

Access the website at: https://parkplanning.nps.gov/FIIS_ORV

The NPS is seeking substantive comments on the proposed alternatives. Please provide comment in one of the following ways:

Comment period closes December 4, 2023, at 11:59 PM Mountain Time

1. Submit comments electronically at the link:
https://parkplanning.nps.gov/FIIS_ORV (preferred method)
2. Submit written comments at the in-person public meeting on November 15, 2023
3. Submit written comments in person to the NPS headquarter in Patchogue, NY or by mail to:

Off Road Vehicle Management Plan
Superintendent Alexcy Romero
Fire Island National Seashore
120 Laurel Street
Patchogue, New York 11772

The Village of Ocean Beach hereby supports the position for the Fire Island Association and the Fire Island Year Round Residents Association with respect to the proposed changes to the Fire Island National Seashore driving regulations

RECOMMENDATIONS that were previously submitted to the ORV Project team. These will be prepared as answers to the questions for consideration and resubmitted on the PECE website.

The definition of Year-Round Resident should remain as it appears in the current Blue Book. Those persons who are legally domiciled on the island and who, in addition, physically reside in their fixed and permanent homes on the island community, except for brief and occasional absences, for 12 months of the year. We feel it correctly reflects those that make Fire Island their primary residency.

The definition of Part-Time Resident should also remain the same, meaning those persons who physically reside in their homes on the island less than 12 month of the year. No time limit placed on required time to be at residence.

- We are requesting that the pre1978 verbiage and sunseting of permit category be removed in the rewrite and be replaced with a new concept. We are suggesting and would like to see included, a **Part-time Resident** permit category. The eligibility requirement would be "those residents having held a full-time year-round resident for 20/25 (whichever NPS can accept) years" and consequently would become eligible for a part time resident permit. The demographics of the island has changed. There are older, long-time residents holding Full-time resident permits. This change to a part-time permit category, which includes the eligibility requirement stated above, would make extended travel available to the retired community members during the driving season. Therefore, they would actually be driving less. In addition, this would open more Full time permits to potentially younger residents who will hopefully become members of the Fire and EMS responders and potentially have children in the Fire Island School District.

- **The Part-time permit capped at 100 with no sunset clause.**

- Language must also include a statement that those individuals currently holding a part time permit (pre 1978 permittee) at the time these regulations go into effect, will retain their part time permit. They would be part of that 100-permit cap.

Shoulder Seasons: At the present time, dates for the start of driving and termination of driving have been married to a hard date. Over the years, this has created confusion for both the Park and residents.

- The FIYRRA is suggesting dates with common events that appear on the calendar. As an example, we propose that driving would end for the summer the fourth Friday in June. The last day of school for the Woodhull School on the island and the various secondary schools that the FIRD sends their students to often end on different dates. Making the last day of driving the fourth Friday in June would encompass all school calendars and would eliminate many of the requests for exceptions made to the NPS staff which can become burdensome.

- We also suggest that **weekend driving restrictions begin the weekend after Mother's Day and continue until the first weekend in June when all resident weekend driving would stop for the summer.** Seasonal residents and visitors to Fire Island are still light at that time of the year. This would reduce requests for permission to drive. We also would like to recommend that weekend driving restrictions end the Tuesday after Columbus Day. Current Regs say that weekend driving ends October 31st. The Superintendent's Compendium has addressed the currently used date, however then new regulations should reflect that weekend driving ends the Tuesday after second weekend in October, which is usually Columbus Day weekend.

These benchmarks on the calendar can be easily incorporated into the regulations, eliminating specific dates, and using time concepts instead.

Number of Trips: The concept of two trips a day during the driving season has become an antiquated one. This concern was mentioned previously. If a trip is going to be defined as a trip through the checkpoint gate, we propose the following:

- We recommend that if the current daily trip allowance is continued, the number of trips are counted on a weekly basis, for example - 14 trips/week. However, **we also propose an increase in the number of trips allowed per day to 3 round trips** or 21 per week. It must be noted that many permit holders do not make the two trips a day but the residents who must drop a spouse or family member at Field 5 will use the two-trip limit without any ability to travel again that day.
- Increasing the number of trips to 3 a day is a necessary adjustment. As stated above, some residents may make zero trips some days but may need to make more than 2 two trips on another day.

Making the trip count per week or month would be a more reasonable use of the trip limitations. We must emphasize that we are adamant that this concept is not to accommodate those residents that may be realtors carrying clients onto the island, but rather allow residents who may need an extra trip to pick up children, prescriptions, visit doctors, etc. to do so.

- It should be noted that **resident contractors** have different needs than off island contractors. We further recommend that island resident contractors be allowed to make 2 round trips each day during the driving season. This would allow these contractors the ability to pick up crews in the morning and bring them out at the end of the workday.

Weekday Driving Restrictions: The concept of weekday restrictions causes a tremendous amount of work for FINS and in most cases and undue hardship for residents. As with most things on Fire Island, the logistics involved are cumbersome at best and untenable at worst. Most residents have only one vehicle. Over the years the issue arises over denial of a driving request when the resident's vehicle is at their residence, and they are denied permission to drive. They are told to take the ferry, but they have no vehicle on the mainland. Even if they did have a second car at the ferry terminal and had to return after the last ferry, they would not be able to return to the island because their permitted vehicle is already there.

- The FIYYRA would like to recommend authorized **weekday driving times be modified to before 9 am and after 3 pm**. This would significantly reduce requests to drive. This would allow residents the ability to conduct banking, go to the post office, bring children to after school activities. This change would also allow residents whose workday ends before 6pm, teachers, for example, to return to the island without requesting permission to drive before 6pm. Having to spend the whole day off island to do routine tasks is, for many, unreasonable. Many people not living on Fire Island take these activities for granted. This would be a tremendous help for residents and would reduce the workload for FINS administrators.
- Weekday driving restrictions begin Tuesday after Memorial Day to the fourth Friday in June.
- Unrestricted Weekday driving is authorized the Tuesday after Labor Day until the Friday before Memorial Day. Eliminating the four days between Labor Day and the following weekend.

Driving calendar: It is our recommendation that the driving season calendar change to simplify administering the program and having residents understanding it. As mentioned, we suggest using concepts rather than hard dates. For example, weekend restrictions start the weekend after Mother's Day, unrestricted driving on weekends start the Tuesday after Columbus Day. Both are moving targets on a calendar; this would simplify the process greatly. Permits would no longer have a hard date.

Weekend Restrictions:

- Weekend restrictions should remain before 9am and after 6pm allowing residents to return to the island after 6pm on Sunday unless an exception has been granted
- It is recommended that weekend driving restrictions start the weekend after Mother's Day, thereby allowing residents to travel for the holiday as many request driving exceptions for Mother's Day and ferry service is still limited at that time of year.
- It is also recommended that weekend driving restrictions end the Tuesday after Columbus Day as has been done over the years. Our mention of this is because the current Blue Book states through October 31. This would alleviate the need for it to appear in the Superintendent's Compendium.
- As in past practices, it is recommended that if permission is requested, that the permission would allow for one way during restricted times. The other way must be before or after restricted time. This considers, for example, school related events, attendance to houses of worship, doctor appointments. A resident would not be stranded on the mainland for the entire day.

Permit Categories

Residential Permits

- **Raise resident permit number from 145 to 180.** Both year-round and seasonal residents recognize the need for a more robust year-round community. During the off season the residents make up the Fire and EMS membership of the communities. This increase, along with any part-time conversions will potentially help usher in a younger generation of residents
- **Part-Time permits would remain capped at 100 with no sunset clause.**
- Can a family with children get some sort of temporary "special access permit" while being on the waiting list, even if it only allows for one trip a week? These families may have children in the Fire Island School District at Woodhull or attending secondary or private schools on the mainland as the FISS send their students grades 7-12 to a mainland district as tuition students.
- Keep language and wording, which will allow for summer driving medical permits.

We further recommend that new permit holders taken off the waiting list be issued a Provisional Permit, which must be checked at the end of the first 2 years of the issuance of the permit. Following-up on their legitimacy after issuance seems appropriate and necessary. At intervals throughout the driving year, usage of the permit based on the gate records should be evaluated to see if in fact the permit is being used, in conjunction with advice from a community driving advisory committee. If it isn't, then the permit should be suspended or revoked.

It is recommended that the NPS add a formal advisory committee. It is recommended that this group be comprised of FINS staff, community members (more than the current five current Town of Islip members), representatives from Town of Islip and from the Town of Brookhaven to review applicant's residency and any permit holder that has legitimacy issues. It can also serve to review any other issues FINS may require.

Contractor Permits

- We propose that a subcategory be established for resident contractors, or a separate category be established for the resident contractor. Their area of work is on Fire Island. As residents, they yearly must worry about renewal. The potential loss of their permit would be devastating.
- Currently, contractors have 80 permits issued. It's our recommendation that this increased to 100. This need reflects the changes in demand of services.

Essential Service

- Include the language that includes the transportation of heating fuel (gas, propane, wood, pellets) household garbage, construction debris and other "refuse".
- Plumbers and electricians should be considered essential service and placed in that category due to their skills and issues relating to life/safety of residents.

Municipal Permits

- The category of municipal permit should remain in the Driving Regulation. A year-round resident that is employed by either the two incorporated villages or one of the other 15 communities as identified in the Act, is eligible. Five (5) municipal employee permits are available for each village or community based on documented community employment and should remain as such in the new regulations.

Official Vehicles

- It is our recommendation that the following be removed "Only Fire, EMS and Police are allowed to drive on the Burma Rd. according to CFR (3)" and include a statement that all permittees are allowed to operate on the Burma Road.
- FISS school buses and United States Postal Service be included in the definition of Official Vehicles.
- Change wording to official vehicles as opposed to police and fire only.

Other Recommendations

- Include in regulations the current accepted ability to have two or more categories of permits in one household. For example, Year-round resident and Part-time resident, Year-round resident and Contractor, Year-round resident and municipal.
- If the east end breach closes and the beach opens for vehicle travel, request that FINS allow, once again, travel on the beach in front of the wilderness area. This will alleviate the increase of vehicles entering though the checkpoint since the breach. However, east end permit holders should have continued access through the checkpoint depending on beach or road conditions.

- We recommend the removal of “when there is no adequate transportation.” The ferry company will never be willing to run additional service to accommodate the needs of the year-round community. They are a privately-owned company and are under no obligation to run their business at a financial loss. Also, as mentioned before, the issue of logistics and vehicle placement becomes apparent during the shoulder season.
- We recommend that the distance measured from one’s home to the nearest ferry dock on Fire Island be via walks not “as the crow flies”.
- It is also our recommendation that FINS work with the communities whenever possible to address common ideas, goals and to make every attempt to resolve any differences.
- Allow during times of danger, such as hurricanes, that an emergency use of vehicle will be authorized during any restricted or non-driving times. As an example, to be able to return to the island prior to a hurricane with a vehicle to pack up personal items.
- If ferry service is suspended, during the driving season, for an extended period due to unsafe conditions on the Great South Bay, a year-round resident who does not have a permit, should be issued a temporary special use permit for the duration of ferry disruption.
- Continue in the regulation that states that the Superintendent may, for situations where the restrictions would create a severe hardship, authorize additional trips or travel at other hours.
- Language that would allow adult children, who still live at their parent’s home, to have a “special use authorization” to attend local higher educational/vocational institutions as full-time matriculated students. This could also be accomplished by adding language to allow the Superintendent the ability to grant driving privileges to non-permitted residents.

Under the current superintendent’s authorization clause, the language does not specify non-permitted residents. The authorization would extend driving privileges due to hardship for permit holders and special circumstances for non-permitted year-round residents.

- Allowing for two Full Time permits in one household for adult children of Full-Time permit holders. They would also be allowed to be placed on the waiting list until Full Time a permit is available. Children would have the ability to attain a Full-time permit until which time they can, if possible, but not required to acquire a separate residence.
- In times of emergencies the superintendent should have the ability to issue permits on as needed basis until the emergency comes to an end or is resolved. This could also be accomplished by expanding the Superintendent’s authorization to non-permitted residents or people who can help in the emergency.

As the rewrite of the driving program moves forward, it is our hope that our suggestions for the improvement of administration and quality of life issues for residents will be given careful and respectful consideration. We want to make any new or continued regulations successful in maintaining the goals of all the stakeholders. We understand that there must be regulations that everyone involved can live with, however, we ask that they not be burdensome or unfair to the resident. The goal of making a system that has the administration of the regulations less time consuming for NPS personnel and workable for the year-round resident including the seasonal resident’s acceptance is a path to success.

Fire Island National Seashore Off Road Vehicle Management

National Park Service
U.S. Department of the Interior



You're invited!

The National Park Service (NPS) is announcing the next phase of Off-Road Vehicle (ORV) Management planning for Fire Island National Seashore. Release of this newsletter initiates the National Environmental Policy Act (NEPA) process. It begins a 36-day public scoping period (ending December 4, 2023) in which the NPS requests your feedback on preliminary alternatives that will be further refined in an Environmental Assessment. Your participation is vital to the success of our planning process. There are many ways to be involved, including attending an in-person or web-based public meeting and submitting electronic or written comments.

Public Meetings

Begins with a 20-minute presentation, followed by Q&A.

VIRTUAL MEETING

Tuesday, November 14

Starts at 6:30 p.m.

Access the website at:

https://parkplanning.nps.gov/FIIS_ORV

[Zoom Meeting Link](#)

IN-PERSON MEETING

Wednesday, November 15

Registration and open house start at 6:00 p.m.

Presentation begins at 6:30 p.m.

Patchogue Ferry Terminal

150 West Avenue

Patchogue NY 11772

Long Island

My team and I appreciate the long history of partnership between Fire Islanders and the National Park Service. We want to reassure all stakeholders that we value collaboration across the overlapping jurisdictions within Fire Island National Seashore.

During our recent public engagement periods, we shared preliminary ideas for updating the driving regulation, and asked for your input. We heard from the many different user groups on Fire Island, who expressed varying needs and desires related to driving on the island. As a result, the interdisciplinary team considered additional aspects of proposed alternatives that we are now sharing as part of NEPA public scoping. We realize that there may not be a one-size-fits-all solution for updating the regulations, but we hope aspects of our current proposed alternatives demonstrate how the team is trying to find a balance in fulfilling the park's mission of protecting park resources and visitor experience without disrupting access essential to thriving Fire Island communities.

Background

The Seashore encompasses 19,580 acres of upland, tidal, and submerged lands along a 26-mile stretch of the 32-mile barrier island. It contains nearly 1,380 acres of federally designated wilderness, an extensive dune system, a century-old maritime forest, solitary beaches, and the Fire Island Lighthouse.

Interspersed among the federal lands within the Seashore are 17 residential communities that predate the Seashore's establishment. Without a developed road system and limited traffic, the communities have retained much of their original character. Vehicle use is managed through regulations within the boundary of the Seashore, and the communities on Fire Island are accessible mainly by passenger ferry or private boat.

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According to a winter 2022/23 count, there are 433 year-round residents living in 222 households on the Seashore. The resident population swells to approximately 15,000 in the summer. In addition, more than 2.2 million visitors come to the Seashore each year, either to one of the 17 communities or to sites and facilities managed by the Seashore (i.e., between 2010 and 2019, 432,000 people visited Seashore sites annually on average). The Seashore's primary visitor facilities on Fire Island are the Fire Island Lighthouse, Sailors Haven/ Sunken Forest, Talisman/ Barrett Beach, Watch Hill, and the Wilderness Visitor Center.

The Seashore's ORV driving regulations (36 Code of Federal Regulations [CFR] §7.20(a)) allow for driving access on NPS lands, which is managed through the Seashore's permitting system. The regulations were intended to protect the natural and cultural resources and visitor experience while allowing access to privately owned properties within the Seashore.



Purpose and Need

The purpose of this effort is to evaluate ORV use at the Seashore. The intent is to review the existing 1987 ORV regulations to accomplish multiple goals:

- allow appropriate and equitable vehicular access to supplement water-based transportation, which is the primary means of transport to Fire Island and the communities;
- protect Seashore resources and a safe visitor experience; and
- improve the administration of the ORV permitting program.

The Seashore needs to consider revisions to the existing driving regulations to address changes in development, access, technology, and use on Fire Island, and changes occurring as a result of the dynamic nature of the barrier island (e.g., the breach at Old Inlet caused by Hurricane Sandy in 2012). The updated regulations should provide future flexibility as conditions continue to change. Revisions are further needed to update and clarify the process for obtaining driving permits.

Proposed Action and Alternatives

The NPS shared a preliminary proposal in May 2022 and invited the public to comment. As a result of public comments, the NPS drafted action alternatives to analyze in an Environmental Assessment. The action alternatives should be considered a modification to the existing regulations.

Key elements of all alternatives are summarized on the next page. The Attachment at the end of the newsletter presents details of the alternatives, including qualifications for some of the driving categories and specifics of the seasonal driving periods. Under all alternatives, the Superintendent maintains the ability to close the beach to driving for resource and safety concerns; this includes the annual seasonal beach closures for piping plovers. The Environmental Assessment will consider long-term climate change and sea level rise projections, and the related viability of driving access on Fire Island.

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SUMMARY OF KEY ELEMENTS OF THE THREE ALTERNATIVES

Alternative A: No-Action	The current ORV driving program would continue as specified in the regulations.
Alternative B: Proposed Action	<p>The main updates to 36 CFR §7.20(a) would be follows:</p> <ul style="list-style-type: none"> • Permit caps: The cap for year-round residential permits would increase to 200 (from 145 currently). The cap for construction/business vehicles would increase to 145 (from currently 80). Applicants for both categories must demonstrate that they meet eligibility criteria. For public utilities and essential services, the current cap of 30 would be removed; eligibility for a permit would be based on demonstrated community need. Recreational permits would continue to be issued for vehicular access for recreational sport fishing and hunting activities. • Seasonal driving: Seasonal driving windows would be modified to allow all-day driving during the entire school year (with some exceptions) for residents, municipal employees, utilities, and essential services (see attachment for details). The driving window for construction/business vehicles would end on the first Friday in May and restart on the Tuesday after Columbus/Indigenous Peoples' Day. The driving window for recreational vehicles would be September 15 to January 31. • Part-time permits: There would be no change to the process for managing part-time resident permits and no new part-time driving permits would be issued, consistent with the Purpose and Need for the project. Part-time residents have adequate water-based transportation available. • Trip: A "trip" would be redefined as a trip through either the Seashore's west or east gate, compared to the current definition of a "trip off of the island." • Vehicle types: Four-wheel drive and all-wheel drive vehicles would be permitted. • Driving on NPS lands: The regulations would be updated to allow certain existing practices, such as access to eastern communities through the west gate because of the breach at Old Inlet.
Alternative C: Alternative Action	<p>Most elements of alternative C would be identical to alternative B with the exception of the following:</p> <ul style="list-style-type: none"> • Permit caps: All eligible year-round residents and construction/business applicants would obtain a driving permit; permit caps would not be imposed/enforced by the NPS. However, the towns and villages would still have the ability to regulate permits. Strict qualification requirements would be the same as under alternative B. • Seasonal driving: It would differ from alternative B in the spring and fall shoulder seasons. Specifically, year-round and part-time residents, municipal employees, and essential services would only be allowed to drive on weekdays. Construction/business vehicles would be permitted to drive until the first Friday in May. Between the first Friday in May and the first Friday before Mother's Day in May, they would be allowed to drive on weekdays. The fall driving window for construction/business vehicles would be the same as under alternative B.

The NPS also considered and dismissed a fourth alternative that would have phased out permits for all types of driving categories (i.e., residents, construction/business, recreational). After some time (years to multiple decades), permits under these driving categories would no longer be issued. The Superintendent would

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retain the discretion to issue temporary permits for emergency and unusual weather-related situations during the driving season (i.e., seasons would be maintained even after phase-out).

This fourth alternative was eventually dismissed because driving is a longstanding use that provides essential access to landowners and those that provide services that support life on the island when water-based transportation is not available. This water access is likely to remain feasible for the foreseeable future.

Analysis of Environmental Effects

The Environmental Assessment will analyze potential impacts of the three alternatives. The assessment will be informed in part by information and data that include:

- Laws and policies applicable to ORV driving
- Published NPS reports, studies, scientific literature, and other documents (including reports from past efforts related to the ORV driving regulations)
- Information and documents prepared by the NPS for the proposed action
- Comments from civic engagement activities in the summer of 2022
- Daily records of vehicle use at the Seashore's west gate from 2014 through 2021. These data were analyzed to understand seasonal and geographic driving patterns for the various permitted driving categories.
- Records on recreational driving entering the east gate from 1996 to 2021.



The impact analysis will consider direct and indirect impacts, including topics such as the following:

- Public and visitor safety
- Socioeconomics, including effects on the communities
- Dune systems and plant communities (including significant natural plant communities)
- Wildlife (including beach invertebrates)
- Threatened and endangered species
- Sunken Forest
- Visitor use and experience
- Cultural resources
- NPS-managed sections of Burma Road.



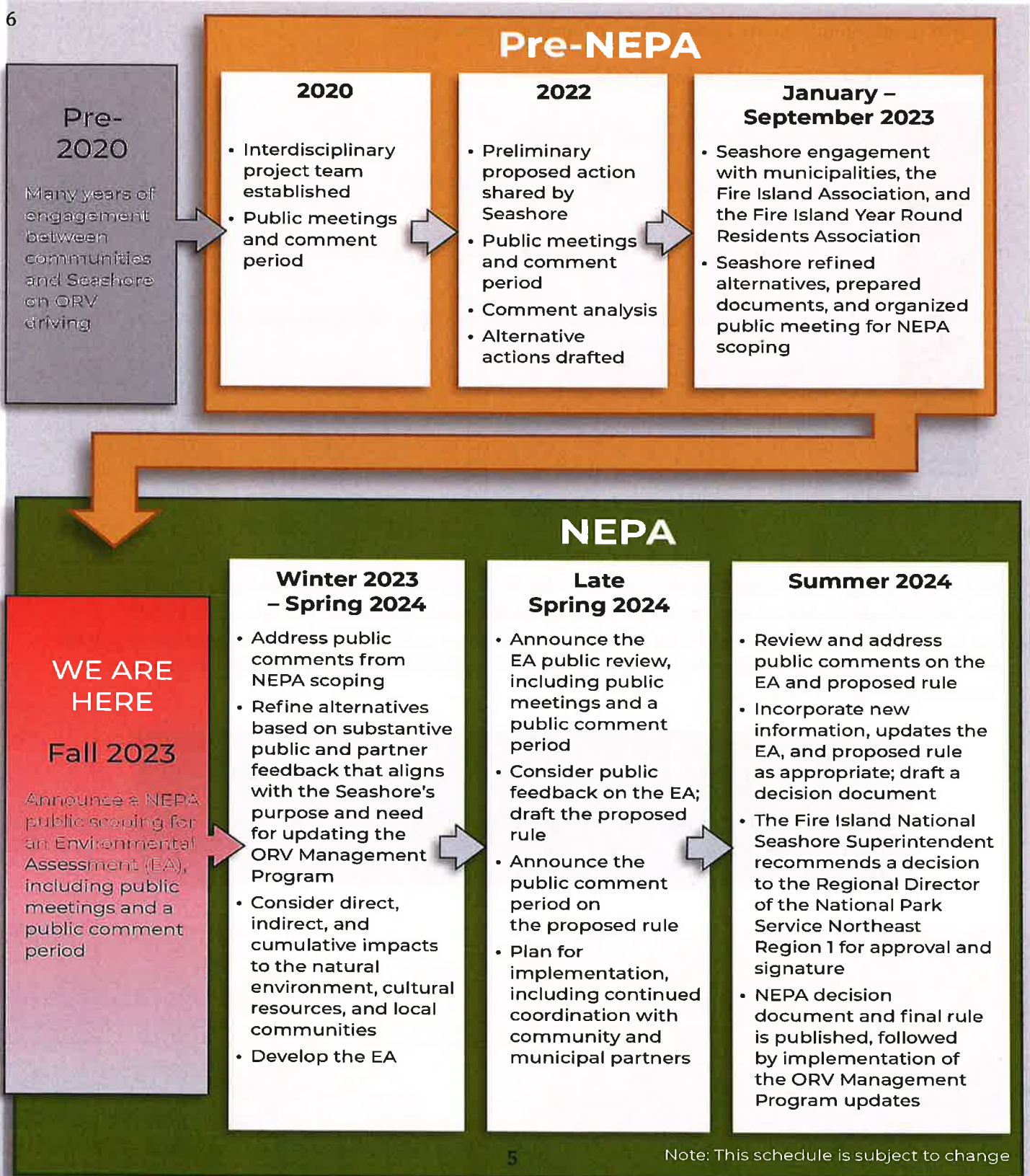
During the NEPA process, the NPS will consult with the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and the New York State Historic Preservation Office on the effects of the proposed alternatives to the resources under their respective jurisdictions.

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The NEPA Process for this Project





How to Comment

The NPS is seeking substantive comments on the proposed alternatives.

Please provide comments in one of the following ways:

- 1 Submit comments electronically at the link:
https://parkplanning.nps.gov/FIIS_ORV (preferred method)
- 2 Submit written comments at the in-person public meeting on November 15, 2023.
- 3 Submit written comments in person to the NPS headquarter in Patchogue, NY, or by mail to:
Off Road Vehicle Management Plan
Superintendent Alexcy Romero
Fire Island National Seashore
120 Laurel Street
Patchogue, New York 11772

This public comment period ends on **December 4, 2023**.

Notes: Comments will not be accepted by fax, e-mail, or any other way than those specified above. Please also note that your entire comment—including personal identifying information such as your address, phone number, and e-mail address—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. Comments submitted by individuals or organizations on behalf of other individuals or organizations will not be accepted.

PROJECT WEBSITE

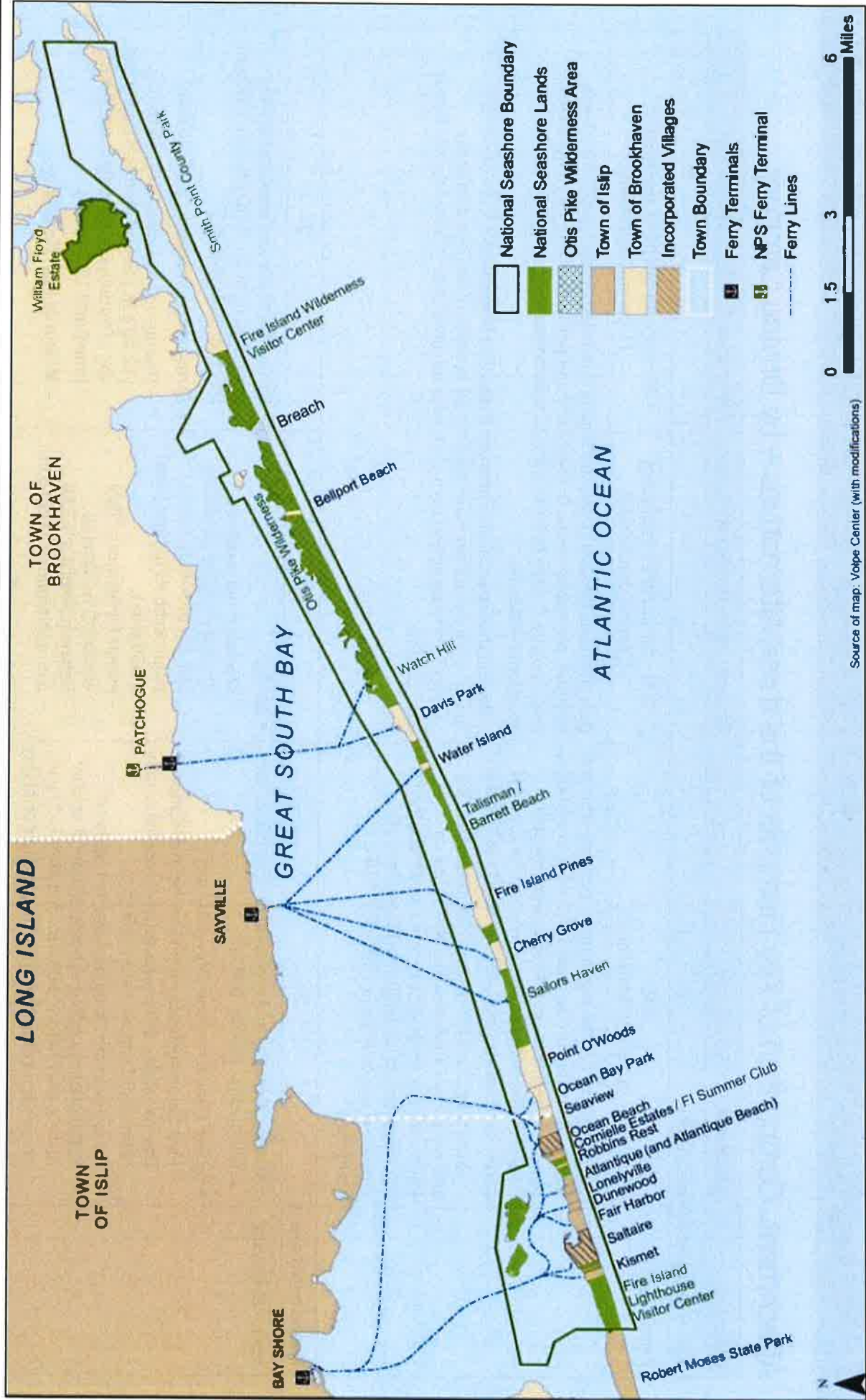
For more information on this project or to submit public comments, please visit the Project Website at

https://parkplanning.nps.gov/FIIS_ORV



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Source of map: Voipe Center (with modifications)

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Attachment: Comparison of Key Elements of the three Alternatives -- by Driving Category

Element	Alternative A: No Action	Alternative B: Proposed Action	Alternative C: Alternative Action
Year-round Residents (YRR)			
Permit cap	145 (1 permit/household)	200 - for qualified applicants (1 permit/household)	No cap - for qualified applicants (1 permit/household)
	<p><i>Qualifications:</i> Per the regulations, persons who are legally domiciled on the island and who, in addition, physically reside in their fixed and permanent homes on the island continuously, except for brief and occasional absences, for 12 months of the year.</p> <p>Currently, there is no formal definition of brief and occasional absences. The NPS relies on information, such as gate records, to determine if the use patterns (or length and frequency of absences) are consistent with year-round residency.</p>	<p><i>Qualifications:</i> Person(s) who are legally domiciled on the island and who, in addition, physically reside in their fixed and permanent homes on the island continuously, 7 days per week, for 12 months per year except for brief and occasional absences.</p> <p>Brief and occasional absences are defined as being absent from one's Fire Island residence for no more than a total number of 60 days during the permitted driving period each year, with no more than 14 consecutive days at any one time.</p>	
Round trips/day	2	2	2
Seasonal Driving	<ul style="list-style-type: none"> ▪ <i>Spring:</i> Weekday and weekend driving permitted until the first Friday in May. ▪ <i>Spring shoulder season (May and June):</i> <ul style="list-style-type: none"> - First Saturday in May to Friday before Memorial Day: Weekday driving permitted; weekends only before 9:00 a.m. and after 6:00 p.m. - Saturday before Memorial Day to last day of Suffolk County public schools in June: Weekday driving only before 9:00 a.m. and after 6:00 p.m.; no weekend driving. No driving on Memorial Day before 6:00 p.m. 	<ul style="list-style-type: none"> ▪ <i>Spring:</i> <ul style="list-style-type: none"> - Weekday and weekend driving permitted until the last day of Suffolk County public schools in June (until 11:59 p.m.), - except for Memorial Day weekend: No driving between Saturday 12:00 a.m. and Monday 11:59 p.m. ▪ <i>Fall (restart):</i> Tuesday after Labor Day (from 12:00 a.m.). 	<ul style="list-style-type: none"> ▪ <i>Spring:</i> Weekday and weekend driving permitted until the Friday before Mother's Day (until 11:59 p.m.). ▪ <i>Spring shoulder season (May and June)</i> <ul style="list-style-type: none"> - Driving on weekdays only: Saturday (12:00 a.m.) before Mother's Day to last day of Suffolk County public schools in June (until 11:59 p.m.). - Memorial Day: No driving.

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Element	Alternative A: No Action	Alternative B: Proposed Action	Alternative C: Alternative Action
	<ul style="list-style-type: none"> ▪ <i>Fall shoulder season (September and October):</i> <ul style="list-style-type: none"> - Week after Labor Day: Weekday driving only before 9:00 a.m. and after 6:00 p.m. No weekend driving. - Subsequent week (i.e., six days after Labor Day) through Sunday before Columbus / Indigenous Peoples' Day: Weekday driving permitted; weekend driving only before 9:00 a.m. and after 6:00 p.m. No driving on Columbus / Indigenous Peoples' Day. ▪ <i>Fall (restart for all days of the week):</i> Weekday and weekend driving permitted starting the Tuesday after Columbus / Indigenous Peoples' Day. 		<ul style="list-style-type: none"> ▪ <i>Fall shoulder season (September and October):</i> Weekdays only: Tuesday after Labor Day (from 12:00 a.m.) to Friday before Columbus / Indigenous Peoples' Day weekend (until 11:59 p.m.). ▪ <i>Fall (restart for all days of the week):</i> Tuesday after Columbus / Indigenous Peoples' Day (12:00 a.m.).
Part-time Residents (PTR)			
Permit cap	100	50	50
Round trips/day			Fewer than 40 permits are currently issued, and no new part-time resident permits would be issued once the existing permits are surrendered to allow for non-essential access to be phased out over time. This is consistent with the Purpose and Need, as stated above.
Seasonal Driving	2	2	2
Municipal Employees			
Permit cap	(same as for Year-round Residents)		
Round trips/day	5 permits per village or community except on the basis of documented community need	2	2
Seasonal Driving	(Same as for year-round and part-time residents)		

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Element	Alternative A: No Action	Alternative B: Proposed Action	Alternative C: Alternative Action
Public Utilities			
Permit cap	30 (combined cap for Public Utilities and Essential Services; each permit is eligible for a fleet of vehicles based on demonstrated need)	<ul style="list-style-type: none"> No cap on permits Category to be separated from Essential Services Eligibility based on demonstrated community need from the utility providers Eligible for fleet permits 	
Round trips/day	1	1	1
Seasonal Driving	<ul style="list-style-type: none"> Spring: Weekday and weekend driving is permitted until the first Friday in May Spring shoulder season (May and June) and Summer: <ul style="list-style-type: none"> First Saturday in May to Friday before Memorial Day: Weekday driving is permitted; weekend driving (Saturday and Sunday) only before 9:00 a.m. and after 6:00 p.m. Saturday before Memorial Day to end of week after Labor Day: Weekday driving only before 9:00 a.m. and after 6:00 p.m.; no driving on weekends and federal holidays. Fall shoulder season (September and October): <ul style="list-style-type: none"> Week after Labor Day through Sunday before Columbus / Indigenous Peoples' Day: Weekday driving permitted; weekend driving only before 9:00 a.m. and after 6:00 p.m. No driving on Columbus / Indigenous Peoples' Day. Fall (restart for all days of the week): Weekday and weekend driving permitted starting the Tuesday after Columbus / Indigenous Peoples' Day 	<ul style="list-style-type: none"> Spring and fall shoulder seasons, and offseason (after Columbus / Indigenous Peoples' Day): Same as for year-round residents under alternative B. Summer: 24 hours/day access for demonstrated need. 	

Fire Island National Seashore Off Road Vehicle Management

National Park Service
U.S. Department of the Interior



Element	Alternative A: No Action	Alternative B: Proposed Action	Alternative C: Alternative Action
Essential Services			
Permit cap	30 (combined cap for Public Utilities and Essential Services – each permit is eligible for a fleet of vehicles based on demonstrated need)	<ul style="list-style-type: none"> ▪ Category to be separated from Public Utilities ▪ No cap on permits (to provide flexibility if other services are needed in the future) ▪ Not eligible for fleet permits but eligible for two permits per business owner ▪ Eligibility based on demonstrated need from the communities ▪ Municipal solid waste carters remain in Essential Services; construction debris carters to be assigned to the Construction/business category 	<ul style="list-style-type: none"> ▪ Spring and fall shoulder seasons, and offseason: Same as for year-round residents under alternative C.
Round trips/day	1	2	2
Seasonal Driving	(same as for Public Utilities)	<ul style="list-style-type: none"> ▪ Spring and fall shoulder seasons, and offseason (after Columbus / Indigenous Peoples' Day): Same as for year-round residents under alternative B. 	<ul style="list-style-type: none"> ▪ Summer: Weekday nights (6:00 p.m. to 9:00 a.m.) – same as current conditions.

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Construction/Business (C/B)			
Permit cap	80	145	No cap
		<ul style="list-style-type: none"> Eligibility for a C/B permit would require proof-of-work for an extended period of the year ("year-round-work"), consisting of at least 6 months of work total within the C/B driving season, with up to 3 months from the previous year's driving season allowed to be used to meet this definition. One-year permits only; the 30-day-per-job permit option currently in the regulations would be eliminated. One permit and one vehicle per construction/business owner and address. Construction debris removal would be included under the C/B category (i.e., it would not be permitted under Essential Services). 	
Round trips/day	1 trip to the island on and off the island	1 trip through the Seashore gate (west gate or east gate)	
Seasonal Driving	<ul style="list-style-type: none"> Spring (end of all days of the week): Friday before Mother's Day. Shoulder season (May): <ul style="list-style-type: none"> Day after Mother's Day to Friday of week before Memorial Day: No weekend driving is authorized. Weekday driving is allowed only when adequate ferry service is not available. Fall (restart for all days of the week): Tuesday after Columbus / Indigenous Peoples' Day. 	<ul style="list-style-type: none"> Spring (end of all days of the week): First Friday in May (until 11:59 p.m.). Shoulder season (May, weekdays only): Monday after the first Friday in May (from 12:00 a.m.) until Friday before Mother's Day (until 11:59 p.m.). Fall (restart of all days of the week): Day after Columbus / Indigenous Peoples' Day (from 12:00 a.m.). 	

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Recreational Vehicles			
Permit cap	5,000 one-way trips per year through the east gate.	Qualified applicants receive a recreational driving permit (for entry at the east gate only). Recreational permits would continue to be issued only for the purpose of vehicular access for recreational sport fishing and hunting activities.	
Round trips/day	Superintendent has ability to close beach to recreational driving for the protection of resources and the safety of the public at any time.	1	1
Seasonal Driving	<ul style="list-style-type: none"> September 15–December 31, and April 1–June 13 (It is noted that the 5,000-trip limit is typically reached by December 31 and there are substantial restrictions from mid-March through August because of piping plover nesting.) 	September 15–January 31	
Other Categories			
Temporary Permits	There is no Temporary permit category in the current regulation. For situations where the restrictions for authorized travel (36 CFR 7.20(a)(10)(ii)) would create a severe hardship, the Superintendent may authorize additional trips or travel at other hours.	<ul style="list-style-type: none"> Set up as a new driving category. No cap; the number of exceptions would be under the Superintendent's discretion. This new temporary category would not be used to allow anyone access for personal convenience, but rather for emergency and unusual circumstances that involve life, safety, resource damages, recent or imminent severe damage to property and infrastructure, etc. The current practice of temporary ice-over permits would be eliminated; this need would be accommodated by changes in caps for various permit categories. 	
Official Vehicles	No cap, but the Seashore issues a permit. This category applies to non-emergency state, county, town, and village employees who have some jurisdiction on the island and need to drive for official business.		
School Bus	No permit required. There are several 4-wheel drive school buses transporting students to the Woodhull School (kindergarten to grade six) in Cornielle Estates and to secondary schools on the mainland.		
Police, Firefighting, Ambulance	The current regulations do not require a permit for law enforcement vehicles and firefighting apparatus.	<ul style="list-style-type: none"> Designated as a new category. Applies to police, firefighting, and ambulance vehicles in emergency conditions. No cap; there will be no driving restrictions if vehicles are used strictly for responding to verifiable emergency situations (lights/sirens). A permit would likely not be required. 	

