpose for which the park system was created, namely, "to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." 16 U.S.C. Â§ 1. It demands that management authority "shall not be exercised in derogation of the values and purposes for which [units of the National Park System] have been established." 16 U.S.C. Â§ 1a-1. When a recreational use of a park conflicts with the conservation of wildlife and the park's other natural resources, the Organic Act requires that the conservation of natural resources for present and future generations must prevail.³ This obligation extends to all species that are native to the Seashore and not only those listed as endangered or threatened under the federal Endangered Species Act. NPS Management Policies 2006 Â§Â§ 1.4.6, 4.1. Congress established Cape Hatteras National Seashore in 1937 and specified its purpose and management objectives:

Except for certain portions of the area, deemed to be especially adaptable for recreational uses, particularly swimming, boating, sailing, fishing, and other recreational activities of similar nature, which shall be developed for such uses as needed, the said area shall be permanently reserved as a primitive wilderness and no development of the project or plan for the convenience of visitors shall be undertaken which would be incompatible with the preservation of the unique flora

and fauna or the physiographic conditions now prevailing in this area.

1 National Defense Authorization Act for Fiscal Year 2015, Pub. L. No. 113-291, Â§ 3057(c).

2 Id.

3 See, e.g., *S. Utah Wilderness Alliance v. Dabney*, 222 F.3d 819 (6th Cir. 2000) (citing 16 U.S.C. Â§ 1 and Park Service Management Policies); *Fund for Animals v. Norton*, 294 F. Supp. 2d 92, 102-06 (D.D.C. 2003) (holding that goal of conserving natural resources must be predominant over conflicting off-road recreational use of park by snowmobiles).

50 Stat. 609, 16 U.S.C. Â§ 459a-2 (emphasis added). Off-road vehicle use is not among the recreational activities specifically enumerated in the Act, and, as compared to those that are listed, such as swimming and boating, it is uniquely capable of causing destruction to the Seashore's natural resources. Accordingly, the Park Service must be particularly vigilant about ensuring that plans to accommodate beach driving do not disrupt the native wildlife at the Seashore in violation of the Enabling Act.

NPS regulations also control the designation of ORV routes. Under 36 C.F.R. Â§ 4.10(a), NPS must minimize impacts to wildlife and conflicts between user groups. That regulation incorporates Executive Order 11644. Section 3(a)(2) of the Order requires NPS to minimize impacts to wildlife from ORV use, stating that "[a]reas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats." Section 3 (a)(3) requires NPS "to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors." Therefore, the Proposed Rule must minimize impacts to wildlife and conflicts between visitors. The Federal Register notice of the Proposed Rule notably omits reference to these requirements, while focusing on other aspects of the Executive Order. There is no plausible argument that the Proposed Rule minimizes impacts to wildlife, wildlife habitat, or non-ORV visitors.

The Endangered Species Act ("ESA") provides additional protection to listed species on the Seashore. ESA Section 7 requires that all federal agencies "shall, in consultation with and with the assistance of the Secretary, insure that any action authorized, funded, or carried out by such agency ... is not likely to jeopardize the continued existence of any endangered species ... or result in the destruction or adverse modification of habitat of such species" 16 U.S.C. Â§ 1536(a)(2). In addition, federal agencies have an affirmative obligation to "utilize their authorities in furtherance of the purposes of the [ESA] by carrying out programs for the conservation [defined as recovery] of endangered species and threatened species." Id. at Â§ 1536(a)(2). When federal agencies attempt to balance potentially conflicting objectives, such as ORV use that may imperil endangered or threatened species, the Supreme Court has instructed that "Congress has spoken in the plainest of words, making it abundantly clear that the balance has been struck in favor of affording endangered species the highest of priorities" 4

ESA Section 9 prohibits any person from "taking" a threatened or endangered species. To "take" means to "harass, harm, pursue, hunt, shoot, wound, kill, trap, or capture or collect, or to .attempt to engage in any such conduct." 16 U.S.C. Â§ 1538(a)(1). Governmental agencies that authorize activities by others that may result in a take of listed species may be held legally liable for that take. In *Loggerhead Turtle v. Volusia County*, 896 F. Supp. 1170, 1178 (M.D. Fla. 1995), the court held that the County was liable for takes caused by beach driving.

The Migratory Bird Treaty Act also prohibits the taking or killing of certain migratory birds, or their nests or eggs. At Cape Hatteras National Seashore, piping plovers, American oystercatchers, red knots, least terns, and other colonial waterbird populations are protected under the Migratory Bird Treaty Act. Accordingly, the NPS must be careful not to authorize beach driving in a manner that will predictably result in taking or killing of any of those species, or their nests or eggs.

Further, specific "Desired Future Conditions" have been established for wildlife at the Seashore and must guide NPS decision-making. As described in the FEIS, both short-term (10-year) and long-term (20-year) Desired Future Conditions set the benchmark for evaluating wildlife success on the Seashore. 5 Unless and until the conditions are met, NPS cannot reduce protections for wildlife by opening essential habitats to ORV use. Critically, the Desired Future Conditions for piping plovers, American oystercatchers, seabeach amaranth, and colonial waterbirds have not been met. For sea turtles, short-term Desired Future Conditions have been satisfied, but long-term targets have not.

II. The Proposed Rule Fails to Minimize Impacts to Wildlife or User Conflicts.

A. Changing VF As creates wildlife and pedestrian conflicts with ORV users.

The Proposed Rule includes four changes to existing VF As that should be rejected. First, it proposes to convert existing VF As south of ramp 23 and north of ramp 34 to seasonal ORV routes. These areas are well-documented nesting areas for American oystercatchers⁶ and colonial waterbirds. 7 As the Record of Decision ("ROD") on the existing rule recognized, introducing ORV use in these VF As introduces additional harassment of wildlife and disruption of wildlife habitat.

Second, the Proposed Rule compounds that threat by extending the ORV season so that it spans from October 15 to April 14. American oystercatchers, in particular, are known to nest well before April 15.

Third, the elimination of these VF As would also create user conflicts, eliminating essentially any access to vehicle free areas for visitors to Salvo or Avon between October 15 and April 14, a time period which intrudes upon higher visitation time periods⁹ and typically includes North Carolina public school spring breaks. ¹⁰ Wildlife impacts and user conflicts are clearly best minimized by maintaining existing vehicle free areas.

Finally, reopening Ramps 2 and 59 and extending the existing ORV routes into the current VF As creates the potential for significant user conflict. The planned Ramp 2.5 provides a buffer between the heavily used Coquina Beach and the highly trafficked Bodie Island ORV route. Ramp 59 was relocated to 59.5 to prevent users of the adjacent VFA at Hatteras Inlet from having to cross an ORV route and ramp to access the VFA from the parking lot at MP 59.5. ¹¹ These user conflicts are clearly best minimized by the No Action Alternative in the NPS's Environmental Assessment ("EA") analyzing changes to the existing regulation.

B. Existing night driving restrictions must be maintained.

The Proposed Rule would allow NPS to open priority beaches as early as 6:00 during the nesting season. ¹² It is unclear how NPS determined that those times would allow for adequate daylight to check nests. As the EA concedes, "[n]ew nests or nesting activity could be missed if staff were operating too early before sunrise, and turtles could nest in the morning hours after resource staff have already surveyed the beach, resulting in the potential for unmarked nests."¹³ It is not clear, however, that NPS staff can adequately check designated priority beaches prior to the 6:00 a.m. opening in May, June, and July or 6:30 a.m. opening in August and September. Together, the priority beaches appear to include approximately 10-12 miles. Yet according to one online prediction, the earliest projected sunrise in Buxton during May, June, or July is 5:47 a.m. ¹⁴ In August and September, sunrise is projected to be as late as 6:34 and 6:56 a.m. respectively. ¹⁵ Therefore, NPS's proposal to open beaches by 6:00 and 6:30 a.m. appears to put nesting turtles at risk even according to the EA.

Moreover, it is not clear that NPS intends to complete turtle nest patrols prior to opening the beach. Opening of priority beaches in Alternative 1 in the EA is described as follows: "Upon completion [of turtle patrol], priority routes would be opened for ORV use at 6:30 a.m."¹⁷ The description in Alternative 2 lacks the phrase "Upon completion," stating that "Under this alternative, priority routes (figures 8-11) would open to ORV use at 6:00 a.m. in May, June, and July. In August and September, priority routes would open to ORV use at 6:30 a.m."¹⁸ Without that limiting phrase, NPS appears to have proposed opening the beaches irrespective of staff's completion of turtle patrol.

The risk created by opening beaches earlier is not ameliorated by NPS's hope that ORV users will catch those turtle nests missed by incomplete or darkness-limited turtle patrols. ¹⁹ NPS cannot modify the ORV routes in a manner that puts turtles at higher risk and rely on ORV permittees notifying park staff of nests missed because beaches were opened too early. Maintaining existing night driving restrictions minimizes impacts to sea turtles as compared to the Proposed Rule and must, therefore, be maintained.

C. The NPS appropriately maintained VF As at inlets and South Beach.

As recognized in the FEIS, the inlets and South Beach provide habitat that is essential to wildlife that nest, winter, or stopover on the Seashore. As demonstrated by recent annual reports, the inlets (Bodie Island Spit, Hatteras Inlet, South Ocracoke), Cape Point, and South Beach are essential nesting locations.²⁰ As recognized in the Annual Report, all piping plover nesting in 2014 occurred at Cape Point, North Ocracoke, and South Point.²¹ A total of 14 nests were laid by 12 breeding pairs, including 8 at Cape Point.²² American oystercatchers likewise have a history of nesting in significant numbers in these VF As. ²³ Colonial waterbirds make extensive use of the VF As, including recent nesting in the more remote sections of the VF As at Bodie Island Spit and South Point.²⁴ These areas also provide essential wintering habitat. South Beach, specifically, also provides important habitat for migrating red knots.

These VF As also serve another crucial role-providing wilderness experiences for nonORV users who visit the Seashore. The inlets and South Beach provide visitor experiences that simply cannot be had elsewhere. They provide the "primitive wilderness" that the Seashore was set aside to protect. They do so because of the limitations on ORV use, which protect the serenity and tranquility of undisturbed, undeveloped, and wild beaches. The NPS is obligated to protect those visitor uses.

III. CHAP A Ignores Binding Management Requirements.

In response to the Proposed Rule, the Cape Hatteras Access Preservation Alliance ("CHAPA") has again sought congressional intervention in Seashore management.²⁵ CHAPA misunderstands the NPS's obligations. In doing so, the ORV advocates propose allowing extensive vehicle use in the most important wildlife and wilderness areas of the Seashore at Cape Point, South Beach, and the inlets. As the NPS was recently reminded at its science workshop, the species that use these unique, dynamic habitats cannot survive elsewhere. Birds, such as piping plover, which nest at Cape Point, do so because it is the habitat they have adapted to over thousands of years. Unfortunately, such habitat is rare in North Carolina and along the entire Atlantic coast due to extensive oceanfront development. Public lands, such as the Seashore, are the last refuge for these species. ORVs can be driven on more than 100 miles of North Carolina beach. The vulnerable species that the NPS is legally required to protect depend on just a few inlets and overwash areas. As mentioned above, these areas are also among the

most valuable for non-ORV visitors seeking a wilderness experience and a true rarity on North Carolina's intensively developed coastline.

The burden is on NPS to demonstrate that it has minimized the impacts of ORV use on wildlife and visitors seeking to enjoy the Seashore without ORV traffic. That obligation is particularly relevant given that the Seashore has not achieved the Desired Future Conditions for the wildlife it is required to protect. The Agency has not provided the protection demanded by its management requirements, has not minimized adverse effects of ORV use on wildlife or nonORV users, and must reject the Proposed Rule.

Over the last several years, the NPS has made great efforts to accommodate ORV use on the Seashore, carving away protections put in place for wildlife and encroaching upon the wilderness experience sought after by many visitors. The Proposed Rule is the latest step along that path-a step too far. For that reason, we request that the NPS withdraw the Proposed Rule. Thank you for considering these comments. Please contact me at [REDACTED] or [REDACTED] if you have any questions regarding their content.

Correspondence ID: 814 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As a resident of Buxton, NC, I have clearly seen the effects of the reduced beach access over the past four years to (1) the visitor experience to Cape Hatteras, (2) the decline in the local economy and (3) the hardships it has created for the local community of Hatteras Island. Managing our natural resources is indeed a balancing act but can be done effectively to protect the resources and allow access for recreational use of the beaches. So many who support the banning of ORV's at Cape Hatteras have never been to the island. They have never enjoyed the unique beauty of Cape Point, which can best be accessed by vehicle. To prohibit such would also ban the elderly, the young, the injured and the disabled from that enjoyment.

Although the NPS Proposed Final Rule makes positive steps forward in broadening access to the shoreline, I would like to these additional changes incorporated into the final plan:

- 1) Soundside access on Bodie Island
- 2) Reduction in the size of the vehicle free areas or allow that they be opened to full access (including ORV's) on a seasonal basis, such as through the late fall and winter when no resource protection issues exist.
- 3) Extend seasonal access in front of the villages to October 1 through April 30.
- 4) Extend night closures until 10:00 PM and open priority ramps at 6:00 AM.

These additions to the Final Rule will continue to allow for the proper balance of protection of resources and further improve access, which in turn, will enhance the visitor experience to the Cape Hatteras Seashore.

Correspondence ID: 815 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: A suggestion I have not seen is to add a pedestrian walkway at ramp 38. The current access is a steep walk over the dune so most visitors walk on the vehicle ramp which is a safety issue for the pedestrians. It may be outside the scope of this request for comment but I wanted to call it out from by comment so that it isn't lost.

Correspondence ID: 816 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Please continue to protect Piping Plovers & Red Knots by maintaining the current off-road management regulations.

Correspondence ID: 817 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
 Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
 Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 818 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

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 Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
 Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 819 **Project:** 59571 **Document:** 74770
Received: Oct,24,2016 00:00:00
Correspondence Type: Letter
Correspondence: Superintendent,

Taking this opportunity to voice my views during the official comment period. Cape Hatteras N.S.

- 1) Request reopening Ramp 1 on a seasonal basis
 - 2) Ramp 4 be opened on a seasonal basis around to the "bait pond"
 - 3) Request Soundside access on Bodie Island
 - 4) Ramp 23 opening North 0.5 miles year round, seasonal opening 1.4 mile south to 1.5 mile south of Rodanthe Pier
 - 5) Ramp 32 seasonal opening 1.0 mile south
 - 6) Ramp 34 seasonal opening 1.0 mile south
 - 7) Ramp 43 seasonal opening 0.6 miles north
 - 8) Ramp 45 seasonal opening 1.3 miles west
 - 9) Ramp 48 year round opening 0.5 miles east
 - 10) Ramp 59 year round access 0.5 miles east
- Request beach access May 1 - Sept 14
 Night time closure at 10:00pm with priority ramps opening at 6:00am
 Request ORV Dates - in front of villages, Oct. 15 to April 14
 -not in front of villages, Sept 1 - April 30

Thank you for your consideration of these requests.

Correspondence ID: 820 **Project:** 59571 **Document:** 74770
Received: Oct,24,2016 00:00:00
Correspondence Type: Letter
Correspondence: October 13, 2016

My comments on the proposed special regulation of Off Road Vehicle Management follow. This response follows that submitted to the ORV Management Environmental Assessment submitted in the spring 2016.

Beach Opening Times

The priority beaches should be opened as soon after 6 a.m. as they can be cleared by NPS resource management.

Dates for Seasonal ORV Routes

The ORV routes should all be open from September 15 to May 15 unless closed by wildlife or safety issues. This includes all VFA areas as described in another section. The current VFA areas are not sufficiently utilized to justify the current limitations to ORV users who enjoy the special scenic and useful recreational values that are not otherwise available to them. This especially applies to the young, aged, handicap visitors who are currently being deprived of this experience at the seashore.

Size and Locations of VFAs

The size and locations should be as proposed during the summer months only of May 15 until September 15 except the following:

1. Ramp 43 ORV route should extend north to the lighthouse beach
2. Cape Point to Ramp 45 should be open throughout the year for ORV access unless closed for research management. In that case, an alternate trail should be established if the other accesses to Cape Point are blocked.
3. Ramp 48 ORV route should be extended north to Ramp 45 unless closed by resource management.
4. Ramp 49 north ORV route to the end of the campground should become a seasonal VFA while the Frisco campground is open. Campers need this area undisturbed for pedestrian use only.
5. All inlet spits should be open year round except Ocracoke sound side in the summer. The spits are accessible only by ORV trail with no shoulder. Birds do not survive to fledge at most spits.

6. It should be recognized in developing the greater access to pedestrians that visitors on foot, including dogs, are more disturbing to birds than those in ORVs. There are a substantial number of pedestrian violations and very few ORV violations in the records. Therefore ORVs should be allowed passage through without stopping on corridors where possible in otherwise closed areas.

Permit Durations

The proposed durations of the permits are acceptable. The cost of administering the permits could be reduced by using some of the suggestions made by the public. For instance, the turtle program could be improved by relocating all turtle nests to selected safer locations such as corrals or hatchery. Advantages are greater nest and hatchling survival and ease of monitoring. This change in procedure could reduce costs in the future.

Access Improvements - Ocracoke Island

A parking permit of reasonable cost should be required for all visitor parking lots for access to surf or sound. Construction costs for parking lots and roads should be born by the users, not the out of the ORV funds.

Access Improvements - Hatteras Island

A parking permit of reasonable cost should be required for all visitor parking lots for access to surf or sound. Construction costs for parking lots and roads should be born by the users, not out of the ORV funds. An off highway parking lot for safety at the Kite Point area north of Buxton is imperative!

Compliance with Other Laws, Executive Orders, and Department Policy

Use of Off - Road Vehicles on Public Lands

Section 3(4) of E.O. 11644 provides that ORV "areas and trails shall be located in areas of the National Park system, Natural Areas, or National Wildlife Refuges and Game Ranges only if the respective agency head determines that off-road vehicle use in such locations will not adversely affect their natural, aesthetic, or scenic values. 11 The current ORV rule has caused all spits (those areas of land that adjoin the inlet waterways) to be permanently closed to ORV access. These are the special portions of the Seashore Recreational Area that are especially important for visitor viewing and enjoying the natural landscape, seascape and soundscape. The presence of parked vehicles along the shore does not adversely affect the enjoyment of these park resources. The inlet views are still available from the shoreline. Little vehicular movement is conducted except to obtain a place to park; they are dead end areas.

Pedestrian access to the spits is limited to only the very fit. Due to the long distances that must be traveled on foot in deep, soft, often hot sand, passage is impossible for young children as well the older visitors or the handicapped such as myself. The soundside of the spits contain safer swimming areas for young and/or novice swimmers.

Unreasonable restriction of the Cape Hatteras spits has no purpose if these natural, aesthetic, scenic areas can't be accessed. The Bodie Spit, Hatteras Spit, and Ocracoke island north and south inlet beaches should be opened year round and not be listed a VFA. These inlet spits should be accessible by all, except as dictated by wintering, prenesting, resource closures or safety issues. A closer look at the CAHA resource reports indicates, in fact, that the pre-nesting closures of potential ESA species and those of special concern have very poor reproductive outcomes due to storms and tides. An examination of the fledging reports may indicate that such closures are encouraging the birds to nest in areas that become "killing fields" as the season progresses.

Hatteras Spit in fact has very little beach, especially at flood tide or high tide in many portions. Therefore it is not a place conducive of bird or turtle nesting. Permitting vehicular access, when safe to do so, will not adversely affect the scenic or natural values that can be enjoyed there. There is little space for parking at the end of Pole Road, a long road with no shoulders, which is accessible only by four wheel drive vehicles. This is an area that most obviously should not be listed as VF A since the change in topography.

Likewise, personal observance has shown that the large mileage of VF As designated in the Plan has promoted little pedestrian use. The prohibition of ORV use in those VF As has caused uncomfortable crowding for visitors who must use the then limited ORV permitted beaches that are available for all recreational uses. Such prohibition, especially at Hatteras Inlet spit, prevents the access to one of the most scenic natural places in the seashore. Motorized access is needed for those who need vehicles due to infirmities or transport of varied equipment used to pursue beach activities there throughout the day.

Small Business Regulatory Enforcement Fairness Act

The ORV plan, using information obtained by Bob Eakes from Dare County tax records, has cost the small community businesses over \$300 million compounded in the years since the NPS has instituted the aggressive closure actions. Especially hard hit have been the businesses in Buxton. The tackle shops are reporting 30% to 40% loss of income. Several motels are in bankruptcy and/or going out of business. This has not only affected the business owners but also the employees and suppliers. The residents have lost medical insurance and therefore there are additional sickness and mental health issues. Individuals have suffered health related problems. Residents have had to move because the general environment they previously experienced within the Seashore and/or the businesses they have owned or worked at have lost business. The cost of ORV permits has been a burden to the point that use of the beach for recreation, relaxation and family gatherings has not been affordable. Desired and required waterfront for various purposes has been removed from human use.

The culture of the Outer Banks has changed. The local people were promised by the NPS that they would have business from the visitors and they would always be allowed to use the beach. These promises have been broken. A culture and community have been broken.

In addition, the requirements for species management have been a cost factor for the North Carolina state government. For instance the NC Wildlife Resources Commission must provide a staff person to evaluate even the relocation of turtle nests as well as developing directions for management.

Carpetbaggers writing from a distance have attempted to control the environment of the Outer Banks under the guise of protecting the species and with the unproven theory that people are killing the animals. To the contrary the resource reports indicate that fledges have decreased since the greater restriction on human interaction has become law. More birds may be nesting here but the offspring don't survive. More turtles are nesting here but 40 percent of the nests are lost and there is no documentation that more hatchlings are surviving to the ocean. The sorry tale of this Plan and this response is that the cause of this disaster is not due to humanity but nature. Nests are lost by storms. Eggs are lost by storms and predators. Baby birds and turtles are killed by the natural environment including ghost crabs and natural predation by mammalian and avian native species.

A careful study of the Cape Hatteras National Seashore Recreational Area using the records developed on site should be initiated. Continually trying to prove the present theory with little success and great harm to the people who live and recreate here should be terminated.

Correspondence ID: 821 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID: 822 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As a homeowner, resident, and wildlife enthusiast please consider opening the ORV areas.

Correspondence ID: 823 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am an angler and long-time visitor to the Cape Hatteras National Seashore Recreational Area (CHNSRA) and I ask that the NPS revise the proposed rule to improve public access which will enhance the CHNSRA experience for all. I believe the NPS's final rule went too far in limiting public access and adjustments to the rule are in order. Resource conservation and improved public access can co-exist for the betterment of the CHNSRA.

Specifically, I would like the following changes added to the proposed rule:

Vehicle free areas (VFA) should be reduced as they are too restrictive and not in line with CHNSRA visitor activities.
Vehicle free areas at ramps 23, 32, 34, 43, 45, 48 and 59 should be reduced to allow better visitor access.

The seasonal ORV dates should be expanded as follows:
October 1 to April 30 for beaches in front of villages.
September 1 to April 30 for all other beaches.

Seasonal night time closure should be extended to 10:00 PM with ramps opening at 06:00 AM.

Bodie Island access should be improved with the seasonal opening of ramps 1 and 4 and the inclusion of a sound side access.

The improvements to ramps 44 and 49 and the corridor at Cape Point was much appreciated. This shows that improved access and resource conservation are not mutually exclusive.

Thank you for working with residents, the business community and concerned visitors to improve CHNSRA access for all. Access improvements can be made while still protecting the resources of the CHNSRA

Correspondence ID: 824 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: I was disheartened to see the NPS did not incorporate public suggestions but decided on their proposal (alternative 2) which is a step in the right direction but still doesn't open up the VFAs. I am a nature lover too but I feel strongly that the access should become seasonal between ramp 44 and ramp 49 and between north Avon (ramp 34) and 32.

Opening the area between ramp 44 to 49 would provide much needed access to prime fishing grounds especially with erosion along the driving area from ramp 44 to the point. That particular VFA is very remote and not accessible to pedestrians except by use of an ORV, so why not just open it up?

As for the area north of ramp 34, that is a nice wide beach and would provide a wonderful option for visitors who stay in Avon. Currently the only option is Ramp 38 which is often narrow, is not easy to navigate and has a very strong break area so not ideal for swimming.

I want to thank the current leadership at NPS for their efforts this summer to keep the beaches open with use of corridors in and around the turtle nests and bird breeding areas. This was a welcome improvement. I hope we can expect more of the same as we balance preserving our beautiful beaches with allowing access for fishing, kite-boarding, surfing and swimming. We have such a unique and wonderful island. Let's not over-regulate.

Correspondence ID: 825 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: I have enjoyed visiting the Cape Hatteras National Seashore for more than 40 years. The Seashore's quite and pristine beaches have always been one of its major attractions. Another attraction has been the diversity of wildlife that shares the Seashore with human visitors. It would be a tragedy to see the Seashore become a wasteland devoid of any wildlife. We owe it to our children, grandchildren, and great grandchildren to preserve the wildlife habitat. There is no justification for taking the selfish position that we have the right to destroy this habitat for our own purposes while denying future generations the opportunity to experience the Seashore's ability to sustain existing wildlife. Once the birds and other wildlife are gone, they are gone forever. We won't be able to bring them back.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	826	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As the founder of NEST, the Sea Turtle NGO for Oregon Inlet to Virginia line shore, and a long time Outer Banker, I am most concerned that the beach nesting animals be fully protected. The compromise decision of a few years ago was solid. it seems that political pressure, rather than biological integrity is dictating the proposed reductions in protection boundaries.						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests

Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance

Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	827	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 828 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I am counting on the National Park Service to protect:
The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests. It would be very shortsighted to do otherwise. Thank you for considering my thoughts.

Correspondence ID: 829 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I do not support alternative 2. Enough is enough on the ridiculous restrictions you have placed on the majority of the general public that endorses less strict access to our beaches.

Correspondence ID: 830 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I want the NPS to continue to protect nesting habitat for seabirds like the piping plover and red knot. Evidence of breeding success under the current program argues for continued protections. There is no need to cut back on the amount of beach reserved for shorebirds and for turtle nesting. I visit the Outer Banks at least twice a year and care deeply about the natural areas there remaining natural.

Please do not weaken protections that have started to help plover and knot populations to creep up.

Correspondence ID: 831 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: RIN:1024-AE33

To whom it may concern within the National Park Service:

Cape Hatteras National Seashore is continentally important for migratory birds and contains some of the last remaining, high-quality, habitat for imperiled birds like the Piping Plover and Red Knot. Coastal development and human disturbance have already forced many of our most threatened birds to abandon key feeding and nesting areas along North Carolina's coast. Birds depend on places like Cape Hatteras National Seashore and its specialized habitat to thrive and raise chicks.

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century have resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

It is vital that the National Park Service continues to protect:

- * The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
- * Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
- * Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for your consideration.

Correspondence ID: 832 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: These are my thoughts and suggestions on Beach Access! While appreciating the lessening of the nesting buffer requirements on nesting birds and turtles, more improvements on beach access should be considered.

Thanks to NPS Superintendent Hallac for the improvement to the yearly fiscal ORV permit renewal requirements! Cost of the permit seems too expensive for the working class! Maybe a review could shed a more realistic fee.

Further consideration to VFA's area should be reconsidered. It has been pointed out by CHAPA these areas are not used by the public. Ramp 1 should be

considered open on a seasonal basis, sound side at Bodie should be considered and Ramp 4 should be seasonal opening to the "bait pond".

On Hatteras Island Ramp 23 at Salvo should be opened about 1/2 a mile to the north and seasonal opening 1.5 mile to the south. Ramp 32 seasonal opening 1.0 to the south, Ramp 34 seasonal opening 1.0 mile to the north, Ramp 45 seasonal opening 1.3 miles to the west, Ramp 48 year around access about .5 miles to the east, and Ramp 59 on Ocracoke Island year around access to about .5 miles to the east.

Extend the night time closure to 10:00 PM and open the priority ramps by 6:00 am!

Seasonal openings in front of the villages should be from October 1 thru April 30. Additionally area not in front of the villages should be Sept 1 thru April 30. Peak time for cottage rental season is from Memorial day to last weekend in August. My community suffers in the shoulder seasons because of lack of ORV beach access!

Thank you for your time!

Correspondence ID:	833	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	National Park Service,						

Thank you for implementing the current management plan in 2008 that has already had a dramatic impact on nesting shorebirds, particularly federally endangered Piping Plovers. I have been part of breeding bird surveys, including those in Chesapeake Bay, and throughout their range these birds and their fellow nesters are literally loosing ground each year.

For over 50 years my family and I have also visited the Outer Banks and cherished this oasis from the nearly continuous development of the Atlantic Coast. Therefore it is important that these protective regulations remain in place, to help ensure that the next generation of the plovers has a chance. Please do not reverse the gains made since 2008. Extending off-road vehicle access either by changing the protected dates or trimming the protected area will have a severe and negative impact on endangered and threatened species. Since 2008 people and plovers have continued to share the OBX. This is the time to evaluate the data and measure the slow growth of the Piping Plover populations following the management plan now in place.

Please maintain the current off-road management protocol and protected areas for wildlife in the Cape Hatteras National Seashore. Piping Plovers, Red Knots, and other shore nesters are loosing suitable nest habitat each year and loosing ground gained at Hatteras will reverse their fledging success. Other wildlife, such as sea turtles, also rely upon undisturbed beaches for their reproductive success. Watching those hatchlings scramble for the ocean has been my reward for supporting reasonable management plans that set aside critical areas and seasons of beach and shoreline access so that the wildlife that draws people to the Outer Banks will be there for our future generations.

Thank you for considering my reservations to the proposed changes [RIN 1024-AE33] that would undermine the success which the birds and turtles have begun to experience at Hatteras.

Correspondence ID:	834	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: I have been coming to the outer banks for over twenty years. I wonder how many people who submit comments have actually been here. How many are giving their opinion to support a 'concept' of keeping a natural place but don't understand the ramifications?

This beach is one of a kind. It has so much to offer that is not found anywhere on the east coast or dare I say in the world. The argument that we need to keep people off for the birds continues to astound me since there are still plenty of areas for birds. They have many miles of open beach that is not accessed by humans as well as other barrier island south of here.

I support the Cape Hatteras Access Preservation Alliance position to open the beaches further than the NPS proposal.

Correspondence ID:	835	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: The current off-road management plan has worked well at Cape Hatteras, protecting the nesting birds while allowing full access for anglers and beach visitors. The existing plan was based on good science and I object to this attempt to roll back the regulations for no reason.

Although I live several states away, I regularly visit the Outer Banks and Cape Hatteras for the birding and other aspects of nature. Protecting the nesting birds here is not only important for global populations of some species, it's also important for the local economy. The existing regulations haven't hurt the fishing aspect of tourism, but changing the rules to allow for more destruction of bird nesting habitat certainly could hurt the aspect of tourism that depends on birding and natural history.

I hope that the National Park Service will follow good science here in protecting the birds, sea turtles, and other wildlife, rather than caving in to political pressure. The existing regulations represent a win-win, and changing them would be a step backwards.

Thank you for considering my comments.

Correspondence ID:	836	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: As a soon to be young mother I would like my children to have access to the vast beaches of Cape Hatteras in ORVs. I don't want their only knowledge of a beach to be sitting on a small blanket crowded by others. I want them to be able to drive on the beach with me and explore the beauty there. I want them to be able to put a paddle board or surf board in the water or have the thrill of pulling in a blue or puppy drum. In this day and age with more and more kids growing up with video games and limited outdoor activity why would we want to take away a place where they can be free to run and play? Open the beaches, reduce VFA's, and allow full recreational use of the beaches. We can coexist. Those wanting VFAs can have the 13 miles of Pea Island for the birds and I'll have my recreational area. To be clear, I support a broader implementation of alternative 2.

Thanks for allowing me to comment.

Correspondence ID: 837 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As someone who enjoys a quiet walk on the beach, I am asking the National Park Service to protect and expand, not diminish areas which are free of motorized vehicles at Cape Hatteras National Seashore. Visitors to the national seashore come because the area is undeveloped. It is one of the last undeveloped barrier islands on the east coast. That experience of a beach where one encounters few if any other people should be protected at Hatteras. For many of us the day spend in pursuit of quiet activities is what we look for at a national park. Motorized access is not a quiet activity. The use of ORVs should not denigrate the visitor experience at the national seashore.

Correspondence ID: 838 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

I live in Chesapeake, Virginia, a few hours north of Cape Hatteras and regularly go down to the Outer Banks to bird watch and enjoy nature. I hope that we thread very carefully with expanding any use of off road vehicles on the beach. Yes, ORV users want to use the beach too. But there is a fixed amount of beach and an ever growing number of people who want to use it. A century ago, there were practically no off-road motorized vehicles; a century and a bit more ago there were certainly none and actually very few residents on the Outer Banks. Protecting what little nature we have left must be the first consideration; maximizing recreation must come second.

The original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras. I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles and visitors who want to enjoy a quiet, non-motorized experience.

Thank you for considering my comment.

Correspondence ID: 839 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Mr. Barber

As a resident of North Carolina who enjoys visiting the beautiful North Carolina coast, I oppose these changes that would allow more off-road vehicle use on the beaches of the Cape Hatteras National Seashore. I enjoy traveling to North Carolina's coast to experience the tranquility, wildlife, and natural beauty of our unique beaches. My enjoyment of these beaches would be greatly diminished by additional off-road vehicle use. Last year my family and I visited the Freeman Park beach outside of Wilmington, NC, to camp in the sand by the ocean. Unfortunately, there were a large number of off-road vehicles using the beach as well, which made it feel more like a busy intersection than a relaxing beach. As a result, I am not inclined to visit beaches that allow vehicles, and would certainly be less inclined to visit Cape Hatteras if more vehicles are allowed on the shore.

Thank you for your consideration of my comment.

Correspondence ID: 840 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID: 841 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00

Correspondence Type: regulations.gov

Correspondence: As a frequent visitor and land owner on Hatteras Island, I am deeply disturbed at the restrictions placed on beach access. I propose that the permit to drive on the beach be Free. If that does not happen then a 10 day permit be for \$25.00. A one year permit be for \$75.00
The winter hours for beach access for ORV be 24/7 from Nov - Feb.
Other hours should be: open at 5:30 AM and close at 11:00 PM

Ramp 23 N extend .5 miles
23 S extend 1.4 mi
Ramp 1 Seasonal
Ramp 4 seasonal
Ramp 34 1.5 Miles N
Ramp 43 1 mile N
Open driving from Ramp 45 to Frisco

Visitors spend lots of money to get to Hatteras to relax, fish, fly kites swim on our beach.
Restrictions hurt tourism. Relax the restrictions. If Hatteras has no tourism it has no income.

Correspondence ID: 842 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: As an angler, visitor, and nature lover. I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I would like the NPS to consider the suggestions of anglers, park visitors, and local businesses to better accommodate public access.
I believe the CHAPA recommendations for 2016 are reasonable and fair to both sides. As a person with medical issues I become limited as to how far I can walk as well as be in the sun. Having my ORV close has allowed me to enjoy the CHNSRA
up close and personal without endangering my health. I'm sure I am not alone in this.
Thank you for for this consideration.

Correspondence ID: 843 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Sirs: I strongly encourage you to maintain the current level of protection for the endangered Piping Plover and many other beach species at risk, by denying access to the beaches by off-road vehicles.

Correspondence ID: 844 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: My family did not live on Hatteras for decades and they did not donate their land so that it could be used for recreation for generations to come. But having lived here now for a few years I have learned much about the very hardy souls who chose this island for home. These people and the ones that live or vacation on Hatteras are drawn here because of the overwhelming beauty of the beaches for swimming, fishing, kite boarding, surfing, shelling etc. We are all environmentalists. We love nature. We are happy we do not have high rise hotels. We want to teach future generations to respect our environment. We can't do that if we can't get on the beach. Our neighbors depend on the revenue from fishing, kite boarding etc. but if the people can't get on the beach that dies as well.

It breaks my heart to hear a long time elderly resident tell me they can't get to the point to fish anymore because they can't lug all their equipment that far. It seems so strange that the hook is open to a concept of 'hiking' on the beach. I have never seen anyone do that. A true hiker would prefer the 15+ miles of VFA on Pea Island where they can hike for miles on end. They would not be drawn to a small patch of land that is pretty hard to get to.

I support greater access than alternative 2. I would like to see more of the park open to ORVs. I want the 'old timers' and disabled to be able to get to the beach! Thanks for all you have done to date. We appreciate your efforts.

Correspondence ID: 845 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov

Correspondence: Please keep the Cape Hatteras National Seashore ORV open and expand upon the openings.
As a former wildlife rehabilitator in the state of Virginia I have learned that wildlife can be managed to live and adapt to humans. Given an area free from human intervention such as the dune lines and back pond near Cape Point they will automatically breed there if the beaches remain open. They will go to an undisturbed area which is safer then the beach area. The beach area is open to predation from other wildlife, no cover, and also from the elements. Again, no cover. The back areas are more suited to breeding. I believe that the CHAPA recommendations are fair to both the wildlife and the beach goers. Please consider their recommendations. Thank you

Correspondence ID: 846 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Dear Superintendent Hallac,

At Cape Hatteras National Seashore, the National Park Service must balance the experience for visitors and residents along with wildlife and habitat protection. As an 11th generation descendant of Northern Outer Banks ancestors, I am concerned that the proposed alternatives for the reopened ORV rule will lead to increased harm to the wildlife that have made our islands special. Changing to any of the alternatives will degrade the experience of these

pristine beaches for the visitors so many depend on for our livelihoods. The original regulation achieves a more sensible balance for sea turtle and shorebird protection and beach driving at Cape Hatteras.

I urge you to implement the No Action Alternative, maintaining the current level of strong protections for the park's shorebirds, endangered sea turtles, and those of us who want to enjoy a quiet, non-motorized experience. Our islands are slowly deteriorating already under human pressure; please don't allow it to accelerate. This is our ancestral homeland.

Thank you for considering my comment.

Correspondence ID: 847 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I do not accept Alternative 2 as it does not give enough access and driving area. Let's get real, the bird closures are not working. The NPS is denying the American public access to what they pay taxes for. NPS decided none of the changes submitted by CHAPA were warranted; hence, the proposed rule is essentially the same as the "Preferred Alternative". Please reopen our beaches and provide more access.

Correspondence ID: 848 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As a full time resident of Hatteras Island, the beach and beach access is very important to me and my family. One of the major reasons for moving to Buxton, NC was the access to the National Park and the beaches along Hatteras Island. I moved to Buxton 6 years ago and I have personally seen what happens when the beach access is cut off or limited. I have seen vacationers not come to our island. I have seen local families suffer due to lack of tourist dollars. I have seen locals at odds with the NPS employees. People who live here or who have moved here have done so to enjoy nature and the recreational areas that are unique to Hatteras Island. Our visitors come to enjoy nature and to enjoy the recreational activities that this area has to offer, from wind surfing to fishing everyone finds their thing and enjoys the beauty and rustic carefree way of life on the island. When beach access was cut off or limited this hurt everyone. Some visitors did not come, some said if their favorite spots were not open why come. This hurt our economy and it hurt NPS because these people did not bring their families to your park. Their children may not have been exposed to it's beauty and may not bring their families here when they grow up.

The proposed rule by NPS has made improvements to access to the shoreline, but more could be done. The area south of Cape Point is a special spot for many locals and visitors alike. This area is only accessible by walking a great distance. It would be wonderful to have it open or at least open during the fall and winter before the birds begin to nest.

The size of the vehicle free areas should be reduces. I do not see people using these areas and it is a shame. Many residents of Hatteras Island are over 55 and are not physically able to gain access to the vehicle free areas due to health or other physical limitations. This also applies to children as well.

I would like to see the areas in front of the villages opened earlier and stay open later. October 1 to April 30th would be my suggestion.

More sound side access is needed. Sound side parking is an issue on Hatteras Island and visitors are parking on HWY 12 in a 55 MPH area. The changing clothes and taking down surf boards and kayaks and other equipment. This is very dangerous to the visitors and to the people who are driving on HWY 12. There needs to be more sound parking on Hatteras Island and sound access on Bodie Island.

The time that the beaches are open need to be move flexible. Closing at 9 o'clock is just to early in the summer time. I would like to see the night closures begin at 10 and have the ramps open at 6.

NPS has made great improves in their communication of their plan and their reasons for seasonal closures, since Supt. Dave Halec came to supervise. I would hope this open communication will continue in the future. I understand their has to be a balance between protection of the resource and more access. If more off seasonal access was given to restricted areas/ vehicle free areas this would not hurt any of the breeding birds or turtles. I hope we can continue to communicate in an open and productive manner.

Correspondence ID: 849 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: As a year round resident, I am perplexed why the CHAPA proposals were considered but not included without a written rebuttal. I would ask NPS to reconsider their position on Alternative 2. With all respect, thank you.

Correspondence ID: 850 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Re: (RIN): 1024-AE33 - Amendment to Existing Special Regulation for Off-Road Vehicle (ORV) Use at Cape Hatteras National Seashore Recreational Area, North Carolina

Dave, below are my comments and recommendations for amendments to the special regulation that would enhance visitor experience and life on Hatteras and Ocracoke Islands.

Beach Opening Times. I AGREE the beach opening/closing times should be moved to the Superintendent's Compendium, allowing for more flexibility. The beaches should open at 6:00 a.m. and not close until 10:00 p.m. This would improve visitor experience, especially for those who are weekend fishermen, encouraging them to come more frequently by allowing earlier access to favorite fishing spots.

Dates for Use of Seasonal ORV Routes. Seasonally designated ORV routes in front of the villages should be expanded and opened to ORVs from October 1st to April 30th. These are the prime months for fishermen and less desirable for swimmers. Other beach users, i.e. shell seekers, walkers, kiteboarders, etc., are not disturbed by ORVs.

Size and Location of VFAs. In particular, this National Seashore Park needs more ORV access areas and less VFAs. From observations made, the VFAs are not utilized as one might have thought they would be, considering all of the hoopla to create them in the first place. I applaud the proposed change at Ramp 34 N (1.0 mi.). Restoring "seasonal" ORV use for one mile to the North gives an area back to the fishermen and ORV access users which should never have been designated as a VFA to begin with, and for that, I thank you. I refer to "ORV access users" as being like my husband and myself, older and unable to walk the distances required to access the beach, let alone carry the needed paraphernalia to fish, or read, or even picnic. The only thing better than the proposed amendment would be to re-designate this one-mile area of R-34 North from "seasonal" to "permanent" ORV access. Ramp 43 N (.6 mi.) should be opened to ORVs seasonally.

VFA and Access Improvement - Hatteras Island. Alternate Cape Point Access - Create an alternate access to Cape Point by increasing the ORV access area on the Southwest side of Cape Point to the start of the "hook," and moving the VFA on the Southwest side of Cape Point approximately 200 meters to the West. This would allow access to critical fishing areas at The Point via "Salt Pond Road," when the East route (ocean side) is closed or impassable. Additionally, decreasing the size of this VFA would benefit the nearby resource closure in that it would move pedestrians/VFA users farther away from the closure since they cause much more disturbance to birds than ORVs. NOTE: The NPS should monitor the VFAs to determine the actual usage of these areas. Prior to the establishment of VFAs, these areas were used by families who accessed these areas via ORVs to spend the day fishing or swimming and recreating in their own way, many of whom were not able to get to these areas without the assistance of an ORV. Some of the permit fees could fund this study.

Permit Durations. I agree with the Proposed Amendment. The major change from a calendar year permit to one that is good for one year from date of purchase, AND the change from 7-day to 10-day permits are right on-point. The 10-day permit gives the weekend fisherman the ability to come here two weekends in a row for one fee. This adds to the Hatteras Island economy in many ways with more money being spent on the island by beach users who are receiving more beach time for their money in purchasing a 10-day permit. This translates into a good value for worthwhile access to and use of the beach. An additional thought would be to allow a family with two ORVs the ability to purchase the 2nd annual permit at half price, or at least a reduced fee. I believe this would increase permit sales.

We appreciate the opportunity to be part of this process. I hope you know that we, too, are concerned for our national seashore and enhancing visitor experience, sustaining recreational opportunities, and preserving recreational fishing as it once was. This island's businesses and economy depend on tourism which is directly linked to beach access. I truly believe that if we continue down this road of partnership and understanding, we will once again bring balance back to our beloved Cape Hatteras National Seashore Recreational Area.

Thank you for your honesty and for the job you do, Dave. We have needed a Superintendent like you for a long time and hope you plan to stay around for awhile.

Correspondence ID:	851	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: I'm a relative newcomer to Cape Hatteras having been introduced to it just two years ago. I agree with most of the NPS proposal but feel it falls short in some areas. I have read the letter submitted by the Cape Hatteras Access Preservation Alliance and I support the items they outlined especially the ones related to a greater reduction of VFAs. I think the processes implemented this year are a positive improvement. It's ridiculous to limit ORV access to the extent of the recent past. We do not want to see what has occurred in other national parks. By the way, I've observed the beach is cleaner in the ORV areas than it is in front of the villages.

Correspondence ID:	852	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: Dear Superintendent,

Thank you for the opportunity to comment. I do not support making changes to the newly adopted ORV Management Plan. In the 32 years I worked at this Seashore, I witnessed unprecedented growth in vehicle use. Drivers became accustomed to lax regulations governing both vehicle use and resource protection. Habits and behaviors don't change overnight. Give the final plan a chance to prove its worth before carving it up.

NPS needs to remember the visitors they have lost. Visitors who told park staff that they would not return to Cape Hatteras National Seashore because they felt the beaches were unsightly and unsafe due to the widespread ORV use - could not view wildlife without disturbance from traffic - or could no longer find peace and solace in their National Park. We listened with sadden hearts. These people and others like them may return to Cape Hatteras once its reputation improves. But this will take time and so let the Final Plan be.

I do not agree with the argument that some VFA areas are unused and therefore should be modified to allow vehicles. I frequent the south beach behind Cape Point campground when opened as a VFA. At any moment, it can look lightly used by visitors but if you look at the numerous footprints along the trail, it is evident that many use it over the course of the day. On other occasions, I may be sharing this beach with a dozen visitors. People shelling, birding, fishing, jogging, walking dogs. These people sought out this type of experience though it was a hike to reach it.

Some VFAs will never have the high degree of use compared with vehicle sites, day use areas or village beaches. They provide a different type of visitor experience. They also help the park fulfill the Enabling Legislation by protecting "primitive wilderness" and the Organic Act's "preserve and protect". The Migratory Bird Treaty Act, the Endangered Species Act, the Redwood Act and other legislation further support their presence.

I do not support shortening the VFA season in front of villages for obvious safety and experiential reasons. Even some local residents who while criticizing ORV permit/regulations, told me that they enjoyed walking the village beaches more since the establishment of VFAs.

I do not believe any portion of the Final Plan has hurt the local economy. Dare and Hyde Counties continually report growth in tourism. Some businesses, such as tackle shops, may just be loosing consumers to box stores such as Wal-Mart, Bass Pro Shop or on-line services.

NPS is also considering earlier morning beach openings during turtle nesting season. This would require additional pressure on limited staff. If additional staff and vehicles were available, this could only be done on a rolling basis after segments of beach have been surveyed for nests. I would not have a

problem if it did not interrupt normal turtle patrol, occurred AFTER sunrise and no given beach segments would be reopened until patrols and nest protection was complete. This may mean some stretches of beach would reopen before or after the present 7AM designation. However, I do not support earlier openings if your resource staff would have to do patrols before dawn

I am already alarmed at irresponsible revisions reducing buffers around bird and turtle nesting areas without scientific support. NCSU research does not address oystercatcher productivity in response to reduced buffers. In my personal experience, I have seen numerous turtle hatchlings requiring larger buffers in ORV areas than present modifications. Once again, the burden of proof will be back on the resources.

It appears that the NPS is determined to make changes to all aspects of the newly adopted ORV Management Plan even where the 2015 National Defense Authorization Act does not mandate changes.

Correspondence ID:	853	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: Thank you for the opportunity to comment on the final rule. I've enjoyed many vacations on the outer banks. Once I traveled over the Bonner Bridge I was hooked. The beaches on Hatteras Island have so much more to offer than the northern beaches due to the ability to use ORVs and the wide open areas. It is so nice to be able to load up the vehicle with all the family chairs, canopies, boogie boards and even my elderly parents for a fun day at the beach.

I believe most of the people who seek out Hatteras Island are looking for the same thing. Most of these people are respectful of our precious resources. I am appalled by the lobbyists with big pockets who are politicking to close the beaches and would like the entire area to revert to a deserted island.

According to the Environmental Assessment (EA) ORVs have little impact on the nesting birds and in fact keep the natural predators at bay. It's my understanding that the NPS is closing the areas to ORVs but then trapping and killing these predators. This is certainly upsetting the balance of nature. Sometimes we interfere too much with nature.

For these reasons I support open beaches with more ORV access and I'd like to see a stop to the destruction of some animals for the preservation of others.

The NPS proposal is better than the current situation but it would be better if it reduced the amount of land designated VFAs.

Correspondence ID:	854	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						

Correspondence: Thank you for the opportunity to comment on the final rule. I've enjoyed many vacations on the outer banks. Once I traveled over the Bonner Bridge I was hooked. The beaches on Hatteras Island have so much more to offer than the northern beaches due to the ability to use ORVs and the wide open areas. It is so nice to be able to load up the vehicle with all the family chairs, canopies, boogie boards and even my elderly parents for a fun day at the beach.

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Correspondence ID:	855	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Superintendent Hallac,						

Thank you for considering my input. I am disappointed that the NPS is making changes to the final ORV plan. I am adamantly opposed to reducing or eliminating any VFAs or shortening the seasonal openings and closing in front of the village beaches that deviates from the current and what was supposed to be the final ORV plan.

Has the NPS conducted biological surveys to compare the biological resources (flora and fauna) in VFAs to areas that are ORV routes? This data is important because the VFAs were chosen for reasons other than just to protect NP values, aesthetics and visitor experience. This information needs to be collected ,analyzed and peer reviewed before any substantive changes to the plan are made.

Similarly data needs to be collected on visitor use in the areas in front of the villages if seasonal openings are to be changed. How many and at what times are non ORV accessing visitors recreating on these beaches. That data is essential if pedestrians and ORVs are going to be on the same beaches. There have already been 2 known nesting sea turtles killed by ORVs on Park beaches. It is not far fetched to think that this could happen to pedestrians also.

The Park gathered extensive data and diverse public comments through an exhausting comprehensive procedure that follow strict NEPA guidelines to form the current plan. The current VFAs were a compromise of those comments, balanced with legislation, park mandates and the Enabling Legislation for CHNS. Some of the many compromises established for ORV users in the final rule were: new ORV ramps, interdunal roads, 25 miles of year round ORV routes, Cape Point and South Point designated as ORV route, ORV access into VFAs for fishing tournaments and easing ORV narrow beach closures resulting in less beach being closed to vehicle access.

The current VFAs take into consideration: visitor safety, logistics to established NPS infrastructure (parking,bathrooms) historically narrow beach (where

ORVs have not been allowed for vehicle safety), past historical use, feeding and resting areas for shorebirds and remote areas that retain some attributes of the "primitive wilderness" described in Enabling Legislation of the Park ("the said area shall be permanently reserved as a primitive wilderness").

ORV access to historically productive recreational fishing beaches (Cape Point and South Point) were established as ORV routes. These particular locations were also the most dramatic, remote, best bird nesting and foraging habitat and the best examples of primitive wilderness the Park had to offer. Over one third of the ocean beach is designated as year round ORV beach most of it in the best examples of primitive wilderness left in the Park. There is additional ORV seasonal access. Just because a VFA is less visited than san ORV areas is not in itself a criteria for changing a VFA into an ORV route.

The new legislation asks the park to consider changes ("a public process to consider"). It does require that changes be made.

The stated specified recreational activities in the Enabling Legislation ("particularly swimming, boating, sailing, fishing, and other recreational activities of similar nature") do not mention, sanction or promote ORV access to engage in these activities. ORV access to the beach was not the historical norm. ORV special interest groups have dictated these changes to the final rules via the congress. It is selfish and misguided that a very vocal minority want to change this National Seashore into an even larger National Seashore parking lot. CHNS was never intended to micro managed by ORV special interests. This National park is considerably more than the site of the worlds largest surf fishing tournament.

Correspondence ID:	856	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	As an angler, I would like to add my input regarding improving the management and operations at Cape Hatteras National Seashore Recreational Area (CHNSRA). I urge NPS to incorporate the suggestions of anglers, park visitors, and local businesses to better accommodate public access.						

When CHNSRA was created, the communities the seashore surrounds were promised that public access for recreation would be maintained. The unique characteristics of the seashore require the use of off road vehicles to access much of the seashore. While I very much understand and support the need for resource protection within the seashore, the NPS's final rule went too far in limiting public access. It is very important to me that NPS use the current review process to better balance the important goals of resource conservation and public access.

Some of the changes that I would like to see added in the proposed rule, include:

Morning beach openings: While the proposed rule is an improvement by opening the seashore earlier in the morning at certain times of the year, the seashore should open at 6am on primary routes throughout the year, as well as remain open until 10pm.

Seasonal ORV routes: seasonal routes should be extended four weeks in the spring and fall in front of villages, instead of the two week extension in the proposed rule.

Vehicle-free areas: The existing set of Vehicle Free Areas is overly restrictive and not in alignment with park visitor needs and activity. More areas must allow for vehicular access.

Access Improvements: The proposed rule makes important improvements, but should be expanded to provide soundside access on Bodie Island as well as a temporary corridor to allow access to Cape Point when conditions prevent access from the east beach.

Thank you for recognizing the need for improvements and for continuing to work with the public to create a balanced plan that allows access to the beaches while also providing resource protection. Please recognize that additional changes are needed to restore reasonable public access to the seashore.

Correspondence ID:	857	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						
Correspondence Type:	regulations.gov						
Correspondence:	Cape Hatteras National Seashore contains some of the last remaining, high-quality, habitat for imperiled birds like the Piping Plover and Red Knot. Please do NOT weaken protections for these birds by eliminating miles of protected wildlife areas currently off-limits to off-road vehicles (ORVs). Economic impact analyses have shown that the current protection does not negatively impact local businesses. I travel to Cape Hatteras to see birds, thus supporting the local economy, and I care about birds. The current compromise is reasonable.						

The existing off-road management plan has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004. All this, while more than 60% of shoreline is available to ORV use at least part of the year.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can fly and "just go somewhere else." The fact is, coastal development and human disturbance over the past century has resulted in the loss of high-quality habitat along the Atlantic coast. Birds remain today in some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and dims prospects for recovery under the Endangered Species Act.

I am counting on the National Park Service to protect:

- The existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests
- Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance
- Critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for ORV use

Thank you for considering my comments.

Correspondence ID:	858	Project:	59571	Document:	74770	Private:	Y
Received:	Oct,21,2016 00:00:00						

Correspondence Type: regulations.gov

Correspondence: My comment is to mirror the public comment on this Rule made by the Outer Banks Preservation Association (OBPA). My personal experience is that the changes asked for by our organization will help ease the tension the last few years have seen in our Seashore.

The morning beach openings will help boost the early morning fishing experience that has been missing the past few years at the ramps due to closures. I saw a big change in the traffic in our store when the fishermen we no longer able to get on the beach for the bite at first light. They stopped trying for any morning fishing and no one seemed to even leave their houses until late morning. It was quiet at work until 10am! A big change from years prior.

I would like to see the Seasonal beach closings adjusted to reopen Oct 15-April 14 except in areas not in front of beach rentals/villages where the closing could be adjusted to Sept 1-April 30 without bothering the people wanting their "private beach in front of houses" experience.

I would like to see the VFA's changed to reflect OPBA's suggestions.

I like the access improvements suggested by NPS staff in Alt 2. It would be nice to have the "emergency" lane available in incidents of erosion for access at Ramp 45 area of Cape Point. Even if a Park Ranger had to monitor the people using it during a time of unusual weather or erosion.

I think the Permit change in NPS Alt 2 will be good for morale and increase ORV permit usage.

Please consider that during the final weeks of the Public Comment Cape Hatteras Island has been dealing with Hurricane Matthew and its aftermath. If you notice that there are not many comments from the people here please consider extending this comment period. Many of us have been preoccupied with getting our houses and businesses back in order and not thinking about this comment being due.

Thank you for the time and effort during this process to improve the visitor experience in Cape Hatteras National Seashore

Correspondence ID: 859 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I do not agree with the alternative 2 proposal...
 I have traveled from Michigan to Hatteras Island twice a year (April and Oct/Nov) for over 20 years for windsurfing, kiteboarding, and fishing. Now I primarily come for kiteboarding in the ocean along areas that the Park Service has declared Vehicle Free Areas. I was and am still concerned for safety reasons that all beach areas should be open to vehicle use. In the event that something happens while I (or one of my friends) am kiteboarding, I want to be able to have someone in a vehicle watching me.
 I realize that it is unlikely that the entire beach section from Rodanthe to Ocracoke will ever be completely open again, but I would especially like to see the following:
 1) Keep Cape Point access open for ORV access from Ramp 43 to 49
 2) Keep Ramp 34 to Ramp 30 open for ORV access
 3) Extend the seasonal ORV period so that it runs from Oct 1 to April 30th.
 4) Have the park rangers clean up the accesses and beach area so as to remove debris that contains nails and metal objects that can rust thereby reducing the risk to pedestrians and vehicle travelers while improving and maintaining the beauty of our beaches. This can easily be accomplished while they are driving around policing the beaches. Just take a second, stop, pick up the debris, put it in the back of their truck and proceed.
 By keeping access open on two adjacent ramps or more greatly reduces the amount of vehicle traffic. For instance, in the past few years when I enter at ramp 43 and drive to the tip of the point, I often then drive back to ramp 43 and get back on Highway 12 and drive down to Frisco and enter at ramp 49 and then drive toward the tip of the point from that direction. In do so, I am driving twice as much on the beach as necessary because I have to drive in and out of the same access ramp. Whereas, I could save on beach traffic and wear, save on gas, and save time by simply driving one time from Ramp 43 to Ramp 49 on the beach and then taking Highway 12 back from Frisco to Buxton.

Correspondence ID: 860 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: RE: Comments to the Proposed Rule to Implement the Seashore's Preferred Alternative, Regulation Identifier Number (RIN) 1024-AE33

I am commenting about the Cape Hatteras National Seashore's Preferred Alternative regarding:

Dates that seasonal ORV routes are open in the fall and spring
 Morning opening times of beaches that are closed to ORV use at night

A. Dates that seasonal ORV routes are open in the fall and spring

I do not support extending the dates for Off Road Vehicle (ORV) use at any time. The National Park Service and Cape Hatteras National Seashore should follow the law with regards to making the protection of the natural resources the topmost priority of management goals. Threatened, endangered and sensitive species such as Piping plovers, American oystercatchers, Least terns and other shorebirds in addition to sea turtles require these beaches for habitat and survival, many of which are historically used for nesting. These are critical areas of refuge in modern times where wildlife refuges are becoming harder and harder to find.

Recreationists are not an endangered species. They are humans who do not require these beaches for survival. They certainly do not require additional days of use. The documentation of vehicle violations including an August 2016 sea turtle death by vehicle certainly doesn't lend itself to increasing any vehicle activity.

I do not understand how the National Park Service can overlook the protection of the natural areas and the wildlife that depend on these areas without violating the Endangered Species Act, the Migratory Bird Treaty Act and the National Park Service's original mandate, the Organic Act and subsequent environmental assessments and rules. Any oversight of these laws is an invitation for lawsuits.

B. Morning opening times of beaches that are closed to ORV use at night

For the same reasons as stated in A. (above) I do not support extending the morning opening times of beaches for ORV use.

As a recent visitor to Cape Hatteras National Seashore and a National Park Service advocate in general, I would sincerely appreciate your serious re-consideration of the Preferred Alternative in this case. Please uphold the esteemed legacy of the National Park Service by showing a progressive management approach to decreasing the ORV impacts to the natural environment of Cape Hatteras National Seashore.

Sincerely,

[REDACTED]

Correspondence ID: 861 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: I do not agree with NPS supporting alternative 2.
I visit Hatteras Island on a regular basis - usually twice a year. I live in Michigan and enjoy walking the beach and shelling in Hatteras and Ocracoke islands. As I am getting older, I want to be able to drive to different areas of the island and then walk from the safety of my vehicle.
I would like to see the following:
Keep the "Point" accessible for ORV access from Ramp 43 to 49; Keep Ramp 34 to 30 open for Vehicle access; Lengthen the seasonal ORV period from Oct 1 to April 30th; Have the park service clean up the debris on the beaches

Correspondence ID: 862 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: We have been visiting Hatteras Island for over 12 years for family vacations. We are very fortunate to be in the process of purchasing a home on Hatteras Island and become homeowners by the end of this year. What drew us to Hatteras are the beautiful beaches, there is no other place like it. There are many protected areas for birds, 13 miles on Pea Island to name one, without restricting ORV access. I feel we can co-exist with nature. I support greater ORV access than in alternative 2. I would like to see more of the beaches open to ORV's. Please consider adding the following: Eliminate VFA at the Hook between Ramp 45 & 48; expand ORV from Ramp 32-34; and extend ORV from Sept.1st - April 30th. We want to teach our children to respect the beach and nature but they can not do that if we are unable to get onto the beaches. Please help keep the beaches what they were meant for, to be enjoyed by all.

Correspondence ID: 863 **Project:** 59571 **Document:** 74770 **Private:** Y
Received: Oct,21,2016 00:00:00
Correspondence Type: regulations.gov
Correspondence: Southern Appalachian Raptor Research (SARR) is a NC based environmental and wildlife education and research organization. SARR strongly supports the existing off-road management plan that has safeguarded beach-nesting wildlife and pedestrians on the Cape Hatteras National Seashore while allowing beach driving in the park. Since off-road vehicle (ORV) management plans were implemented in 2008, as many as 15 federally threatened Piping Plovers have fledged in a single year from a low of zero surviving chicks in 2002 and 2004.

This new proposed rule takes us in the wrong direction by ignoring the science of improved bird outcomes associated with the existing wildlife protection areas, putting at risk recent conservation gains and continuing to assume that birds can move to other beaches. Coastal development and human disturbance results in the loss of high-quality habitat along the Atlantic coast and continues to subjugate wildlife as second to human needs. We need to value wildlife as an integral aspect of a sustaining environment, as important and vital to humans as clean air and water. Birds inhabit some of the last few places suitable for them to survive. Further deterioration of these areas - including Cape Hatteras National Seashore - risks their survival and lowers prospects for recovery under the Endangered Species Act. SARR would like to advocate for reduced human use on all beaches within Cape Hatteras National Seashore.

We trust that the National Park Service will protect and value the unique wildlife supported by the ecosystem within Cape Hatteras National Seashore, Actions that would assist this effort include:

Enforcement of the existing off-road management plan and wildlife protection areas that were supported by peer-reviewed science, not pressure from special interests.
Continued full protection of Federally listed species like the Piping Plover and Red Knot that require larger, not smaller, wildlife protection areas free from ORV disturbance.
And continued recognition and expansion of critical nesting periods for our birds and sea turtles that would be harmed by extending the seasons for increased ORV use

Thank you for considering our comments.

Sincerely,

[REDACTED]

Southern Appalachian Raptor Research

Correspondence ID: 864 **Project:** 59571 **Document:** 74770
Received: Oct,25,2016 00:00:00
Correspondence Type: Letter
Correspondence: I've been pleased to see the park service finding ways to maintain access in circumstances that would have ended access previously;

also acknowledge some improved access as a result of current suggested changes to the rules, the proposed amendments. It still seems to me that the VFAs, especially the area around 45, have the most limiting effect on access. The proposed 'park road' and parking area will help that and might be a model that would be useful in providing more access to the ocean when the 'dynamic' forces (including nesting birds) limit expected access.

Your presentation on flood mitigation make it clear there is no 'silver bullet'. Hopefully the topography will allow us to help and raising some ramps and other critical areas would help but money and reasonability will establish some limits. I hope you'll see some of your plans (bypass extension at 44) as part of a larger plan to provide access avenues in the area of the Point (eg. The road to the beach between 44 and 45 on the inner dunal road)-> the Loran Road). It may be that having a larger number of routes to the ocean beach is the best way to insure access - whatever usage limits might be in place on that piece of beach.

Correspondence ID: 865 **Project:** 59571 **Document:** 74770
Received: Oct.25,2016 00:00:00
Correspondence Type: Letter

Correspondence: Thank you for proposing to convert the vehicle free area (1.5 miles) south of Ramp 23 to a seasonal route and thank you for lengthening the open time for beach driving on seasonal routes to Oct. 15 to April 14.

What this change means for Ramp 23 at Salvo is that the ramp may be open for beach drivers and pedestrians to access National Park Service beach for six months of the year instead of five months. The flip side is that the ramp and beaches it accesses will definitely be closed to beach drivers six months of the year instead of seven months.

The Rodanthe-Waves-Salvo Civic Association Board of Directors renews and expands its request made in scoping comments. The board requests that the three-tenths of a mile between the Salvo line and Ramp 23 and now 1.5 miles south of Ramp 23 be marked a Year-Round OffRoad Vehicle route, subject to wildlife closures.

Thank you for your consideration.

Correspondence ID: 866 **Project:** 59571 **Document:** 74770
Received: Oct.25,2016 00:00:00
Correspondence Type: Letter

Correspondence: Dear Superintendent Hallac:
Please accept the following comments on behalf of the North Carolina Beach Buggy Association. Although we feel the proposed changes by the NPS are a positive step toward improved access to the shoreline, as required by section 3057 of the NDAA for fiscal Year 2016, our comments reflect additional changes our organization believes should be incorporated into the NPS Final Rule for Cape Hatteras National Seashore Recreation Area.

Additional Changes Requested By the North Carolina Beach Buggy Association:

a. Bodie Island ORV Routes

- * Ramp 1; we request the reopening of Ramp 1 on a seasonal basis.
- * Ramp 4; we request Ramp 4 be opened on a seasonal basis around to the "bait pond".
- * Soundside; we request soundside access be established on Bodie Island.

b. Hatteras Island ORV Routes

- * Ramp 23-north; we request opening the area 0.5 mile north on a year round basis. (now a VFA)
- * Ramp 23-south; we request a seasonal opening 1.4 miles south
- *Ramp 32; we request a seasonal opening 1.0 mile south (now a VFA).
- *Ramp 34; we request a seasonal opening 1.0 mile north (now a VFA).
- *Ramp 43; we request a seasonal opening 0.6 miles north.
- * Ramp 45; we request a seasonal opening 1.3 miles west as well as a clear definition of "the hook".
- *Ramp 48; we request a year round opening to 0.5 miles east (now VFA).
- *Ramp 59; we request year round access to 0.5 miles east (now VFA).
- c. Hours of Operation; May 1 thru Sept 14; we request night time closures be extended until 10:00 p.m., with priority ramps opening at 6:00 a.m.
- d. Seasonal ORV dates; in front of the villages October 15 through April 14:
- *We request the period be extended to October 1 through April 30.
- * We request seasonal routes (not in front of villages) Sept 1 through Apr 30.

We feel these additional changes will allow for the balanced and proper management of both natural resources and access to the shoreline, as well as further enhancing the visitor experience. We appreciate your full review of these additional changes requested by NCBBA and hope you will give them strong consideration and adopt them into the NPS Final Rule.

Correspondence ID: 867 **Project:** 59571 **Document:** 74770
Received: Oct.25,2016 00:00:00
Correspondence Type: Letter

Correspondence: Dear Superintendent Hallac:
The Coastal Conservation Association North Carolina and its thousands of members represent over 700,000 licensed saltwater fishermen in North Carolina. We are very disappointed with the lack of responsiveness from the National Park Service to our letter of March 9, 2016. We suggested some very simple changes which would have no impact on wildlife in the CHNSRA. Yet, the NPS refuses to be responsive to the suggestions of the many users of the seashore. Nor has NPS acted in a substantial way to maximize the access to the seashore as required in the National Defense Authorization Act of 2015 passed by congress and signed by the president. CCA NC appreciates the changes proposed by NPS to the ORV Rules so far but they are minimal and can easily be improved.

Specifically, we continue to ask that the NPS make the following changes to the Off Road Vehicle Rule:

During the summer season, open the primary / preferred routes at 6:00 AM and remain open until 10:00 PM. Other routes could open at 7:00 AM and remain open until 10:00 PM. These times allow all users to enjoy sunrise and sunset.

The NPS continues to restrict ORV access to several of the most popular areas at Oregon Inlet, Hatteras Inlet and Ocracoke Inlet where these Vehicle Free Areas have essentially become PF As (People Free Areas). Access to these areas is essentially limited to ORVs as they are miles away from pedestrian parking areas.

The ORV access to the south / west of Cape point should be extended substantially. The VF A between Cape Point and ramp 48 has very limited use with virtually no use in the fall, winter and spring and restricts some of the best swimming, shelling and fishing on CHNSRA. The seasonal opening of ORV routes should start on October 1 and remain open until May 1.

Finally, CCA NC would like to emphasize our commitment to protecting all of our wildlife and coastal resources. But the actions taken by the NPS in developing the ORV Rules has had virtually no impact on the protected species in CHNSRA. The fledging of piping plovers has remained flat over the last 30 years with weather and predation of herring gulls, ghost crabs and other natural predators the primary reasons for limited success not ORV use. Nor has the success of turtle nesting been impacted by the changes in ORV rules as virtually all of the returning nesting turtles were hatched well before the ORV
