



# 2011 Strategic Plan New Jersey Coastal Heritage Trail Route

PDF, Part 1 of 2

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# 2011 Strategic Plan New Jersey Coastal Heritage Trail Route





# 2011 Strategic Plan

## New Jersey Coastal Heritage Trail Route

New Jersey Coastal Heritage Trail Route  
389 Fortescue Road; PO Box 568  
Newport, NJ 08345

After September 30, 2011, communication should be directed to:

New Jersey Coastal Heritage Trail Route  
c/o Division of Interpretation and Education  
National Park Service, Northeast Region  
U.S. Custom House  
200 Chestnut Street  
Philadelphia, PA 19106

***Opposite: East Point Lighthouse,  
Cumberland County, New Jersey.***



Paul Leakan, Pinelands Commission

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**Opposite:** Batona Trail, Pinelands National Reserve.

**Right:** Harold N. Peek Preserve, Cumberland County, New Jersey.





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# Executive Summary

## Background

### Enabling Legislation and Original Intent and Mission

The New Jersey Coastal Heritage Trail Route (hereafter Trail) was established by federal legislation under Public Law 100-515 (Appendix A) in 1988 to promote awareness, stewardship, and protection of natural and cultural resources along nearly 300 miles of New Jersey coastline using interpretation and promotion rather than federal ownership. The legislation authorized the Secretary of the Interior to designate a vehicular tour route linking important natural and cultural sites, to provide technical assistance in the development of interpretive materials and conservation methods, to prepare and distribute informational material for public appreciation of sites along the route, and to erect signs to guide the public.

The National Park Service (NPS) has had the lead responsibility from the beginning with assistance from three state of New Jersey agencies [Department of Environmental Protection, Division of Parks and Forestry (that includes the New Jersey Historic Preservation Office); Division of Travel and Tourism; and the Pinelands Commission (significant portions of the Pinelands National Reserve overlap with the Trail)].

### Project Area

The enabling legislation defined the Trail's project areas as generally to the east of the Garden State Parkway, from Sandy Hook to Cape May and south of State Route 49 along the Delaware Bay. The project area (see Figure 1) was expanded later to include a portion of the coast along the Raritan Bay from Sandy Hook westward to the City of Perth Amboy. The Trail includes portions of eight counties (Middlesex, Monmouth, Ocean, Burlington, Atlantic, Cape May, Cumberland, and Salem) and six Congressional districts (2, 3, 4, 6, 12, and 13). The project area is divided into five regions.

### Implementation Plan

The *Implementation Guide, New Jersey Coastal Heritage Trail Route* (Appendix B) was completed in early 1993. Five interrelated interpretive themes—Maritime History, Coastal

Habitats, Wildlife Migration, Relaxation & Inspiration, and Historic Settlements—are used to explore the heritage of the New Jersey coast. The Trail has been organized as a public driving trail that links non-contiguous destinations under the five themes.

The *Guide* called for an initial five-year implementation period with the NPS and state of New Jersey cooperatively managing the Trail, followed by a diminished role by the NPS and an expanded role by the state of New Jersey.

### Legislative History

Congress made various changes to the Trail's legislation and funding over the years. Current legislation calls for a strategic plan and a sunset date. According to the legislation, the strategic plan should describe both "opportunities to increase participation by national and local private and public interests in the planning, development, and administration of the New Jersey Coastal Heritage Trail Route;" and "organizational options for sustaining the New Jersey Coastal Heritage Trail Route." Six public meetings and additional briefings have been held about the future of the Trail, and a set of four organizational options has been developed.

As of July 2011, the Trail has a sunset date of September 30, 2011, beyond which the NPS will no longer have authority to manage or participate in the Trail.

### Status of Trail Implementation

The Trail has five interpretive themes (Maritime History, Coastal Habitats, Wildlife Migration, Relaxation & Inspiration, and Historic Settlements). The first three of these themes are in operation. Planning is incomplete for the remaining two themes. There are nearly sixty locations or facilities associated with the Trail as "Sites," "Points of Interest," "Welcome Centers," and "Local Information Centers." Two of the proposed five welcome centers have been fully developed.

### Staffing and Funding

**Trail Staff:** During the initial years of Trail implementation, the staff consisted of 5-6 NPS

**Figure 1.** The map opposite shows the New Jersey Coastal Heritage Trail Route's project area (green).



Managing partner logos: (1) New Jersey Department of Environmental Protection, Division of Parks and Forestry; (2) New Jersey Division of Travel & Tourism; and (3) New Jersey Pinelands Commission.

full-time equivalents (FTE). Current staffing consists of 2.5 FTE. Due to a deteriorating financial situation, the New Jersey Division of Parks and Forestry has only been able to provide one and occasionally two part-time seasonal positions most years to supplement NPS staff.

**Trail Funding:** Overall actual NPS construction and operational support between FY 1993 and FY 2011 has been closer to \$4.5 million compared to planning projections of \$10.9 million. This explains, in part, why the initial implementation has yet to be completed.

### Partnerships

The Trail works through partnerships with federal, state, and local government agencies; nonprofit organizations; and corporate interests. All destinations are owned and managed by partners; the Trail neither owns nor manages any land or resources directly. The Trail demonstrates the potential of public/private partnerships that allow the National Park Service to meet its core mission of natural and cultural resource preservation along with interpretation and public education in a cost-efficient manner through technical assistance while reducing operational responsibilities.

### Trail Accomplishments

The Trail has provided partner destinations with various forms of technical assistance in collaborative efforts to protect and promote significant natural and cultural resources in the Trail's project area.

### Wayside Exhibit Program

With over 1,000 wayside exhibits provided to partners, the Trail manages the largest such program in the entire National Park System. The NPS has generally provided the majority of new interpretive wayside exhibit panels and frames at no cost to the partner. In return, the partner destination agreed to display Trail orientation waysides and to install and maintain wayside exhibits.

### Welcome Center Partnerships

Two of the proposed five welcome centers (one for each Trail region) have been fully developed: one at Fort Mott State Park in Salem County and one at the Ocean View Service Area on the Garden State Parkway in Cape

May County. An interim welcome center is located at the Sandy Hook Unit of Gateway National Recreation Area. Except for Sandy Hook, Trail welcome centers are owned and staffed by non-NPS partners with all operating costs covered by the partner agencies. The Trail has provided exhibit design and installation while partners rehabilitated the exhibit facilities.

### Promotional Brochures

An NPS full-color unigrid brochure provides a general introduction to the Trail with a map of the overall project area and the location of welcome centers. In addition, the Trail has developed a series of regional brochures with detailed information on individual destinations.

### Website Presence

The Trail has its own NPS webpage at [www.nps.gov/neje](http://www.nps.gov/neje). This website includes all of the information found in the Trail's general and regional brochures and includes links to partner destinations.

### Research/Resource Publications

Three reports were researched and published that consolidated important historical information related to the Trail's five themes for the benefit of the public and to provide the basis for Trail interpretation.

### Highway Directional Trailblazer Program

In cooperation with the New Jersey Department of Transportation (NJDOT), an approved Trail logo was developed for use on highway trailblazers. The Trail has always provided the trailblazers, some highway sign posts, and the accompanying panels identifying the type of destination. NJDOT installed the initial trailblazers in the early-to-mid 1990s on state highway locations, and the counties installed signs on county and local roads.

### Interpretive Training and Other Assistance

The NPS Trail staff has provided training to destination staff on interpretive principles and wayside exhibit development. The New Jersey Division of Parks and Forestry adopted statewide the NPS model for developing management and interpretive plans. The Trail has assisted through a variety of other state and federal programs such as: Pinelands Interpretive Program, National Historic Landmarks Program, New Jersey Scenic Byways Program,

Wild & Scenic Rivers Program, Park Flight Program, and National Underground Railroad Network to Freedom Program.

## Issues

The Trail has proven popular with partners and the public. However, as a large and complex project, a number of issues have influenced Trail management and implementation over the years.

### Financial Support, Projected Versus Actual

Projected operational support was initially close to \$5.8 million; actual between FY 1993 and FY 2011 was approximately \$3.7 million. Projected construction appropriations to complete initial Trail implementation were estimated at \$5.1 million; actual federal line item construction expenditures were \$0.8 million.

### Staffing Limitations

Due to budget shortfalls, both NPS and state staffing have been less than projected through most of the Trail's history.

### Changes to Legislative Authority

Unlike permanent units of the NPS, the Trail is an affiliated area without permanent NPS management authority. The sunset clauses in the Trail's legislation have affected Trail implementation. Twice, sunset provisions have gone into effect and brought NPS management of the Trail to a standstill for 3.5 out of the last seven years.

## Highway Signs

The system of highway signs guiding travelers to Trail destinations has never been fully satisfactory, due to budget shortfalls, the complexity of partners and sites, and design/installation challenges.

## Size of Project Area

The size of the Trail's project area has been another management challenge. It can take as long as three hours to get from one portion of the Trail to another. This, as well as the breadth of themes and resources, limits regular interaction among Trail management and destination managers.

## Organizational Options to Sustain the Trail

This plan presents basic management options as requested in P.L. 109-338.

### Option 1: No further NPS management of the Trail after sunset date of September 30, 2011.

The Trail's current federal legislation includes a sunset date that precludes direct NPS management of the Trail after September 30, 2011. In the absence of renewed authorization, Trail partners and supporters could consider establishing a nonprofit organization or state or local government management of the Trail. Locally-managed scenic byways now cover portions of the Trail and could be used as a model for creating new byways that would assume a role similar to that of the Trail.

Visitors studying a wayside exhibit at the Glades Wildlife Refuge, Cumberland County, New Jersey, a remote location with limited electronic accessibility.



Option 1 is the only option that would not require new legislative action by Congress.

The NPS retains authority under its Pinelands National Reserve legislation to provide interpretive and technical assistance to resource destinations within the Pinelands National Reserve. This would include those significant portions of the Trail's project area that are within the Reserve.

**Option 2: Limited time NPS management to transition to a new management framework.**

This alternative would allow the NPS to continue temporarily its leadership role in Trail management and operations to assist with the transition to a new management structure that would not include long-term NPS management of the Trail. There was significant public support for this option. It would require action by the U.S. Congress to reauthorize the NPS role in managing the Trail for a limited time frame. However, it is unlikely that Congress would have time to take the necessary legislative action before September 30, 2011. It is very likely that a lapse in NPS authority to manage the Trail will occur.

**Option 3: A new federal role for or within the Trail project area.**

This option would involve establishment of possible new and different federal authorities for all or a portion of the Trail project area. Such new authorities would generally require a prior study, public support, and Congressional review and authorization.

The most likely prospect would be the establishment of a new National Heritage Area. This would involve a study to determine eligibility of resources within all of or a portion of the Trail project area. Congress could authorize a new study—or a private study could be undertaken—to determine if National Heritage Area designation would be appropriate. An effort to seek National Heritage Area designation is already under way for the portion of the Trail along the Delaware Bay.

A variation on the idea of new federal authorities would be to add new NPS authorities to an existing NPS project area or unit. The Pinelands National Reserve has areas of significant overlap with the Trail. Congress could, for example, give additional authorities to the

Pinelands National Reserve to enable the NPS to provide technical and/or operational assistance to portions or all of the Trail's project area outside the boundary of the Pinelands National Reserve.

**Option 4: Permanent authorization for the Trail.**

As with Options 2 and 3, this option of permanent authorization for the Trail would require Congressional action. Such action would give the Trail an additional level of security and continuity by eliminating the periodic sunset and authorization issues. There was public support for this option. Again, it is unlikely that Congress would have time to take the necessary legislative action to reauthorize the NPS Trail authority before September 30, 2011. It is very likely that a lapse in NPS Trail authority will occur.

In the meantime, the NPS will continue to facilitate discussions about future management options up until the September 2011 sunset date. In the absence of new authorization, the NPS will be implementing contingency plans to close the Trail's New Jersey field office by September 30, 2011, reassign staff, and distribute materials associated with the Trail. There remain, however, other NPS conservation and preservation assistance programs to which local communities and agencies in the Trail area can apply.

***Public and Partner Input on the Future of the Trail***

During the strategic planning process, eight meetings were held to obtain input from Trail partners and the public. Responses were very positive regarding the benefits of the Trail to partners and the public, and the excellence of Trail products. People said that the Trail facilitated partnerships, bringing agencies and organizations with shared missions together and enabling them to share resources. Participants said the Trail has promoted tourism and economic development. The "cachet" of the NPS "brand" was mentioned often. Participants valued the presence of the NPS and its contribution to increasing the region's visibility on a national level. Partner sites appreciated the funding and technical assistance, which sometimes leveraged additional state funding at certain sites.

People said the Trail mission was still valid and important. Meeting participants observed that while the conservation aspect is difficult to measure, the Trail educates and creates awareness, and that the tourism draw of the Trail does help support conservation. People pointed out that no other entity is doing anything like the Trail, and that there is much more that can be achieved.

The use of new technologies came up repeatedly in each of the public meetings. Many recommended using podcasts, cell phone links and smart-phone applications for Trail interpretation to attract younger audiences and to save on the cost of printed materials and exhibits. There were also many good suggestions for special events to draw more people to the Trail.

People emphasized repeatedly the importance of continued NPS involvement with the Trail. There was a strong preference for continued, if not permanent, NPS management of the Trail. Most agreed that in the current economic climate, no state agency or single non-profit organization will be able to take on the role that the NPS has played, and for this reason, Trail partners need the NPS presence more than ever. Partners had suggestions for assisting with or gradually transitioning to a new management structure. These included forming an advisory or steering committee; organizing the counties and/or various non-profit partners into a task force or consortium; or perhaps forming a new organization headed by a major existing non-profit partner. In any of these cases, however, people thought that continued NPS assistance, even if temporary, was essential for guiding a transition and maintaining the Trail in the meantime.

**New Jersey Coastal Heritage Trail volunteers help participants sign in as they arrive at the March 1, 2011, afternoon public strategic planning meeting in Monmouth County, New Jersey.**

***Below:* Representatives from the public and partner destinations discuss the future of the Trail in Toms River, New Jersey, on March 24, 2011.**



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# Introduction

The New Jersey Coastal Heritage Trail Route (hereafter Trail) was established by federal legislation in 1988 to promote awareness, stewardship, and protection of natural and cultural resources along nearly 300 miles of New Jersey coastline using interpretation and promotion rather than federal ownership.

The National Park Service (NPS) has had the lead responsibility from the beginning, with assistance from three state of New Jersey agencies: Department of Environmental Protection, Division of Parks and Forestry (that includes the New Jersey Historic Preservation Office); Division of Travel and Tourism; and the Pinelands Commission.

Following an *Implementation Guide* developed in 1993 (Appendix B), the NPS organized the Trail as a public driving trail that links non-contiguous destinations under five interrelated interpretive themes: Maritime History, Coastal Habitats, Wildlife Migration, Relaxation & Inspiration, and Historic Settlements. The Trail has provided voluntary partner destinations with various forms of technical assistance in collaborative efforts to interpret, protect, and promote significant natural and cultural resources in the project area.

The U.S. Congress made various changes to the Trail's legislation and funding over the years. Current legislation (enacted 2006 and modified 2008; see Appendix A) calls for a strategic plan and a sunset date of September 30, 2011, which would end NPS involvement in the Trail. According to the legislation, the strategic plan should describe both "opportunities to increase participation by national and local private and public interests in the planning, development, and administration of the New Jersey Coastal Heritage Trail Route;" and "organizational options for sustaining the New Jersey Coastal Heritage Trail Route." In the absence of any further action from Congress, after September 30, 2011, the NPS will no longer have authority to manage or participate in the Trail.

During 2010 and 2011, an NPS planning team conducted a public engagement process. The purpose was to get a sense of the Trail's success and value from the point of view of Trail

partners and the public, and to discuss various alternative management futures for the Trail.

The following strategic plan documents the history and accomplishments of the Trail; explains the key management issues that have influenced the Trail during NPS leadership; presents four organizational options for sustaining the Trail; and describes public and partner views on the Trail's mission, accomplishments, and possible future organizational structure.

As of summer 2011, it appears that the "sunset" provision in the Trail's current legislation will take effect on September 30, 2011, and the NPS will cease to manage or be involved in the Trail. While the NPS was charged, through federal legislation, with developing a strategic plan for the Trail, at this writing it is unknown who will manage the Trail or carry out the plan. It will be up to whatever group, organization, agency, or partnership takes on some or all of the Trail's management, to revisit the Trail mission and determine what is most desirable and feasible with the available resources.



## Vision

[From *Implementation Guide*, 1993]  
*“With the blossoming of spring, New Jerseyans’ thoughts turn to the Jersey Shore. This stretch of Atlantic coastline is a study in contrasts—a mixture of crowded beaches and secluded coves, colorful boardwalks and remote wildlife refuges, teeming casinos and quaint historic villages. Each year these attractions draw city dwellers not only from New Jersey but also from New York City, Philadelphia, and beyond for seasonal rest, recreation, and inspiration.*

*Nearby there is a second Jersey Shore—an undiscovered and relatively untouched area along the Delaware Bay. This is a quiet land that invites visitors to appreciate the flight of an osprey, the richness of the coastal marshes and wetlands, and the spirit of hard work and adventure behind the fishermen’s boats and homes that are an integral part of the setting. Experiences here are very different from those along the coast. Pristine rivers and streams empty into the bay, wildlife abounds, and small towns, farms and fishing villages provide evidence of living and working with nature.*

*The resources of both Jersey Shores will soon be interpreted as part of the New Jersey Coastal Heritage Trail. The trail concept will provide the context for discovery, and the resources within these two distinct areas will offer visitors the opportunity to choose from experiences as varied as the landscape.”*

When Congress first authorized the New Jersey Coastal Heritage Trail in 1988, its vision was of enhanced public understanding and enjoyment of sites and resources associated with the coastal area of New Jersey. The Trail was conceived and developed as a cooperative effort in which local, state, and federal agencies and numerous private entities would work together to recognize and promote the natural and cultural heritage of the New Jersey coastal region. Inherent in the vision was the concept that greater public awareness and appreciation would lead to improved stewardship and protection of that heritage. It was also envisioned that promoting New Jersey’s coastal heritage and making sites more accessible year-round would bring more visitors from both near and far, thus contributing to local and state economic development.

## Mission

The mission of the Trail is to enhance public awareness, appreciation, understanding, and conservation of the natural and cultural heritage of coastal New Jersey by assisting with developing educational materials and conservation methods for the sites along the route.



Laurie Pettigrew, New Jersey Division of Fish and Wildlife

# History and Current Status of the Trail

## *Enabling Legislation and Original Intent/Mission*

The New Jersey Coastal Heritage Trail Route (hereafter Trail) was established by federal legislation (P.L. 100-515, October 20, 1988; see Appendix A) to promote awareness, stewardship, and protection of natural and cultural resources along nearly 300 miles of New Jersey coastline.

The legislation authorized the Secretary of the Interior to designate a vehicular tour route in coastal New Jersey and to prepare an inventory of sites along the route. An interpretive program was also mandated to provide for public appreciation, education, understanding, and enjoyment of important fish and wildlife habitats, geologic and geographical landforms, cultural resources, and migration routes in coastal New Jersey. The Secretary was authorized to provide technical assistance in the development of interpretive materials and conservation methods, to prepare and distribute informational material for sites along the route, and to erect signs displaying the Trail logo to guide the public.

The Trail links national wildlife refuges, national parklands, National Historic Landmarks, and National Register sites with important historic communities, state parks, natural areas, and other resources to tell the story of New Jersey's role in shaping U.S. history and in providing internationally important habitats for bird and other migrations. The Trail is one of the first efforts by the National Park Service to use interpretation alone rather than federal ownership to protect important resources.

Unlike the situation for National Heritage Areas, the Trail's enabling legislation did not specify a managing entity such as a formal commission or nonprofit organization. The NPS has had the lead responsibility from the beginning with assistance from three state of New Jersey agencies [Department of Environmental Protection, Division of Parks and Forestry (that includes the New Jersey Historic Preservation Office); Division of Travel and Tourism; and the Pinelands Commission (because significant portions of the Pinelands National Reserve overlap with the Trail)].

The Trail is prohibited from funding major building construction, and the act specifies that no funds were to be used for the "operation, maintenance, or repair of any road or related structure." (P.L. 100-515).

## **Project Area**

The enabling legislation (P.L. 100-515, October 20, 1988) defined the Trail's project areas as follows:

*The route shall follow public roads, which are generally located to the east of the Garden State Parkway, linking the New Jersey portion of Gateway National Recreation Area, known generally as the Sandy Hook Unit, with the national historic landmark in Cape May and that area north and west of Cape May in the vicinity of Deepwater, New Jersey. The Secretary may, in the manner set forth in section 1, designate additional segments of the route from time to time as appropriate to link the foregoing sites with other natural and cultural sites when such sites are designated and protected by Federal, State, or local governments, or other public or private entities.*

The project area (see Figure 1) was expanded later to include a portion of the coast along the Raritan Bay from Sandy Hook westward to the City of Perth Amboy. The Garden State Parkway and State Route 49 along the Bayshore region serve as the main access corridors for the Trail. The project area has also been defined to include the area one mile west of the Parkway and one mile north of Route 49. The Trail includes portions of eight counties (Middlesex, Monmouth, Ocean, Burlington, Atlantic, Cape May, Cumberland, and Salem) and six Congressional districts (2, 3, 4, 6, 12, and 13).



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**Top:** Twin Lights State Historic Site, Monmouth County, New Jersey.

**Bottom:** The Nature Conservancy's Cape May Migratory Bird Refuge, Cape May County, New Jersey.

## Implementation Plan

Following passage of the 1988 enabling legislation, the National Park Service began a multi-year planning process on how best to implement the federal legislation. A Trail planning office was established and a planning team designated through the Denver Service Center. The resulting *Implementation Guide, New Jersey Coastal Heritage Trail Route* (Appendix B) was completed in early 1993.

The plan specifies five interrelated interpretive themes to explore the coastal heritage of the New Jersey coast: Maritime History, Coastal Habitats, Wildlife Migration, Relaxation & Inspiration, and Historic Settlements. Each theme illustrates the interaction of natural and cultural influences and the coastal environment. The Trail has been organized as a public driving trail that links non-contiguous destinations under one or more of the five themes. The Trail's official name is frequently confusing to visitors, as it is neither a pedestrian hiking trail nor does it follow a specific route.

Because of its length, the project area has been divided into five regions (Figure 1). North to south, the regions are: Sandy Hook, Barnegat Bay, Absecon, and Cape May that explore the Raritan Bay and Atlantic Coast portions of the Trail; and the Delsea Region that covers the portion of the Trail project area along the Delaware Bay and River.

Trail destinations and facilities are classified as "Sites," "Points of Interest," "Welcome Centers," and "Local Information Centers." Sites are defined as full service destinations, usually with staff, exhibits, restroom facilities, and a minimum number of regular hours that the facility is open to the public. Points of interest are generally unstaffed destinations with fewer or no visitor services.

The 1993 *Implementation Guide* calls for the establishment of five welcome centers, one for each region. Each welcome center is designed to have orientation materials (videos, brochures, and exhibits) about the Trail overall as well as expanded exhibits that explore in more detail one of the five Trail themes.

Except for the interim welcome center at Sandy Hook, Trail welcome centers are owned

and staffed by non-NPS partners with all operating costs covered by the partner agencies. The Trail's role has been to provide the exhibit designs and fabrication, and promotional literature. The five regional welcome centers are supplemented by local information centers that may not themselves be Trail resource destinations but can be sources of information and literature about Trail destinations and activities. Examples include county tourism offices, museums, ferry terminals, etc.

Participation in the Trail is voluntary with interested site owners/managers submitting an application to the state of New Jersey for review and determination of the applicant's level of significance. The application is then passed to the National Park Service for further review, selection, and official designation, if appropriate. Selection is based on evaluation against approved criteria for location, significance, ability to assist in interpreting one or more of the Trail's themes, public access, resource protection, and management.

Trail information includes a general Trail-wide brochure in the form of a traditional NPS park "unigrid" brochure explaining the project area and overall theme concept, and regional brochures with expanded theme information and descriptions of all Trail destinations within each region. Each destination is also evaluated for the need/appropriateness of interpretive wayside exhibits or other interpretive media to be developed in partnership with destination managers and staff.

The *Implementation Guide* also called for highway directional signs/trailblazers to guide visitors to resource destinations, welcome centers, and local information centers. Signs guide visitors from major local intersections to each destination. Highway signs consist of two components—a Trail logo trailblazer (approved by NJDOT) and a secondary panel identifying the type of destination ("Site," "Point of Interest," "Welcome Center," etc.). It was decided early on that it would be too costly to identify individual destination names on the highway signs.

Sign location and installation responsibility are determined in consultation with the New Jersey Department of Transportation (NJDOT) and the appropriate county road department.



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**Cape May Region Welcome Center in Ocean View, New Jersey, on the Garden State Parkway.**

The Trail has provided the highway sign trailblazers, secondary panels, and some sign posts. Installation costs were initially absorbed by NJDOT and the individual county road departments, although this became an issue with NJDOT as the state’s fiscal situation deteriorated.

The *Implementation Guide* called for an initial five-year implementation period with the NPS and state of New Jersey cooperatively managing the Trail. At the end of the implementation period, there was to be an assessment of the Trail and the state’s ability to manage it. According to the approved 1993 *Guide*:

*The Park Service will provide long-term stability for the trail by anchoring it in the north at the Sandy Hook unit of Gateway National Recreation Area; special trail-related exhibits will eventually be located there. In addition, a special resource study of the Delaware Bay that is currently being conducted by the Park Service may recommend long-term NPS involvement in southern New Jersey, providing another trail anchor site. A trail headquarters may eventually be located at one of the two anchor sites. The*

*NPS presence in the north and potentially in the south will provide a federal base for the trail.*

Following initial implementation, the *Guide* called for a diminished role by the NPS and an expanded role by the state of New Jersey. Unfortunately, almost from the beginning and long before the current economic crisis, the state has not had the financial resources to provide the level of support anticipated. Budgets and staffing for all three lead agencies have been diminishing year after year. The Pinelands Commission, for example, has had its budget cut by 25% and its staff reduced by 31% in the past five years.

As noted below in the Legislative History section, Congress also made changes to the Trail’s legislation, including the addition of a sunset clause that imposed a deadline for NPS involvement in managing the Trail.

### **Legislative History**

The initial 1988 Trail legislation (P.L. 100-515) described above did not include a sunset date.

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The change caused by the loss of authorization was not obvious to the public because the Trail essentially remained “open.”

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The May 4, 1994, legislation (P.L. 103-243) modified the original legislation as follows:

1. Increased the authorized appropriations ceiling to \$1 million.
2. Specified that funds were to be used solely for technical assistance and the design and fabrication of interpretive materials, devices, and signs and prohibited the use of funds for operation, maintenance, repair, or construction except for construction of interpretive exhibits.
3. Limited the federal share of project funds to 50 percent and allowed the non-federal share to be in the form of cash, materials, or in-kind services.
4. Extended the authorities provided by the act for five years to May 4, 1999.

The next legislation was passed on April 8, 1999 as P.L. 106-18. It made two changes to the legislation:

1. Increased the authorized appropriations ceiling from \$1 million to \$4 million.
2. Extended the authorization of the Trail for an additional five years to May 4, 2004.

New Trail legislation was not passed by Congress in time to meet the May 2004 sunset date. The next legislation was not passed until October 12, 2006. During this interim period of two-and-a-half years while the Trail had lost its authorization, the Trail staff and funding were transferred to focus attention on the Pinelands National Reserve and implementation of components of the 1994 *Pinelands Interpretation Plan*.

The change caused by the loss of authorization was not obvious to the public because the Trail essentially remained “open.” Wayside exhibits stayed in place at partner destinations, highway signs continued to direct visitors, and Trail brochures remained available. The Trail’s field office remained open with the focus of work switched to Pinelands issues. (In fact, current staff position descriptions remain assigned to the Pinelands rather than to the Trail). With no authorization to continue work on the Trail, there was no progress on completing initial implementation of the Trail, including development of the remaining Trail themes or remaining welcome center facilities.

The October 12, 2006, reauthorization of the Trail occurred as part of the National Heritage Areas Act of 2006 (P.L. 109-338) and made the following changes to the Trail legislation:

1. Removed the \$4 million authorization ceiling and replaced it with authorization of “...such sums as are necessary to carry out this Act.”
2. Extended the authorization of the Trail for less than one year to September 30, 2007.
3. Called for the development of a strategic plan for the future of the Trail “Not later than 3 years after the date on which funds are made available...”

According to the 2006 legislation, the strategic plan should describe both “opportunities to increase participation by national and local private and public interests in the planning, development, and administration of the New Jersey Coastal Heritage Trail Route”; and “or-

The Nature Conservancy’s Cape May Migratory Bird Refuge, Cape May County, New Jersey.



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ganizational options for sustaining the New Jersey Coastal Heritage Trail Route.”

This 2006 reauthorization of the Trail presented three problems that made it impossible for the NPS to comply with the strategic plan requirement:

1. It was recognized that the extension of the Trail’s authorization for less than one year to September 2007 did not allow sufficient time for strategic plan development.
2. The use of appropriations was limited by the Trail’s legislation to providing technical assistance and funds for the design and fabrication of interpretive materials, devices, and signs. It was determined that the authority did not include using funds for the strategic plan.
3. The Trail’s legislation also required that all federal funds be matched one-to-one by non-federal funds.

On July 12, 2007, Janet Snyder Matthews, then NPS Associate Director for Cultural Resources, testified before the House Subcommittee on National Parks, Forests and Public Lands, Committee on Natural Resources regarding proposed legislation (H.R. 1815) to reauthorize the Trail once again. The NPS acknowledged that additional time was needed to complete the strategic plan and supported amendment of the draft legislation “. . .to authorize the Secretary to use federal funding to complete the strategic plan since the current authorization does not allow for funds to be used for this purpose.”

Following another lapse in authorization between October 1, 2007, and May 8, 2008, the Trail was reauthorized (P.L. 110-229) most recently in May 2008 as Section 475 of the Consolidated Natural Resources Act of 2008. The legislation made the following changes:

1. It reauthorized the Trail through September 30, 2011.
2. It authorized the use of federal funds for the preparation of the strategic plan.
3. It exempted the strategic plan from the requirement for matching non-federal funds.

This report meets the strategic plan requirement.

### **Status of Trail Implementation**

Three of the Trail’s five interpretive themes are in operation with destinations selected and interpretive assistance provided for the Maritime History, Coastal Habitats, and Wildlife Migration themes. Planning is incomplete for the remaining two themes (Relaxation & Inspiration and Historic Settlements). There are nearly sixty locations or facilities associated with the Trail as “Sites,” “Points of Interest,” “Welcome Centers,” and “Local Information Centers.”

Two of the proposed five welcome centers (one for each Trail region) have been fully developed. Welcome centers are located at Fort Mott State Park in Salem County (exhibits focusing on the Maritime History theme) and at the Ocean View Service Area on the Garden State Parkway in Cape May County (exhibits

Examples of publications produced by the New Jersey Coastal Heritage Trail Route.



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The NJCHTR connects individual sites' stories with sites that would not otherwise interact with each other. "The whole is greater than the sum of its parts."

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associated with the Relaxation & Inspiration theme). The Sandy Hook Unit of Gateway National Recreation Area hosts an interim welcome center for the Sandy Hook Region. Expanded exhibits (Coastal Habitats theme) are pending development of a new visitor center/administrative facility. Welcome center locations have not been designated for the Barnegat Bay Region or Absecon Region.

The Trail has provided technical assistance to destinations through brochures (such as the new 2010 color *Guide to Delsea and Cape May Regions*), historic resource publications (3 completed; one nearly done), outdoor wayside exhibits, regional welcome center exhibits, interpretive training, etc. The Trail manages the largest outdoor wayside exhibit program of any park in the entire NPS system with over 1,000 exhibits located at its 60+ destinations. The NPS website at [www.nps.gov/neje](http://www.nps.gov/neje) includes and promotes destinations, and highway directional trailblazer signs guide visitors to destinations. The Trail has supplied the majority of the wayside exhibits and highway signs, with the individual destinations responsible for installation and maintenance. More detail on each of these Trail activities is included in the Trail Accomplishments chapter.

### **Staffing and Funding**

#### **Trail Staff**

During the initial years of Trail implementation, the staff consisted of 5-6 NPS full-time equivalents (FTE). The Trail lost two positions in 2002 and a third in 2004, leaving just two full-time positions. Since 2008, staffing has consisted of 2.5 FTE (Project Director, Program Assistant, and half-time NPS seasonal). The New Jersey Division of Parks and Forestry has, in spite of its own fiscal difficulties, provided one and occasionally two part-time seasonal positions most years to supplement NPS staff as part of the required matching non-federal support. A more detailed discussion of Trail staffing and its implications can be found in the Issues chapter.

#### **Trail Funding**

Funding for the New Jersey Coastal Heritage Trail Route began in FY 1990 with initial planning and construction line item support (See "Funding History, Construction and Operations", Appendix D). Overall actual NPS con-

struction and operational support between FY 1993 and FY 2011 has been closer to \$4.3 million compared to planning projections of \$10.9 million (see "Budget Analysis—Implementation Plan vs. Actual Expenditures," Appendix E). NPS annual line item ONPS operational appropriations and construction funding for the Trail have also been supplemented over the years with other internal NPS project funds (i.e. Challenge Cost Share Program and Park Flight Migratory Bird Program) and external grants (e.g. National Park Foundation, National Recreational Trails Program, state of New Jersey transportation enhancement grants, Partnership for the Delaware Estuary, Delaware River & Bay Authority, Sandy Hook Foundation, and others). The Issues chapter of the report has a more detailed examination of Trail funding and the effects of sunset dates and the temporary losses of authorization.

### **Partnerships**

The Trail works through partnerships primarily with federal, state, and local government agencies and nonprofit organizations. Only two businesses are destination owners because of the specialized circumstances associated with the Belford Seafood Cooperative and the Public Service Enterprise Group's (PSEG) Estuary Enhancement Program.

All destinations are owned and managed by partners; the Trail neither owns nor manages any land or resources directly. The Trail demonstrates the potential of public/private partnerships that allow the National Park Service to meet its core mission of natural and cultural resource preservation along with interpretation and public education in a cost-efficient manner through technical assistance while reducing operational responsibilities. No Federal funds are used for operations, maintenance, or repair of any road or related structure.

The Trail's legislation allows technical assistance with welcome center exhibits, outdoor wayside exhibits, highway signs, brochures, etc., but prohibits funding of major capital construction projects such as visitor centers. In these situations, partners have rehabilitated facilities to serve as Trail welcome centers (see Trail Accomplishments chapter), and the NPS role has been to design and install exhibits for these spaces.



# A World Class Ecosystem

Pinelands  
National Reserve

In a swampy, water-logged landscape, Pinelands is home to a variety of plants and animals. The area is a unique blend of natural beauty and human history.

The Pinelands is a unique landscape of longleaf pine, slash pine, and live oak. The area is a blend of natural beauty and human history. The Pinelands is a unique landscape of longleaf pine, slash pine, and live oak.


N-4 of  
Bene River SF  
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Forest Office

# Game Fish of Island Beach

**Sporting Pursuits**  
Relaxation & Inspiration

*Fishing for Striped Bass in the Surf on the New Jersey Coast (1882) by Arthur Burdett Frost.*



Reproduction courtesy of Bentley Publishing Group.

## Striped Bass

*(Morone saxatilis)*

Striped bass are the most sought after fish along the ten-mile beach at Island Beach State Park. The best “striper” fishing occurs in late April, May, June, and again in October and November when the bass are migrating. Trophy striped bass can grow to over 50 pounds.



## Bluefish

*(Pomatomus saltatrix)*

There is nothing more exciting to surf anglers than a bluefish “blitz.” Large schools of marauding bluefish chase bait, churning the surf into a froth. Nearly every cast lands a fish! Bluefish prefer warmer water in the mid-60’s to 70’s and usually arrive at Island Beach in late April and stay through June. They also show up in the surf again in October and November as the water temperature begins to fall.



## Weakfish

*(Cynoscion regalis)*

Weakfish, named for their weak, almost paper-thin mouths, are primarily an excellent bay and river fish. Their occasional presence in the surf, however, makes them a sporty game fish. Commonly called “sea trout,” weakfish arrive in New Jersey in late April and May and spread out into the local rivers and bays. The best weakfish action is during the summer and early fall.



## Summer Flounder

*(Paralichthys dentatus)*

Summer flounder, commonly referred to as “fluke,” are a bottom-dwelling, flat fish. They are relatively sedentary fish that lie waiting for their prey to come within striking distance. The best time to catch summer flounder in the surf is in late summer or early fall when they begin to migrate offshore.



Thank you to Paul ‘Pete’ McLain and the Rutgers University Marine Field Station for the research and review of this text.



National Park Service  
U.S. Department of the Interior



State of New Jersey  
Department of  
Environmental Protection



State of New Jersey  
Division of Parks & Forestry



The New Jersey Coastal Heritage Trail Route (NJCHTR) is developing as a partnership among the National Park Service, the State of New Jersey, and many organizations working to preserve the state's natural

and cultural heritage. Look for NJCHTR signs during your travels and discover how New Jersey's inhabitants—plant, animal, and human—have evolved from their unique coastal resources.

# A Guiding Light

**Aids to Navigation**  
Maritime History

The East Point Lighthouse guards the eastern shore of the Maurice River Cove. This lone sentinel once provided hundreds of Delaware Bay oyster schooners with a guiding light to the ports at Port Norris and Port Elizabeth.

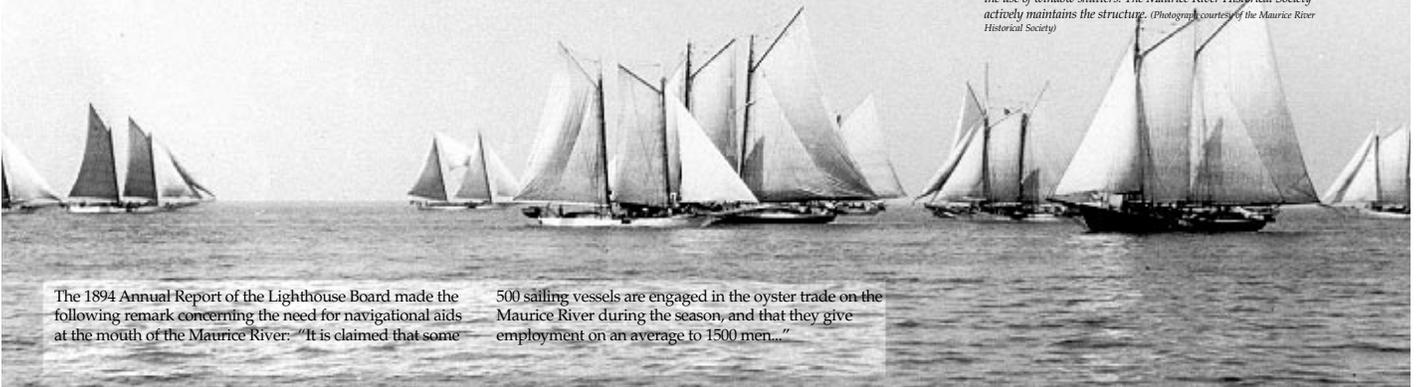
Constructed in 1849, it is the second oldest lighthouse still standing in New Jersey—only the Sandy Hook lighthouse on the North Jersey shore is older.

After nearly a century of service for commercial oyster fishing operations, East Point was deactivated in 1941. Local pressure convinced the Coast Guard to reactivate it in 1980, making it the only functioning “onshore” lighthouse on the Delaware Bay.

The “Cape Cod” design used at East Point also influenced eight of the first nine lighthouses built on America’s west coast in the late 1800s.



East Point Lighthouse as it appeared in 1913. Note the developed porch areas at the entry door and in front of the kitchen, as well as the use of window shutters. The Maurice River Historical Society actively maintains the structure. (Photograph courtesy of the Maurice River Historical Society)



The 1894 Annual Report of the Lighthouse Board made the following remark concerning the need for navigational aids at the mouth of the Maurice River: “It is claimed that some

500 sailing vessels are engaged in the oyster trade on the Maurice River during the season, and that they give employment on an average to 1500 men...”



National Park Service  
U.S. Department of the Interior



State of New Jersey  
Division of Parks & Forestry



The New Jersey Coastal Heritage Trail Route (NJCHTR) is developing as a partnership between the National Park Service, the State of New Jersey, and many organizations working to preserve

the state's natural and cultural heritage. Look for other NJCHTR signs during your travels and discover how New Jersey's inhabitants—plant, animal, and human—have evolved from their unique coastal resources.

# Trail Accomplishments

It has been twenty-three years since the Trail was initially authorized in 1988 and eighteen years since the Trail's first theme trail (Maritime History) and first welcome center at Fort Mott State Park were opened to the public in 1993. This chapter outlines a range of Trail accomplishments in providing partner destinations with various forms of technical assistance in collaborative efforts to protect and promote significant natural and cultural resources along the 300 miles of New Jersey coastline included in the Trail's project area.

## ***Wayside Exhibit Program***

In its use of interpretation as a means to promote awareness, stewardship, and ultimately protection of natural and cultural resources, the New Jersey Coastal Heritage Trail Route has relied heavily on the use of outdoor interpretive and orientation exhibits (known as wayside exhibits) located at partner destinations. This form of interpretive technical assistance has been used for a variety of reasons:

- The majority of Trail destinations have limited or no interpretive staff available to provide one-on-one guided interpretive experiences for visitors.
- More remote sites, such as along the New Jersey shore of the Delaware Bay have limited or sporadic cell phone service that would limit the use of wireless forms of social media communication.
- The Trail has never had funding to provide NPS Park Ranger interpretive staff for the purpose of providing one-on-one guided experiences to visitors.
- Outdoor wayside exhibits provide information to visitors twenty-four hours per day. As budgets and interpretive staff have been reduced at many destinations, partners have cited the increasingly important role that these outdoor wayside exhibits play in educating visitors about resource issues.
- Wayside exhibits can provide a high quality and consistent resource message to visitors.
- Wayside exhibits can explain not only what people may be seeing in front of them at the moment, but also what visitors might expect to see at other times of the day, in other seasons, etc.

- Wayside exhibits are cost effective, with a life expectancy of 5-10 years or more, depending on fabrication method and specific exposure to the elements, including sun and sand. Depending on size, material, and number of exhibits and frames produced at one time, costs can range from under \$100 to under \$1,000 per exhibit. The Trail has relied largely on fiberglass embedments of paper prints that are then mounted in standard NPS anodized aluminum frames.

Since 1993 when the first wayside exhibits were provided to initial destinations, the Trail has developed over 200 different designs for orientation and interpretive wayside exhibits. The exhibits range from small 12" x 9" nature trail identification panels to 36" x 48" orientation panels. Eighty (80) different plants and animals are included in the nature trail panels that can be used by destinations to create individualized, site-specific nature trails for visitors. Larger 36" x 24" wayside exhibit panels are the standard interpretive exhibits used.

As the Trail introduced each theme, staff developed accompanying wayside exhibits for destinations to use. The majority of these exhibits are associated with the Maritime History, Coastal Habitats, and Wildlife Migration themes that are the Trail's three most fully developed interpretive themes. The Trail staff has created exhibits specific to a single destination and generic exhibits that explore broader concepts or resources found at multiple locations.

The majority of the designs and layouts for these wayside exhibits have been created in-house by Trail interpretive staff in consultation with destination managers and resource specialists. In other instances, partners have provided varying levels of assistance, ranging from photographs, resource data, draft text, and occasionally draft layouts.

A range of funding sources has been used to develop and fabricate these wayside exhibits, with the majority of Trail staff labor covered by NPS funds. Overall funding sources have included NPS operational and competitive

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*In fact, as the interpretive signs provide wonderful artwork, photography, and detailed information, the NJCHTR signage is the primary source of information at the EEP sites.* [Brenda Evans, PSEG Estuary Enhancement Program (EEP), March 22, 2011, letter (see Appendix H)].

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project funds, NPS Challenge Cost Share Program partnership grants, 20% fee program funds, National Park Foundation grants, New Jersey state recreational trails program grants, state transportation enhancement grants, etc. In a few instances, the New Jersey Division of Parks and Forestry has provided direct funding for creation of specific exhibits, and one corporation (the utility, Public Service Enterprise Group or PSEG) has funded fabrication of wayside exhibits customized to include the corporate logo.

In addition to wayside exhibits for the Trail and its destinations, the office has developed wayside exhibits for other NPS programs. These include the Pinelands National Reserve (under the Pinelands Interpretive Program) and the NPS Wild & Scenic Rivers Program (with orientation waysides created for the Maurice River Scenic and Recreational River). Both projects overlap portions of the Trail's project area. In addition to creating and providing wayside exhibits directly, the Trail has provided some interpretive training to destination managers to help make them more self-sufficient in wayside exhibit development.

In consultation with partner destinations, the NPS has generally provided the majority of new interpretive wayside exhibit panels and frames at no cost to the partner. In return, the partner destination agreed to display Trail orientation waysides, to work collaboratively on any new site-specific waysides, and to install and maintain wayside exhibits. The Trail has maintained a significant inventory of back-up and replacement wayside exhibits. The NPS design center at Harpers Ferry, WV, maintains an even larger inventory of back-up paper prints of wayside panels available to be embedded in fiberglass and distributed as needed.

In the early 1990s before the Trail started working with partners, visitors traveling to state wildlife management areas found little to welcome them or to explain why the resource had been protected. They now find Trail waysides, auto driving trail orientation waysides, and other additional waysides created by the partner destination.

For a relatively modest investment, the Trail's program of wayside exhibits has had a significant impact on interpretation and the visitor

experience throughout the entire project area of the Trail. In fact, the Trail currently manages the largest program of wayside exhibits in the entire National Park Service system. The NPS has provided over 1,000 copies of wayside exhibits to the Trail's destinations—all contributing to the visitor experience and to resource awareness and protection.

## **Welcome Center Partnerships**

Because of its size, the Trail project area is divided into five regions (Figure 1). The *Implementation Guide* calls for the establishment of five welcome centers, one for each region. Each welcome center is designed to have orientation materials (videos, brochures, and exhibits) about the Trail overall as well as expanded exhibits that explore in more detail one of the five Trail themes. The Trail is authorized in its legislation to provide interpretive exhibits, but is prohibited from funding major building construction. The welcome centers are all about partnerships.

### **Delsea Region Welcome Center, Fort Mott State Park**

Day-to-day management and operation of the Delsea Region Welcome Center at Fort Mott State Park rest with the New Jersey Division of Parks and Forestry that maintains the facility, provides necessary staffing, and covers utilities and other operating costs. The welcome center is located in the historic ordnance building at Fort Mott State Park in Salem County.

The New Jersey Division of Parks and Forestry and the NPS worked collaboratively on development of the partnership facility. The Division of Parks and Forestry organized and funded the renovation of the building, while the Trail staff developed, fabricated, and installed the initial exhibits with design assistance from the NPS Harpers Ferry Design Center. The design includes a reception area, office area, multi-purpose theatre/meeting space, and exhibit area. In addition to orientation exhibits about the Trail and about Fort Mott, there are other exhibits focusing on the Trail's Maritime History theme. Visitors can view two audiovisual programs. One is an orientation to the Trail, and the other is an introduction to the region in an abridged version of the film, "Down Jersey" created in a partnership among the NPS, Citizens United

to Protect the Maurice River and Its Tributaries, and New Jersey Network (NJN).

**Cape May Region Welcome Center, Ocean View Service Area, Garden State Parkway**

The Cape May Region Welcome Center is located at the Ocean View Service Area (Milepost 18.3) on the Garden State Parkway in Cape May County. This is a more complicated partnership arrangement than that at Fort Mott State Park. The Garden State Parkway is now managed by the New Jersey Turnpike Authority. The Ocean View Service Area facilities are leased by the Turnpike Authority to HMS Host that operates the concession.

In turn, HMS Host has provided a portion of the facility to the New Jersey Division of Travel and Tourism that staffs and operates a visitor center in the space in collaboration with the Cape May County Chamber of Commerce. The Division of Travel and Tourism agreed to provide a portion of the available space to the Trail to function as the Trail welcome center. As at Fort Mott, there are orientation exhibits about the Trail and the same two audiovisual orientation programs.

An adjoining room to the original visitor center was made available to the Trail as exhibit space for the Trail's Relaxation & Inspiration theme. Installed in 2000, these exhibits explore everything from Indian settlements,

whaling, early settlement of the Cape May Region, development of vacation communities and religious retreats, to contemporary recreational activities and even casinos. The Trail created and installed these exhibits along with the audiovisual equipment. The Division of Travel and Tourism provides the staff, and the Trail has no responsibility for day-to-day operating costs.

**Sandy Hook Region Welcome Center, Sandy Hook Unit, Gateway National Recreation Area**

An interim welcome center for the Trail's Sandy Hook Region is located at the Sandy Hook Unit of Gateway National Recreation Area in Monmouth County and is co-located with the park's visitor center in the historic Spermaceti Cove Life Saving Service Station. Staffing and all operational expenses are provided by the Sandy Hook Unit of Gateway.

The Sandy Hook Unit has planned a new administrative and visitor center facility in the historic Fort Hancock Building #25. The Trail participated in a design and planning process in 2003 and 2004 with Sandy Hook staff and the design firm, Whirlwind and Company. The visitor facility was planned to function, in part, as a regional welcome center for the Trail. The long-term plan calls for the Sandy Hook Region Welcome Center to have exhibits that focus on the Trail's Coastal Habitats theme.

**Delsea Region Welcome Center, Fort Mott State Park, Salem County, New Jersey.**



### **Barnegat Bay Region Welcome Center**

Early on in the planning and implementation of the Trail, Double Trouble State Park in Ocean County near Toms River, New Jersey, was initially designated as the future location for the Barnegat Bay Region Welcome Center. The state's Division of Parks and Forestry was investing over \$2.0 million in restoration of the Cranberry Sorting and Packing House and Sawmill in the historic Double Trouble village. A new visitor center building was being planned that would serve jointly as the park visitor center, Barnegat Bay Region Welcome Center for the Trail, and eastern gateway facility for the Pinelands National Reserve's approved *Pinelands Interpretation Plan*. This center was to highlight the Trail's Historic Settlements theme.

A location for the new building was selected, Pinelands Commission approval obtained, and preliminary conceptual designs for the space realized through a collaborative planning process with assistance provided by the Trail staff and the Harpers Ferry Design Center. State transportation enhancement funding of nearly \$1 million was awarded to the Pinelands Commission for the proposed exhibits. Just as the Division of Parks and Forestry was about to solicit bids from architectural firms to design the building, the state's long-term fiscal crisis reared its head, and progress was halted. No alternate site has been designated or developed to serve as the Trail's Barnegat Bay Region Welcome Center. In the meantime, the transportation enhancement funding for the planned exhibits was withdrawn.

### **Absecon Region Welcome Center**

The Absecon Region of the Trail includes a portion of Atlantic County. A Trail welcome center has not been designated for this region, although the Trail theme to be addressed was to be the Wildlife Migration theme. Informal discussions were held with the U. S. Fish and Wildlife Service about the possibility of co-locating a shared visitor center at the Edwin B. Forsythe National Wildlife Refuge.

Except for the interim welcome center at Sandy Hook, Trail welcome centers are owned and staffed by non-NPS partners with all operating costs covered by the partner agencies. The Trail's role has been to provide the exhibit designs, exhibit fabrication, and promotional literature.

### **Promotional Brochures**

The use of brochures has been one of the primary mechanisms for promoting both the Trail and individual destinations. From the time the Trail opened its first theme trail to the public in 1993, there has been an NPS full-color unigrid brochure. This brochure has provided a general introduction to the Trail with a map of the overall project area and the location of welcome centers. The five regions and five themes were described, but there was no information about individual destinations. A completely new and expanded NPS unigrid brochure was created through the Harpers Ferry Design Center in 2002 and revised and reprinted in 2007.

In addition to the general, full-color unigrid brochure, the Trail has developed a series of regional brochures with detailed information on individual destinations. These brochures included a brief description of each destination along with hours of operation, directions, and a contact phone number. The five Trail regions were covered by four regional brochures with the Cape May and Absecon regions combined in a single brochure because of the limited number of destinations in the Absecon Region. Up through 2009, the Trail created three different versions of these regional brochures.

The latest version of the regional brochure was developed in 2010 with a full-color guide combining destinations in the Delsea and

**Guide to Delsea and Cape May Regions produced in 2010.**



NPS

Cape May regions. This guide has the overall Trail map of the project area along with maps of the two regions showing the locations of destinations. The descriptions of individual destinations have been expanded to include a website address, GPS coordinates, and a web search address to assist with mapping travel routes and determining travel times.

Distribution of brochures has been controlled because of limited funding. Welcome centers have been supplied with the Trail's general unigrid brochure as well as all of the regional brochures. Individual destinations and local information centers have been given only the general brochure and the one regional brochure for the region in which the destination or local information center is located. New Jersey partner agencies (Division of Travel and Tourism, Pinelands Commission, and Division of Parks and Forestry) have also been supplied with brochures for distribution.

### Website Presence

One of the benefits of being linked with the Trail that is frequently cited by destination managers is the credibility and cachet of the association with the National Park Service. One place where this is particularly true is the NPS website. The general NPS website, [www.nps.gov](http://www.nps.gov), has links to individual parks and projects. The Trail has its own NPS webpage at [www.nps.gov/neje](http://www.nps.gov/neje). This website includes all of the information found in the Trail's general and regional brochures, including specific details on individual destinations. The NPS

website link gives Trail destinations, large or small, national and international exposure that might not be available to the destination itself.

### Research/Resource Publications

In the early stages of development, Trail staff found that background resource information associated with the Trail's five interpretive themes was scattered, fragmented, and incomplete. Three Trail publications consolidated this historical information for the benefit of the public and provided the basis for interpretive efforts:

1. *Historic Themes and Resources within the New Jersey Coastal Heritage Trail Route, Southern New Jersey and the Delaware Bay: Cape May, Cumberland, and Salem Counties*, 1991 (reprinted 1995 with support from the Delaware River and Bay Authority).
2. *Resorts and Recreation, an Historic Theme Study of the New Jersey Coastal Heritage Trail Route, The Atlantic Shore: Middlesex, Monmouth, Ocean, Burlington, Atlantic and Cape May Counties*, 1995, (printed with support from the Sandy Hook Foundation).
3. *From Marsh to Farm: The Landscape Transformation of Coastal New Jersey*, 1992.

The first publication on the Delaware Bay region spurred development of a subsequent film on the region, "Down Jersey," in partnership with Citizens United to Protect the Maurice River and its Tributaries, Inc. and New Jersey Network (NJN). Additional support was provided by the New Jersey Department of Environmental Protection (NJDEP) and NOAA-Local Coastal Planning Grant, PSE&G, and the NPS Challenge Cost Share Program. Citizens United went on to develop a teachers' guide to accompany the film and provided training and copies of the publication to teachers throughout the region. An abbreviated version of the half-hour film was adapted for use as orientation films at the Fort Mott State Park (Delsea Region) and Ocean View Service Area (Cape May Region) welcome centers.

As part of its partnership with New Jersey Audubon, the Trail provided Challenge Cost Share Program funding to support revision and reprinting of Audubon's *Delaware Bay-shore Birding & Wildlife Trails* guide. Two other publications were initiated but have

New Jersey Coastal Heritage Trail Route website home page.



not been completed at this writing. One is a maritime history focusing on the Delaware Bay region. The contracted vendor did not complete the project to the satisfaction of the NPS within the time frame of availability of the funds obligated for the project. The second of these publications, *The Abel & Mary Nicholson House: A Charette for a National Historic Landmark*, is close to completion by the Northeast Region Preservation Assistance team staff. Funded through the NPS Challenge Cost Share Program, it uses the 1722 Abel & Mary Nicholson House NHL as a prototype for engaging gatherings of specialists for a three-day intense charette to develop alternatives and options for the future of important vernacular architectural resources.

### **Highway Directional Trailblazer Program**

The NPS, in cooperation with the New Jersey Department of Transportation (NJDOT), developed a Trail logo and a highway sign system. The plan was to guide visitors from the nearest major intersection to each destination. This is important because the Trail is not a continuous single defined route, but links discrete destinations.

Representatives of the Trail, NJDOT, and individual county road departments met to review destinations county by county and to determine both the best locations for highway directional signs and which agency would install each sign.

In addition, each destination was asked to install trailblazers on its property to tell visitors that they have arrived at a destination.

Because of limited funding, the highway signs do not include the names of individual destinations. Instead, a separate sign panel defining the type of destination accompanies each trailblazer. Depending on size of the trailblazer (large or small), each sign would say “Site” (or “Historic Site”), “Point of Interest,” “Welcome Center,” or “Info” (or “Information”) for local information centers.

The Trail has always provided the trailblazers, some highway sign posts, and the accompanying panels identifying the type of destination. Initial trailblazers were fabricated using opaque inks on reflective sheeting. They had a short life before the colors faded, and they were not reflective at night because of the opaque inks. Subsequent trailblazers were produced using transparent inks on engineering grade reflective sign material. They have been much longer-lasting and provide the desired reflectivity at night.

NJDOT installed the initial trailblazers in the early-mid 1990s at no cost to the NPS on state highway locations, and the counties installed signs on county and local roads. As the state’s fiscal difficulties increased, NJDOT indicated for a time that it could not install new signs without an outside source of funding (which the Trail did not have). County road depart-

Sample “Site” panel mounted below the Trail’s road sign trailblazer.



NPS

ments have generally been very responsive to requests for assistance, but have been reluctant for liability reasons to do installations (or replacements) on state highway locations. See the Issues section for additional discussion of challenges associated with the highway directional signs.

### ***Interpretive Training and Other Assistance***

Another goal of the Trail has been to provide direct training to partner organizations to give staff members the necessary skills to improve interpretive services and make them more self-sufficient.

The NPS Trail staff has provided training to destination staff on interpretive principles and wayside exhibit design and development. Assistance was provided to the New Jersey Division of Parks and Forestry on the development of both a general management plan and interpretive plan for Double Trouble State Park. This process was subsequently adopted as a model for developing similar plans in other state parks. The Trail assisted with interpretive training for staff from other NPS units and projects including Statue of Liberty/Ellis Island, Edison, Gateway, and the Maurice River Scenic and Recreational River. Unfortunately, with the loss of interpretive staff positions, the Trail has been unable to provide similar training in recent years.

### ***Assistance with Resource Protection through Other Programs***

The Trail staff has supported resource awareness and protection in southern New Jersey through a variety of other state and federal programs:

#### **Pinelands Interpretive Program**

In addition to managing the New Jersey Coastal Heritage Trail Route, the Trail office has also been responsible for the interpretive program for the New Jersey Pinelands National Reserve. The Reserve was established in 1978 (P.L. 95-625, Section 502) as the nation's first National Reserve and designated as a U.S. Biosphere Reserve in 1983. It is the largest open space on the eastern seaboard between Boston, MA, and Richmond, VA. Covering 1.1 million acres or 20% of New Jersey's land area, it is home to over 850 plant and 500 animal species, including many threatened or endangered species. The Reserve protects an important aquifer containing an estimated 17 trillion gallons of water, enough to cover the state to a depth of 10 feet.

The Reserve includes portions of seven counties, fifty-six municipalities, and four Congressional districts. There are over 700,000 permanent residents living within the Reserve. Approximately 53% of the land within the Reserve is permanently protected. The Pinelands National Reserve overlaps with the

Canoeists exploring the world-class resources in the Pinelands National Reserve.



New Jersey Division of Parks and Forestry



1722 Abel and Mary Nicholson House  
National Historic Landmark, Salem  
County, New Jersey.

Trail's project area along both the Delaware Bay and Atlantic Coast.

Congress amended the Pinelands enabling legislation in 1988 (P.L. 100-486) to direct the NPS to develop an interpretive plan for the Reserve. The *Pinelands Interpretation Plan* was developed by Trail staff jointly with the Pinelands Commission and New Jersey Department of Environmental Protection, Division of Parks and Forestry and was approved in 1994. The 1988 legislation authorized \$3,000,000 to implement the recommendations of the study, "the Federal share of which may not exceed 75 percent of the total cost."

The U. S. Congress has never provided regular annual funding to carry out the interpretive plan. The annual Pinelands National Reserve appropriation of \$297,000 goes to the Pinelands Commission to support resource monitoring (including water quality studies). Limited implementation of the plan has been accomplished through state transportation enhancement funds and whatever support has been possible periodically through the Trail office.

A Pinelands National Reserve logo was developed and appears on highway signs marking Reserve boundaries. The first ever Pinelands

NPS unigrid brochure was completed under Trail staff management in 2008, thirty years after the Reserve was established. Six state forests and parks have been designated as initial, official Pinelands interpretive destinations and have been provided with outdoor orientation and interpretive wayside exhibits managed by the Trail office. In 2010 a new brochure was developed for the Batona Trail, a fifty mile hiking trail linking three state forests. Currently, a project funded by the Trail office is under way to develop a modest visitor center at the Pinelands Commission headquarters as an interim step in the absence of funds to develop the gateway facilities and major interpretive center called for in the Pinelands interpretive plan.

#### **National Historic Landmark Program**

There were no National Historic Landmarks along the New Jersey shore of the Delaware Bay until the Trail participated in the designation of the 1722 Abel and Mary Nicholson House as a National Historic Landmark in 2000. This important Quaker patterned-end brick house is the only NHL in either Salem County or Cumberland County. Subsequent to this designation, it has received both New Jersey Historic Preservation Trust and national Save America's Treasures grants. It was also the subject of a planning charette



Bayshore Discovery Project

The historic oyster schooner, *A.J. Meerwald*, also New Jersey's official tall ship, sails within sight of the East Point Lighthouse, Cumberland County, New Jersey.

funded through the NPS Challenge Cost Share Program that used this NHL as a model for planning studies to protect vernacular architecture. The report on this charette should be completed shortly by the NPS Northeast Region Preservation Assistance team.

#### **Save America's Treasures Program**

As noted above, designation of the 1722 Abel and Mary Nicholson House in Salem County made it eligible for support from the Save America's Treasures Program (SAT). The SAT program funding has supported stabilization including exterior masonry re-pointing of the entire structure. SAT funds are also supporting installation of some monitoring wells to evaluate the impact of localized flooding from a breached dike nearby that threatens the house. The SAT funding serves as matching funds for a state grant from the New Jersey Historic Trust.

#### **New Jersey Scenic Byways Program**

The Trail office initially proposed and assisted with the designation of the Bayshore Heritage Byway Scenic Byway, a 122-mile scenic byway along the New Jersey Bayshore that is largely in the Trail's Delsea Region. Designated in 2009 as a state scenic byway by NJDOT, the Byway opens the door to alternative funding from the Federal Highways Works Admin-

istration (FHWA) for interpretation, visitor support, and tourism promotion. Funding is in place to proceed with the corridor management plan, the next step on the way to designation as a National Scenic Byway. Once the corridor management plan is completed, the byway could seek National Scenic Byway designation and be eligible for capital construction projects not possible through the Trail.

#### **Wild & Scenic Rivers Program**

The Maurice Scenic and Recreational River and the Great Egg Harbor Scenic and Recreational River are both located in southern New Jersey and overlap in places with the Pinelands National Reserve and Trail. Limited assistance has been provided including development of an interpretive plan and orientation wayside exhibits for the Maurice Scenic and Recreational River. The Trail maintains the inventory of replacement Maurice orientation wayside exhibits.

#### **Park Flight Program**

The Trail has participated in the NPS Park Flight Program since 2001 through a partnership with New Jersey Audubon. The partnership has supported studies and international volunteer intern exchanges related to shorebird and songbird migrations and habitat

protection. One study involved the use of Doppler radar and acoustical sound recording to track nighttime songbird migrations. In FY 2010, the Trail was one of only thirteen NPS parks nationwide participating in the Park Flight Program.

#### **National Park Foundation, Park Stewards Program**

In FY 2010 and FY 2011 the Trail and New Jersey Audubon have also been partnering with support from the National Park Foundation through its Park Stewards Program. Under this project, high school and middle school teachers were provided with professional development through a summer institute to provide teachers with a solid foundation in the park's resources and in developing service learning projects. High school students have been engaged in learning about park resources and in developing their own service learning projects for middle school students. The students and teachers are from the Toms River School District and are exploring Trail resources within the Barnegat Bay Region.

#### **National Underground Railroad Network to Freedom Program**

New Jersey played a significant role in the Underground Railroad, but it had no sites designated in the NPS National Underground Railroad Network to Freedom Program until the Trail office assisted with designation of the Abigail and Elizabeth Goodwin Home in Salem, New Jersey, as the first New Jersey site accepted into the program. As a result of this designation, Salem County is developing a driving trail called "Seven Steps to Freedom" that explores sites in the county associated with the history of slavery, the abolitionist movement, and the Underground Railroad. Podcasts supported by New Jersey Network (NJN), an exhibition (both onsite and virtual) supported by the National Endowment for the Arts (NEA) using photographs to interpret history, a website, and a curriculum component are all planned.

### ***Public and Partner Comments on Accomplishments***

All of the public and partner agency meetings included discussion of Trail accomplishments and benefits. Meeting participants were asked specifically what has worked or not worked

in support of resource awareness, conservation, education, tourism, etc. Comments were nearly universally positive in supporting the specific means and partnership efforts made by the Trail to promote resource awareness and protection and to expand tourism opportunities. Numerous additional ways were proposed for the Trail to enhance and expand its efforts. Participants repeatedly cited the importance of a continuing role by the NPS in Trail management. One individual suggested that "...the NJCHTR has exceeded its mission" and that "The loss of the NJCHTR at any level would be devastating to the individual sites and to the general public." See the Public Engagement Process chapter for a more detailed discussion of public and partner comments on accomplishments.

*Opposite: Abigail and Elizabeth Goodwin House, Salem County, New Jersey, a designated site for the NPS National Underground Railroad Network to Freedom Program.*





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## Issues

The Trail has proven popular with partners and the public. However, as a large and complex project, a number of issues have influenced both Trail implementation and public perception of the Trail over the years. Development and implementation of facilities, themes, publications, and services for the New Jersey Coastal Heritage Trail Route have not met the ambitious timeline and funding projections proposed within the *Implementation Guide* (Appendix B). The *Guide* included, for example, a timeline that showed initial establishment of all five interpretive themes and five interim regional welcome centers within three years. The timeline also projected completion of three fully-developed regional welcome centers in years four and five. This section of the strategic plan report outlines a number of issues and factors that have affected Trail development or perceptions:

- Financial support, projected versus actual.
- NPS and state of New Jersey staffing, projected versus actual.
- Breaks in and changes to legislative authority.
- Implementation status and partnership management issues.
- Trail name.
- Highway sign system.
- Size of project area.

### **Financial Support**

Funding for the New Jersey Coastal Heritage Trail Route (see Appendix D, Funding History, Construction and Operations) began in FY 1990 with initial planning and construction line item add-ons. FY 1993 was the first year the Trail was base-funded with ONPS dollars. Between FY 1993 and FY 2011, approximately \$3.7 million was appropriated in ONPS support. This does not include appropriations for FY 2005 and FY 2006 when the Trail had lost its authorization for 2.5 years when the P.L. 106-18 sunset went into effect on May 4, 2004. During this period, staff members were reassigned to the Pinelands Interpretive Program as described above in the Legislative History section of the History and Current Status chapter. By comparison, the Trail's *Implementation Guide* funding estimates (see Budget Analysis – Implementation Plan vs. Actual Expenditures chart, Appendix E) were based

on projected support in the neighborhood of \$450,000 - \$500,000 in annual ONPS support for a total of closer to \$5.8 million through FY 2011.

Review of annual ONPS appropriations in the NPS Green Book budget requires some additional clarification. Starting with FY 2006, what were previously separate Trail and Pinelands line items in the Green Book have been combined as a single line item. Again, this occurred during the period when the Trail's authorization had lapsed from May 2004 to October 2006. Funding has varied slightly from \$702,000 to \$709,000, with approximately \$245,000 (35%) designated for the Trail, \$297,000 (42%) transferred directly to the Pinelands Commission for resource monitoring (particularly water quality studies), and the balance of 23% reallocated for other purposes by the NPS Northeast Regional Office.

An even larger difference exists between projected construction development and actual line-item add-ons. *Implementation Guide* projections estimated the need for \$5.1 million in construction funding to complete initial Trail implementation. In reality, actual line item construction add-on appropriations between FY 1993 and FY 2010 totaled only \$1.4 million. However, of this amount, \$600,000 was withdrawn and reprogrammed for the FY 2003 national fire fighting shortfall during the FY 2004 – FY 2006 time frame when the Trail had lost its authorization.

Overall actual NPS construction and operational support between FY 1993 and FY 2011 has been closer to \$4.3 million compared to planning projections of \$10.9 million. This is important in understanding the success of the Trail in achieving major portions of the planned initial Trail implementation with limited staff and funding (see the Trail Accomplishments chapter), but it also explains, in part, why the initial implementation has yet to be completed with two themes, three welcome centers, etc. incomplete eighteen years after the initial Maritime History theme trail was opened to the public in 1993.

NPS annual line item ONPS appropriations and construction funding for the Trail have

also been supplemented over the years with other internal NPS project funds (i.e. Challenge Cost Share Program and Park Flight Migratory Bird Program) and external grants (e.g. National Park Foundation, National Recreational Trails Program, state of New Jersey transportation enhancement grants, Partnership for the Delaware Estuary, Delaware River & Bay Authority, Sandy Hook Foundation, etc.) Eligibility for internal NPS project fund sources has been quite limited because most require federal ownership or direct management of land or resources to qualify. One example is the NPS 20% Fee Program that distributes a portion of admission income from parks nationwide among parks that do not charge admission. Eligibility has been limited to projects on federal land, so the only time the Trail has been able to apply was for projects on National Wildlife Refuge properties that are Trail destinations.

The Trail's legislation (Appendix A) was modified in 1994 (P.L. 103-243) to include a requirement for a 1:1 match of non-federal funds for every federal dollar spent. The match was allowed as cash or in-kind services. Over the years, much of this match has been met through partner operation and staffing of facilities that serve as welcome centers for the Trail. There are two such Trail welcome centers. One is in the historic ordnance building at Fort Mott State Park in Salem County operated by the New Jersey Division of Parks and Forestry. The state renovated the building and continues to staff and operate the facility. The NPS through the Trail provided a design for the interpretive spaces and most of the exhibits.

The other welcome center is located at the Ocean View Service Area on the Garden State Parkway in Cape May County above Cape May. The management partnership is more complicated here. The facility is owned by the New Jersey Turnpike Authority and leased to HMS Host that has the concession there. HMS Host, in turn, has made available to the New Jersey Division of Travel and Tourism a portion of the space for a visitor/welcome center facility. The center is staffed by the Division of Travel and Tourism with some support from the Cape May County Chamber of Commerce. HMS Host made available an additional adjoining room for Trail exhibits asso-

ciated with one of the Trail's five interpretive themes, Relaxation & Inspiration. All operational costs are provided by these Trail partners and count toward the required match.

## ***NPS and State of New Jersey Staffing***

The *Implementation Guide* (Appendix B) projected Trail staffing during a proposed initial implementation phase of five years between 1993 and 1997 as ranging from six to eight full-time positions. Following initial implementation, staffing needs were projected as six full-time positions that would be split between the NPS and state of New Jersey.

In reality, initial staffing was provided by the NPS with 5-6 full-time positions from 1993 up into 2002. Included were a Project Director, Trail Manager, Chief of Interpretation, Administrative Officer, Interpretive Specialist, and for a time, administrative assistant. In 2002 the Trail lost two positions with the retirement of the Superintendent/Project Director and transfer of the Chief of Interpretation. An Administrative Review at that time (2003) recommended that the Trail have six (6) FTE to accomplish its mission (see Appendix C, Staffing History and Administrative Review Recommendations, 2003). The Trail Manager position was not filled when the person in that slot was appointed Project Director in 2002.

The Administrative Officer position became vacant and was eliminated in 2004, leaving just two full-time positions (Project Director and Interpretive Specialist). The Interpretive Specialist retired in early 2007, leaving the Project Director as the sole full-time position for much of the year. In 2008 a new position of Program Assistant was created to combine administrative and interpretive functions along with a part-time seasonal Office Clerk position. Since then, staffing has consisted of 2.5 FTE (Project Director, Program Assistant, and half-time NPS seasonal). Thus, the Trail has operated between 2004 and 2011 with only about one-third of the recommended full-time staff.

The state of New Jersey has only been able to provide limited staff support to the Trail from the mid-1990s to the present in response to a deteriorating state financial situation. The New Jersey Division of Parks and Forestry is



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Fort Mott State Park, Salem County, New Jersey.

currently operating at only 41% of projected staffing needs. The position of Director for the Division was vacant or only filled in an acting capacity through another existing position for a period of over four years. A new lead position as Assistant Director was appointed in 2011.

In spite of its internal staffing and funding challenges, the Division of Parks and Forestry has still been a significant partner and contributor to the Trail. The largest block of Trail destinations is staffed and managed on a day-to-day basis by Division staff. Staff members from individual parks and forests continue to develop publications, wayside exhibits, and other interpretive media that serve Trail visitors. In spite of its own fiscal limitations, the Division has continued for many years to provide one—and sometimes two—part-time seasonal positions that are recruited and funded by the state, but assigned to work exclusively on Trail projects at the direction of Trail staff.

The New Jersey Pinelands Commission, as another of the leading Trail partner agencies, has also faced financial difficulties. It has reduced its staff by 31% since 2007. The third lead managing partner for the Trail is the New Jersey Division of Travel and Tourism that has also faced significant staff and budget cuts over the years.

## ***Breaks in and Changes to Legislative Authority***

The New Jersey Coastal Heritage Trail Route was established at a time when Congress was exploring alternative ways to protect and promote natural and cultural resources without the traditional federal approach of government ownership and direct management. Congress was establishing National Heritage Areas at the same time, but the Trail had its own unique legislation that was—and continues to be—unlike any designated group of NPS projects or affiliated areas such as National Trails, National Heritage Areas, etc. Although unique and not subject to the same guidelines, the Trail has frequently been lumped together with National Heritage Areas whenever it came time for new legislation.

Unlike official, permanent units of the NPS, the Trail is an affiliated area without permanent NPS management authority. At national parks where the NPS has direct responsibility for maintenance and protection of facilities, historic resources, and natural resources, there is a mandate and priority to maintain these resources “for the enjoyment, education, and inspiration of this and future generations.” In times of fiscal constraints and existing maintenance backlogs, it is fully understandable that priority might go to protect resources under direct NPS ownership and management.

The addition of a sunset clause in 1994 (see History and Current Status of the Trail chapter) to the Trail’s initial enabling legislation has affected both internal and external perceptions of the Trail. The sunset clauses in the Trail’s legislation have also affected and slowed Trail implementation. There have been two different time periods totaling nearly half of the time between 2004 and 2011 when these sunset provisions have gone into effect and brought NPS management and development of the Trail to a standstill.

Loss of authorization and/or impending sunset dates have also affected the availability of project funds to advance Trail implementation components. New internal NPS project funding was understandably not awarded to the Trail during periods without legislative authorization. Activity was focused on the office’s additional responsibility for implementation

of the Pinelands interpretive program that continued under alternate Pinelands National Reserve authority (P.L. 100-486, October 13, 1988). Most recently, 2011 project funds intended for exhibit development at two existing Trail welcome centers were withdrawn when it was realized that the work could not be completed by the upcoming September 2011 sunset date.

### ***Implementation Status and Partnership Management Issues***

The reductions in NPS staffing and funding for the Trail, comparable changes within the Trail's three leading management partners (Parks & Forestry, Pinelands, and Travel & Tourism), and the effect of two significant lapses in legislative authority have resulted in a clear loss of momentum for the Trail. Major components of the Trail remain incomplete with only two of the five projected welcome centers in place and two of the five themes not fully developed. Of the original state of New Jersey partner agency personnel who participated in initial planning for the Trail and committed to its development, all have moved on to other positions or retired.

### ***Trail Name***

Even its official name, New Jersey Coastal Heritage Trail Route, has been a source of confusion and problems for the Trail. The word "Trail" implies to many that we are talking about a project involving a pedestrian hiking trail rather than an automotive tourism initiative. The word "Route" similarly has been confused by many who assume that the Trail follows a specific defined set of roads that link the destinations. Instead, the Trail links discrete destinations by theme rather than sequential physical proximity along a defined road corridor. Visitors are encouraged to get away from major highways to explore back roads and byways as part of the visitor experience. Highway signs are placed at major intersection to guide visitors to individual destinations. Placement of signs is not intended to guide visitors along a continuous, specific route. In this way, the Trail is very different than a scenic byway that depends upon a defined road corridor.

### ***Highway Sign System***

The highway sign system has been one of the more problematic aspects of the Trail. Designation of highway sign locations, the inability to list individual destination names, installation, maintenance, and replacement have all been issues.

Another concern has been the potential proliferation of signs for destinations that are associated with multiple programs. A single site could be a destination for the Trail, Pinelands National Reserve, Watchable Wildlife, scenic byway, etc. The Trail did some initial experiments with signs that combined logos for multiple designations on a larger sign, but did not have the resources to transition to a new overall sign system. Responsibility for Trail highway signs will continue to be an issue in the future.

### ***Size of Trail Project Area***

The size of the Trail's project area (Figure 1) has been another management challenge. It can take as long as three hours to get from one portion of the Trail to another. This limits the ability for regular interaction by Trail management with destination managers and opportunities for them to know and interact with one another and to develop an overall appreciation for and understanding of other sections of the Trail. The designation of five different Trail interpretive themes including both natural resource and historical categories also links very different resource management and protection constituencies that may not normally overlap or see areas of shared concern. This has distinct implications for establishment of a new management entity responsible for linking this breadth of themes, resources, and distance.

In spite of these issues and limitations, significant accomplishments (see Trail Accomplishments chapter above) have been achieved for the Trail, for the additional responsibility of managing the implementation of the *Pinelands Interpretation Plan* (1998), and for other NPS programs and projects in southern New Jersey.



Laurie Pettigrew, New Jersey Division of Fish and Wildlife



# Organizational Options Summary

This plan presents four basic management options for the New Jersey Coastal Heritage Trail Route strategic plan as requested in P.L. 109-338. The legislation requested that the plan describe:

*(A) opportunities to increase participation by national and local private and public interests in the planning, development, and administration of the New Jersey Coastal Heritage Trail Route; and*

*(B) organizational options for sustaining the New Jersey Coastal Heritage Trail Route.*

The four options are:

**Option 1: No further NPS management of the Trail after sunset date of September 30, 2011.**

**Option 2: Limited time NPS management to transition to a new management framework.**

**Option 3: A new federal role for or within the Trail project area.**

**Option 4: Permanent authorization for the Trail.**

## ***Organizational Options, Explanation and Analysis***

**Option 1: No further NPS management of the Trail after sunset date of September 30, 2011.**

Note that this is the only option that would not require new legislative action by Congress.

The Trail's current federal legislation includes a sunset date that precludes direct NPS management of the Trail after September 30, 2011. This will mean the end of NPS funding and NPS staff positions assigned to the Trail. NPS website promotion of Trail destinations will end along with project funding to assist partners with interpreting Trail resources to visitors.

In the absence of renewed authorization, Trail partners and supporters could consider the

following choices to continue operation of the Trail without NPS management or funding:

*Option 1 (A): Establish a nonprofit organization to assume or support Trail management.*

Such a new nonprofit could seek funding from sources where government partners are ineligible to apply. Alternatively, an existing nonprofit organization could step up and expand its current mission.

Instead of continuing the Trail in its current format, a nonprofit organization could also seek state of New Jersey Scenic Byway and eventual federal National Scenic Byway designation for all or parts of the Trail project area. Portions of the Trail project area are already included in the state-designated Pine Barrens Byway and Bayshore Heritage Byway.

*Option 1 (B): Establish state or local government management of the Trail.*

This could be accomplished through:

- A new management structure with representation from state agencies and other interested local agencies and organizations.
- Management of the Trail through an existing state agency or department.
- Management of the Trail through an existing local government agency or coalition of agencies.

State and local government agencies or nonprofit partners could apply to the NPS Rivers, Trails and Conservation Assistance (RTCA) Program for assistance with organizational development and trail management planning or to NPS preservation assistance programs.

Note that the NPS retains authority under its Pinelands National Reserve legislation to provide interpretive and technical assistance to resource destinations within the Pinelands National Reserve. (Section 502 of the National Parks and Recreation Act of 1978, Public Law 95-625, as amended by Public Law 100-486, October 1988). This would include those significant portions of the Trail's project area that are within the Reserve.

*I would like to see the CHT (Coastal Heritage Trail) reauthorized. I believe the work done by NPS on behalf of the CHT is important in helping raise awareness of New Jersey's amazing history, our rich maritime heritage, our cultural contributions, and our varied and plentiful natural resources.* (Laurie Pettigrew, New Jersey Division of Fish and Wildlife, March 27, 2011, letter)

#### *Analysis of Option 1*

Under this option, the NPS role in providing management and leadership for the continued implementation and long-term management of the Trail would end. Without any action by the U.S. Congress, this NPS management role will end on September 30, 2011, when the Congressional authorization for NPS involvement expires. Without authorization, the NPS will have no legal authority to continue any activities associated with the Trail after this date.

The end of NPS management would mean:

- Loss of direct NPS funding, management, and technical support to destination partners (except as available or granted through other continuing NPS authorities/programs).
- Loss of NPS support as the state of New Jersey struggles with its current fiscal crisis.
- Loss of NPS promotion of destinations through the NPS website.
- The end of access by most Trail partners to NPS partnership programs such as Park Flight, Park Stewardship, Challenge Cost Share Program, etc. Local entities could apply for assistance through other NPS existing authorities.
- Loss of the “cachet” or recognition associated with being linked with the NPS.
- Loss of the NPS presence in much of the project area, except where other authorities (such as through the Pinelands National

Reserve or Maurice or Great Egg Harbor Scenic and Recreational Rivers (part of the NPS Wild & Scenic Rivers Program) continue.

- Loss of NPS ability to support related resource protection activities in areas that fall outside other continuing federal designations [such as New Jersey Revolutionary War resources outside the Crossroads of the American Revolution National Heritage Area).

If state or local interests choose not to--or are unable to--establish a new nonprofit or government management entity for the Trail, implications include:

- No entity to oversee completion of the Trail's implementation, leaving two theme trails and three welcome center facilities absent or incomplete.
- No entity to manage inventories of replacement wayside exhibits and frames, highway directional signs, brochures, resource publications, etc.
- Gradual deterioration of over 1,000 outdoor wayside exhibits and dozens of highway directional signs in the field if left unmanaged.

#### *Input from Agency Briefings and March 24th Public Meetings on Option 1*

The management options for this strategic plan had not been developed at the time of either the September 2010 public meetings in Cumberland County or the March 1, 2011, meetings in Monmouth County. They were, however, presented in draft form at the March 24, 2011, Ocean County meetings and at two agency briefings in Trenton, New Jersey.

At all of the public meetings there was discussion about the impacts of the current economic climate and the cuts that have been made to existing state and local government agencies and nonprofit organizations. There was consensus that this was a particularly difficult time to consider establishment of a new nonprofit organization (or expansion of the role of an existing nonprofit organization). There was also concern about the ability of such a nonprofit organization to attract members and financial support across such a large distance and across the many different constituencies of the Trail.

Cedar swamp, Cheesequake State Park, Middlesex County, New Jersey.



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*The loss of the NJCHTR at any level would be devastating to the individual sites and to the general public. I have seen the benefit from the NJCHTR both in my professional career and personal life. I applaud you and your staff's efforts, and look forward to continuing our long-standing relationship.*  
(Rob Auermuller, Superintendent, Wharton State Forest, April 2, 2011, email)

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The same issues came up in consideration of state or local government management of the Trail. A planner from Monmouth County suggested establishing some form of county council including the eight counties in the Trail's project area. It was thought that greater involvement of county economic development/tourism offices particularly and possibly road departments could engender greater support and cooperation.

There was significant discussion about scenic byways at most of the public meetings and agency briefings as an alternative to provide the types of services currently offered by the Trail. A new scenic byway, however, would also face a similar challenge in finding a citizens group, nonprofit organization, or local government agency as its required management entity. Although the Pine Barrens Byway has completed its corridor management plan, the Bayshore Heritage Byway is just now beginning the same process that is scheduled to take eighteen months or so. Public meeting participants expressed interest in a scenic byway along some or all of the Atlantic Coast portion of the Trail (especially for Monmouth County), but that multi-year process has not been initiated.

There was strong support at all the meetings for continued NPS management of the Trail. One meeting participant in evaluating the potential loss of NPS involvement called Option

1 "doom and gloom" when compared to the "wine and roses" scenario of permanent reauthorization of NPS involvement (see Option 4 below). Another participant suggested that "Without the federal government, the Trail would be a lost resource." Still another attendee suggested that the loss of NPS management would be "devastating" and that the Trail would fall apart except for a few sites.

#### *Potential Next Steps for Option 1*

If the September 30, 2011, sunset goes into effect, this would not be the first time the NPS has lost its authority to manage the Trail. There have been two other occasions when the NPS Trail authorization has lapsed. During these lapses in Trail authority, the Trail staff and funding were temporarily transferred to work on projects associated with the implementation of the approved *Pinelands Interpretation Plan*. On these occasions, the NPS field office in Newport, Cumberland County, New Jersey, remained open, and Trail materials and supplies were maintained until reauthorization occurred.

In the absence of Congressional action to continue NPS management of the Trail beyond September 30, 2011, the NPS can continue to facilitate discussions about future management options, but only up until that sunset date. In the meantime, the NPS is implementing contingency plans regarding reassignment of staff; closure of the Newport, New Jersey, field office; and distribution, management, or disposal of interpretive materials, brochures and publications, highway signs, wayside exhibits, resource files, artifacts, equipment, etc. associated with the Trail.

Considering the difficulty of establishing a new nonprofit organization or the challenge of having an existing agency/organization manage the entire Trail project area, one meeting participant submitted a follow-up email proposing that different organizations share responsibility by assuming management of perhaps a single region of the Trail where that organization is located.

**Option 2: Limited time NPS management to transition to a new management framework.** Current management responsibility for the Trail rests primarily with the NPS along with support from the three lead managing part-

Rural scene near Newport, Cumberland County, New Jersey.



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Island Beach State Park, Ocean County, New Jersey.

ners (New Jersey Department of Environmental Protection, Division of Parks and Forestry; New Jersey Division of Travel and Tourism; and the New Jersey Pinelands Commission). This alternative would allow the NPS to continue its leadership role in Trail management and operations, for a limited time frame (perhaps 4-5 years, similar to extensions provided to some heritage areas) to assist with the transition to a new management structure that would not include long-term NPS management of the Trail. This option would require action by the U.S. Congress to reauthorize the NPS role in managing the Trail for a limited time frame. This option could receive NPS/federal support if authorized and appropriated.

#### *Analysis of Option 2*

A temporary continuation of the NPS management role for the Trail along with appropriate funding could allow a period of time to:

- Complete Trail implementation goals per the approved *Implementation Guide*.
- Allow NPS interpretive assistance, technical support, promotion, and project grant support to continue.
- Allow time to strengthen partnership relationships and transition to another management structure.
- Give partners additional time to recover

from the current state and national economic crisis in order to assume greater management responsibility.

- Gradually transfer selected lead responsibilities, such as promotion (marketing) to other Trail partners, while focusing NPS expertise on completing interpretation goals and facilitating the development of a new management framework.
- Establish an expanded management group to facilitate more regular and broader involvement by Trail partners, and to assist with the transition to a new management framework. One suggestion from a county representative at the public meetings was to establish greater involvement and designated representatives from each of the eight (8) counties that include portions of the Trail project area.

#### *Input from Agency Briefings and March 24th Public Meetings on Option 2*

The same public discussion about impacts of the current economic climate and the cuts that have been made to existing state and local government agencies and nonprofit organizations applied to this option as it did for Option 1. There was support for additional time to make such a transition to another management structure or entity. However, there was also sentiment that the NPS role was critical



©Salem County Historical Society

Hancock House State Historic Site,  
Salem County, New Jersey.

and could not be replaced. One state government agency representative suggested that continuing NPS involvement for a limited time under this option would be “just kicking the can down the road”—namely just deferring an inevitable end of the Trail because of his perception that there would not be any agency or organization able to step up and manage the Trail without continued NPS involvement.

#### *Potential Next Steps for Option 2*

Unlike Option 1, Option 2 would require direct action by the U.S. Congress. Such action would be needed to reauthorize the Trail for a limited time to allow the transition to another management structure as described above. However, it is unlikely that Congress would have time to take the necessary legislative action to reauthorize the NPS Trail authority before September 30, 2011. It is very likely that a lapse in NPS authority to manage the Trail will occur.

As with Option 1 above, the NPS could continue to facilitate discussions about future management options, but only up until the September 2011 sunset date. In the meantime, the NPS will also be implementing contingency plans regarding staff and materials associated with the Trail. Unlike previous occasions when the NPS field office was maintained

during lapses in authorization, work is under way to close down the NPS field office by September 30, 2011.

#### **Option 3: A new federal role for or within the Trail project area.**

This option would involve establishment of possible new and different federal authorities (to replace those associated with the New Jersey Coastal Heritage Trail Route legislation) for all or a portion of the Trail project area. Such new authorities would generally require a prior study, public support, and Congressional review and authorization—generally a multi-year process.

The most likely prospect would be the establishment of a new National Heritage Area. Such a designation process would involve conducting a study to determine eligibility of resources within all of or a portion of the Trail project area. Congress could authorize a new study—or a private study could be undertaken—to determine if National Heritage Area designation would be appropriate.

There was a previous NPS study (*Reconnaissance Study: New Jersey Shore of the Delaware Bay*, 2001) of the portion of the Trail project area along the New Jersey side of the Delaware Bay (known as the Trail’s Delsea Region). This

study determined that this portion of the Trail was eligible for consideration as a National Heritage Area should there be sufficient community interest in pursuing this option.

A variation on the idea of new federal authorities would be to add new NPS authorities to an existing NPS project area or unit. The Pinelands National Reserve has areas of significant overlap with the Trail. Again, this would require Congressional action, but Congress could give additional authorities to the Pinelands National Reserve that would enable the NPS to provide technical and/or operational assistance through its Pinelands authorities to portions or all of the Trail's project area that fall outside the boundary of the Pinelands National Reserve.

#### *Analysis of Option 3*

Exploration of alternate federal authorities as a means of providing the sorts of interpretive and technical assistance now being provided through the Trail would have both benefits and drawbacks:

- Designation of portions or all of the Trail project area as a heritage area would provide an alternate source of NPS support through the NHA program that historically has provided up to \$10 million in funding over 15 years.
- NHA designation might provide more consistent authorization of support for the 15 year NHA time frame, unlike the Trail that has been subject to frequent sunset clauses and interruptions in authorization over the past 18 years.
- The Bayshore portion of the Trail project area has already met preliminary National Heritage Area eligibility requirements as outlined in the 2001 *Reconnaissance Study: New Jersey Shore of the Delaware Bay*.
- There would, however, be an inevitable interruption in NPS involvement/support while awaiting authorization and funding for the initial study (unless completed privately) as well as the time needed to achieve potential designation by Congress if a study supports eligibility of resources.
- Once designated, National Heritage Areas are required to have a local managing entity, and this could present the same problem as finding a new/alternate management entity for the current Trail itself.

Note that as of this writing, the National Heritage Area program has had its funding cut by 50% in the President's proposed budget for FY 2012.

#### *Input from Agency Briefings and March 24th Public Meetings on Option 3*

Support was expressed at the public meetings for the idea of turning the Trail into one or more National Heritage Areas. Participants also asked about the possibility of managing the Trail through another existing NPS unit or project such as the Pinelands National Reserve, the Sandy Hook Unit of Gateway National Recreation Area or the America's Great Outdoors Program. Someone also raised the question of whether or not the Trail could be managed through a different federal agency such as the Edwin B. Forsythe National Wildlife Refuge (part of the U.S. Fish and Wildlife Service). Another participant asked if Barnegat Lighthouse could be designated as an NPS unit and then serve to oversee the Trail.

#### *Potential Next Steps for Option 3*

For the possibility of National Heritage Area designation to be applied to portions or all of the Trail project area, there would need to be local community interest in pursuing a study to evaluate the eligibility of the area for such a designation. As noted above, such a study could be performed by the NPS, if authorized by Congress, or it could be performed independently. The South Jersey Bayshore Coalition is a group of environmental and historical organizations collaborating in the Bayshore region to raise awareness about resource issues. One of its priorities is to seek National Heritage Area designation for the Bayshore region.

If it were determined that a portion or all of the Trail's project area met the eligibility criteria for NHA designation, there would still be the steps required to achieve Congressional designation and to establish the appropriate management entity. All of the above would be a multi-year process. A lapse of NPS involvement in the region would be inevitable. Similarly, a lapse in NPS or other federal involvement would occur for suggestions that Congress reassign Trail management responsibilities to another NPS unit or an alternative federal agency. In the meantime as noted above, the NPS is implementing plans to close its Newport, New Jersey, field office.

**Option 4: Permanent authorization for the Trail.**

As with Options 2 and 3, this option would require Congressional action to provide permanent authorization for the Trail. Such action would give the Trail an additional level of security and continuity by eliminating the periodic sunset issues that have resulted in Congressional reauthorization actions for the Trail in 1999, 2006, and 2008. Permanent authorization would also eliminate the types of interruptions in authorization that occurred from May 2004 to October 2006 and again between October 2007 and May 2008.

*Analysis of Option 4*

If authorized by Congress, permanent authority could have the following effect on the Trail:

- It would eliminate interruptions in the Trail's authorization that have been disruptive and have stopped progress on Trail initiatives.
- It would also change the perception of the Trail as only a temporary project not equivalent in stature to those projects or parks with permanent authority.
- It would also run counter to current Congressional intent that the Trail should eventually become self-sustaining without ongoing federal support.
- The Trail is often compared to and treated as though it were a National Heritage Area, but permanent authority would run counter to legislation and policies that only provide Heritage Areas with limited support for a current maximum of fifteen (15) years.

Bass River State Forest, Burlington County, New Jersey.



PineLands Commission

*Input from Agency Briefings and March 24th Public Meetings on Option 4*

Some meeting participants suggested that continuing NPS leadership in the management of the Trail was essential to the Trail’s survival, especially in the current economic climate. There was clear support for permanent authorization of Trail management by the NPS—the “wine and roses” alternative to the potential loss of NPS involvement in Option 1. A meeting participant suggested that “Permanent status is not the biggest stretch.”

For more detail, see the Public Engagement Process chapter.

*Potential Next Steps for Option 4*

This option would require direct action by the U.S. Congress. However, in the limited time between completion/release of this strategic plan and the September 30, 2011, sunset, it is unlikely that Congress would have time to take the necessary legislative action to reauthorize the NPS authority associated with the Trail. It is very likely that a lapse in NPS Trail authority will occur.

In the meantime, however, as with other options, the NPS could continue to facilitate discussions about future management options, but only up until the September 2011 sunset date. The NPS will be implementing plans to close the Newport, New Jersey, field office. As this is written, no legislation has been introduced in either house of Congress to reauthorize NPS management of the Trail either temporarily or permanently.

**Options Considered but Rejected**

Several other options or variations on the above options were considered but rejected following additional review. These include:

**Establishment of additional, new permanent NPS sites within the project area of the Trail**

The project area includes the Sandy Hook Unit of Gateway National Recreation Area, three National Wildlife Refuges, numerous National Historic Landmarks, and other resources that could be considered for designation as NPS units. Congress could create a

Tea Burning Monument, Greenwich, Cumberland County, New Jersey.



NPS

new unit of the NPS consisting of one or more sites in the project area if they met established criteria. The NPS could assume management of the designated sites while also providing technical and/or operational assistance to other sites and organizations within the corridor. An example is the Boston National Historical Park or “Freedom Trail”, an association of multiple sites owned and managed by federal, municipal, and private entities. Precedents also exist in several national heritage areas.

In the absence of current clear evidence for natural or cultural resources that would meet NPS criteria for significance, feasibility, and suitability, this idea was also rejected. This is not to say that there are not significant resources in the Trail’s project area, but any such review would include evaluation of the presence of similar resources in the NPS system and the question of whether or not the resources are already receiving protection through other federal, state, local, or nonprofit efforts.

### **Establishment of a National Historic Trail or National Scenic Trail**

This idea was based on the possibility of transforming the Trail’s current authority to that of another federal program. Although often confused with other heritage area or trail programs, the Trail’s legislation is unique. It is not classified as either an official National Heritage Area nor is it designated as a National Historic Trail or National Scenic Trail. One idea considered was to investigate whether or not the Trail (in total or in part) could be designated as either a National Historic Trail or National Scenic Trail. However, this idea was rejected when review of eligibility criteria for both types of National Trails did not show an appropriate “fit.”

Glades Wildlife Refuge, Cumberland County, New Jersey.



©Harry Carl, Natural Lands Trust



# Public Engagement Process

Six public meetings were held throughout the Trail project area for both Trail partners and the general public. These were publicized by formal email announcements to a large mailing list, as well as through press announcements in local media and two radio interviews.

Two meetings were held at the offices of key state agency partners. These were arranged through telephone calls and emails.

The purpose of all meetings was to inform people about the current status of the Trail and the strategic planning process, to ask for input about future Trail management and options for sustaining the Trail and the Trail partnership, and to alert the public about the upcoming “sunset” in the federal legislation that would end NPS management of the Trail. (See Appendix G for the public meeting agenda.)

## **The schedule of public meetings was as follows:**

### *September 20, 2010*

2-4 pm and 6-8 pm  
Vineland, Cumberland County, New Jersey  
Combined total attendance: 26 people  
(excluding NPS staff).

### *March 1, 2011*

2-4 pm and 6-8 pm  
Lincroft, Monmouth County, New Jersey  
Combined total attendance: 12 people  
(excluding NPS staff).

### *March 24, 2011*

2-4 pm and 6-8 pm  
Toms River, Ocean County, New Jersey  
Combined total attendance: 37 people  
(excluding NPS staff).

## **The schedule of state agency meetings was as follows:**

### *April 21, 2011*

New Jersey Department of Transportation, Ewing, New Jersey – attended by four people (excluding NPS staff).

### *May 11, 2011*

New Jersey Department of Environmental Protection, Division of Parks & Forestry, Trenton, New Jersey—attended by ten people (excluding NPS staff), representing management staff from New Jersey Division of Travel and Tourism, New Jersey Department of Transportation, New Jersey Scenic Byways Program, New Jersey State Park Service, Natural & Historic Resources, and the Pinelands Commission. This meeting included the agency leads from the three state agencies that have been the managing partners with the NPS from the establishment of the Trail (New Jersey Division of Parks and Forestry, New Jersey Division of Travel and Tourism, and the Pinelands Commission).

## **Summary of Public Meeting Comments**

### **Comments on Trail Accomplishments**

Responses were very positive regarding the benefits of the Trail to partners and the public, and the excellence of Trail products. There was much praise for the quality of Trail signs, wayside exhibits, welcome centers, the regional brochures, and other printed products.

People said that the Trail facilitated partnerships, helping to link the partner sites, bringing agencies and organizations with shared missions together and enabling them to share resources.

Participants said the Trail has created good tourism opportunities. They felt that people following the Trail map and brochure definitely helped increase visitation at some of the more remote sites (although this is an assumption and not based on specific counts or interviews). The “cachet” and credibility of the NPS “brand” was mentioned often; the NPS logo on wayside exhibits makes people stop and pay more attention, and enhances the marketability of sites. Some said the Trail helps to bring local citizens, as well as tourists, to partner sites, helping them get to know places within their communities and also taking them to places off the beaten track.

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One person stated, “There wouldn’t be a Trail without NPS. No one else could do it.”

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Some people thought that the Trail still has some unrealized potential, that it can help to draw and retain even more tourists than it already does, but that it doesn’t work as well as it could, perhaps due to insufficient marketing (see “Comments on Trail Mission” below for more about this).

Participants valued the presence of the NPS in the region and its contribution to increasing the region’s visibility on a national level. They appreciated the funding and assistance with interpretation that wouldn’t otherwise happen at under-funded and under-staffed partner sites. In some cases the NPS funding and technical assistance leveraged additional state funding at certain sites. Some participants asserted that the Trail has had a beneficial economic impact on the region, which was one of the original intentions of the Trail.

While participants had some concerns about the name “Trail” for an unspecific driving route and a number of good suggestions for improving marketing of the Trail, their appreciation for the accomplishments of the Trail was enthusiastic without reservation. The letters and emails received expressed most of these same thoughts in more detail.

#### **Comments on Trail Mission**

Most people said the mission was still valid and important. One person suggested add-

ing to it “help people understand human impacts.” Although some questioned the extent to which resource conservation has occurred as a direct result of the Trail, others observed that the conservation aspect is difficult to measure but that the Trail educates and creates awareness, which many believe leads to conservation. “If people understand, they will care.” Some thought the Trail has helped to create appreciation of what’s special about the coastal region as a whole. People pointed out that no other entity is doing anything like the Trail, and that there is much more that can be achieved.

The mission question elicited a number of comments about the need for increased marketing and greater public awareness of the Trail. Some suggested that the marketing of the Trail should overlap with the New Jersey beaches, the commercial aspects of which have significant “marketing machines.” Social media were recommended as another marketing tool. Of all those who attended the public meetings, there was a handful of people who said they had not heard of the Trail until they saw an announcement for the meeting. People said that the tourism aspect of the mission is important, but that the first audience should be local residents.

The use of new technologies came up again and again in each of the public meetings.

New Jersey Coastal Heritage Trail Route headquarters located within the Glades Wildlife Refuge, Newport, Cumberland County, New Jersey.



NPS

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*There is no question that we would like to see the Trail continue.* (participant at a state agency meeting)

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The Trail does have a web presence on the NPS website, but many meeting participants thought that much more could be done with site and resource interpretation and partner linkages on the web. The idea of using podcasts, cell phone links, and smartphone applications for Trail interpretation was a popular theme. People observed that the Trail is somewhat lagging in this aspect, and that it's essential in particular for engaging young audiences. They also pointed out that web and cell phone information are more flexible & easily updated, and may represent significant cost savings over print materials and wayside exhibits in the long run.

At some of the meetings, a number of ideas bubbled up that would enhance both interpretation and marketing. Among these were packaging discrete mini-tours or bus tours; offering more information on camping, cycling, and other facilities; developing a geo-caching program; and holding special events or piggy-backing on related special events such as Coast Day and the New Jersey Lighthouse Challenge. People suggested making the Trail more tangible with various "give-aways" or collectibles such as puzzle pieces; a passport for collecting stickers or stamps; baseball cards; and a scavenger hunt.

### **Comments on the Future of the Trail Partnership**

The NPS staff presentation on this topic was somewhat different on each of the three public meeting dates. At the September 20 meetings, NPS staff explained that the Trail would "sunset" on September 30, 2011, if Congressional reauthorization did not occur before then; at this point, reauthorization still seemed possible. At the March 1 meetings, NPS staff explained the "sunset" again, but since no reauthorization legislation was pending at the time, it appeared almost certain that NPS management of the Trail would end on September 30. At the March 24 meetings, NPS staff presented the draft options being considered for future management of the Trail. (See Organizational Options Summary chapter.)

### **Key Points from Public Meetings**

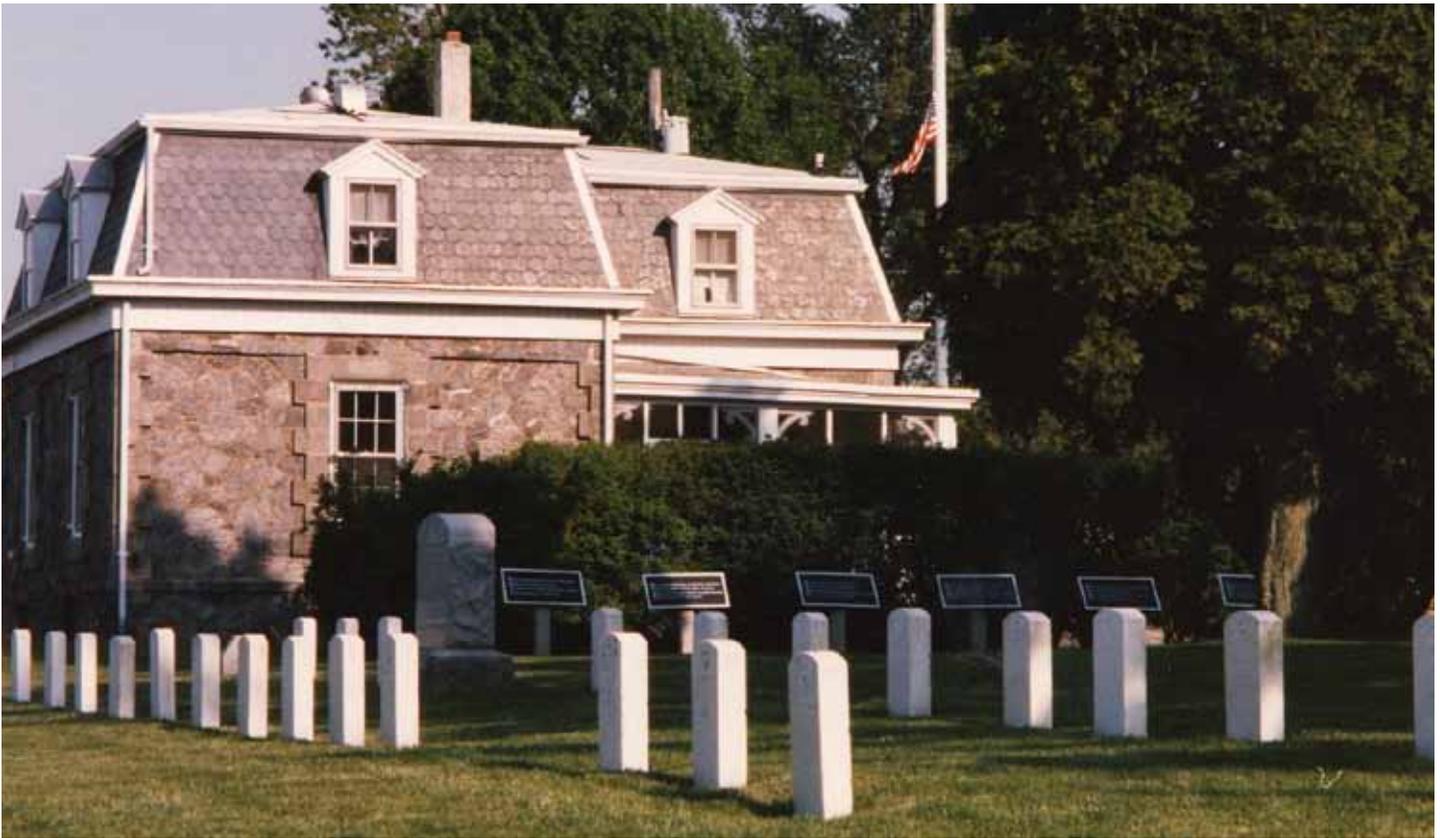
#### **Key points from September 20 meetings:**

There were many ideas about ways the Trail could enhance and expand services. Participants suggested an annual forum for sites and partners to come together to discuss Trail status and new ideas. They suggested that the NPS facilitate meetings with partners to explore mutual benefits and do cooperative marketing. They agreed that more cooperation among partners and sites would be helpful, and that no single entity needed to take full responsibility.

Edwin B. Forsythe National Wildlife Refuge, Atlantic County, New Jersey.



U.S. Division of Fish & Wildlife



Finn's Point National Cemetery, Salem County, New Jersey.

An advisory committee was suggested for sharing information and bringing in new partners. Another suggestion was a regular short email newsletter, using an existing service, to keep reminding Trail partners that they're part of the Trail and to help them communicate with each other. One comment was that cities and towns, as well as the New Jersey Department of Transportation, should be more involved and contribute funds.

One person stated, "There wouldn't be a Trail without the NPS. No one else could do it." Many participants expressed this sentiment in various ways. Others cited the national recognition, credibility, and cachet that NPS involvement brings to the Trail. Participants were pleased with what the Trail has accomplished, and universally expressed the hope that NPS involvement would continue.

**Key points from March 1 meetings:**

Participants talked about the success of the Trail in providing a cohesive identity to diverse destinations, increasing visitation, and providing economic returns to communities. They variously described the Trail as a "great idea," "major accomplishment," "tremendous success," and "cheap" for what it has accomplished at modest cost. There was emphasis

on the need to "brand" and further promote the Trail and to involve new social media outreach technologies. Political or media personalities were suggested as spokespersons for the Trail. Participants cited the increasing value of the Trail's interpretive efforts (particularly the outdoor wayside exhibits) as destinations reduce on-site staff.

Participants suggested that the partners get together and form an entity to lead the Trail. A county representative said that the counties should provide leadership and collaboration. Another person said the major partners and county tourism agencies should form a steering committee. It was pointed out that the New Jersey governor is currently supporting tourism as an important economic driver in the state, and that there is finally a new executive director for the New Jersey Division of Travel and Tourism.

One observation was that NPS has been a strong leader and needs more time to help with the transition to another management structure. Another was that as long as the NPS has been involved and providing strong leadership, the state and counties did not feel the need to "step up" and become more involved. One suggestion for greater partner in-



NPS

Fortescue State Marina, Cumberland County, New Jersey.

volvement was the establishment of a council representing the eight (8) counties within the Trail project area.

**Key points from March 24 meetings:**

The presentation of the four draft organizational options distinguished the March 24th meetings from the previous public meetings. Participants were very concerned about the future of the Trail, saying emphatically that the Trail is too important to let go; that the end of NPS management will be devastating; that the Trail will fall apart except for a few sites. They stated that the Trail has assisted sites up and down the coast. There are even fewer state and local resources now (due to the economic recession); attendees suggested that the state and partner sites need the Trail and the NPS more than ever.

Many people said that NPS maintenance of what's already there is essential. This would not be replaced by lower levels of government (or if so, only very minimally). State and local agencies are unlikely to take on any new projects at this time; if and when finances improve, the first priorities will be increasing staffing of state and local agencies and maintenance of state and local sites. However, it was noted that the New Jersey Lieutenant-Governor is very sup-

portive of eco-tourism and might be a champion for the Trail.

Suggestions were made, such as: (1) Organize a new group, perhaps headed by a major nonprofit partner such as the Littoral Society or New Jersey Audubon; (2) Get some nonprofit organizations to "partner" and provide leadership; (3) Form an advisory committee or task force for each region, to work on a plan.

Some thought that the Trail is too broad to be managed by one nonprofit organization. It was suggested that a new management structure could be a consortium of many organizations. (Cited example: The Appalachian Trail has 14 cooperating organizations.)

There were questions about the possibility of the Trail partnering with or being managed out of another federal site in the project area, such as Forsythe National Wildlife Refuge or Sandy Hook (a unit of Gateway National Recreation Area). One person asked if the Trail might be merged with Gateway in terms of coastal awareness and conservation. There was discussion of possible partnering and overlap with the Crossroads of the American Revolution National Heritage Area. One person asked about the possibility of designating

a new NPS unit, such as Barnegat Lighthouse, and possibly managing the Trail from there.

In response to the draft organizational options, one participant described Option 1 (no further NPS management of the Trail) as “doom and gloom” and Option 4 (permanent reauthorization of the Trail) as “wine and roses.” As noted above, there was concern expressed that the Trail would not survive without continuing NPS involvement. There was support for maintaining the Trail in its current form, for making NPS involvement permanent (Option 4) and for maintaining the Trail for a limited time to make a transition to another management structure (Option 2). No participants expressed support for Option 1 that would end NPS management of the Trail on September 30, 2011, because of the current legislative sunset date. This is, however, the default option of what will happen without Congressional action to reauthorize NPS involvement with the Trail.

### ***Summary of New Jersey Agency Meetings***

#### **April 21, 2011**

##### **New Jersey Department of Transportation, Ewing, New Jersey:**

There was much discussion of the New Jersey Scenic Byways Program and whether any current or potential byway efforts could take over management of portions of the Trail. State scenic byways are sponsored by citizen or private groups, so this decision would be up to an existing or future byway sponsor.

There was discussion of NJDOT’s dramatic cutbacks in funding and staffing in recent years. The agency deals with state highways only; funding to install Trail signs is problematic. There may be some funding for maintenance.

#### **May 11, 2011**

##### **New Jersey Department of Environmental Protection, Division of Parks & Forestry, Trenton, New Jersey:**

Some participants said that Organizational Option 2, “Limited time NPS management to transition to a new management framework,” made sense. There was considerable discussion about whether any senators or congressmen are addressing the future of the Trail, and

whether state agency representatives or non-governmental partners might be helpful in this regard.

It was stated that the Trail wayside exhibits help New Jersey sites, and that the Trail’s publications are “fabulous.” “There is no question that we would like to see the Trail continue.”

There was discussion of scenic byway options. However, the state cannot initiate a scenic byway; there must be a citizen group or private organization to sponsor the initiative.

New Jersey Division of Parks and Forestry is at 41% staffing level due to budget problems. The agency can partner on events and programming but not help financially. The agency is willing to consider managing the remaining inventory of waysides, other signs, frames and backup panels, if NPS is de-accessioning, but would rather have the Trail (the NPS) still manage them.

### ***Additional Public Comments and Actions***

Subsequent to the public meetings and partner agency briefings, there were some additional public comments that can be found in Appendix H, “Resolutions, Written Comments, and Correspondence.”

Two counties passed resolutions supporting reauthorization of the Trail. The Salem County Board of Chosen Freeholders passed a resolution on June 22, 2011, and the Monmouth County Board of Chosen Freeholders passed a resolution on June 23, 2011. Copies of the resolutions are included in Appendix H.



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# Acknowledgments

First and foremost, we wish to express our thanks and appreciation for the vision of the many individuals too numerous to mention individually who have supported the development and activities of the New Jersey Coastal Heritage Trail Route since it was established by federal legislation in 1988. Planning teams, state of New Jersey agency and organization managers, National Park Service staff, volunteers, and members of the public all participated in translating the Trail's legislative guidance into the reality of the Trail as local residents and visitors experience it today. Nearly sixty Trail destinations support public awareness and understanding of the wonderful natural and cultural resources and fascinating contributions that New Jersey has made to our country's maritime history and coastal heritage. Staff members at these destinations are the front line and public face of the Trail.

We appreciate that nearly ninety individuals representing Trail destination partners, state agencies, Congressional offices, the National Park Service, and members of both the media and public attended the six public meetings and two agency briefings held as part of this planning process for a strategic plan for the future of the Trail. Still others took the time to respond with written comments and suggestions about the Trail's accomplishments and future opportunities. Thanks go to the staffs of Cumberland County College, the Monmouth County Park System, and the Toms River Branch of the Ocean County Library for making available the wonderful facilities used for the public meetings. Trail volunteers traveled with the NPS staff to assist with set-up and registration for the meetings.

We appreciate the involvement of staff from the Northeast Region of the National Park Service in Philadelphia for participating in and supporting this planning process. We particularly want to acknowledge Robert Fudge, former Division Chief, Interpretation and Education Division; David A. Lange, Division Chief, Conservation and Recreation Assistance; and Terrence Moore, former Division Chief, Park Planning & Compliance for guidance in structuring this strategic planning process and assistance with crafting the organizational options that are at the core of the report. Karen Saxton of the Trail staff assisted with meeting set-up, registration, and tracking of meeting attendees. Jeanne Covert, the Trail's Program Assistant, assisted with many aspects of this planning process, including the creative design and layout of the final report.

Philip G. Correll, Project Director  
NPS, New Jersey Coastal Heritage Trail Route/Pinelands Interpretive Program

Sherry Peck, Community Planner  
NPS, Rivers, Trails, and Conservation Assistance Program, Northeast Region

*Cover photograph credits:* Top left: Jane Galetto; top right: Elinor Veit; bottom left: Craig Terry (Cape May County Tourism); bottom right: Pat Sutton.

# **2011 Strategic Plan**

## **New Jersey Coastal Heritage Trail Route**

PDF, 2 of 2, Appendices

August 2, 2011

# Appendix A

## Legislation, 1988 - 2008

### Legislation, Oct. 20, 1988

MISCELLANEOUS ENACTMENTS

881

#### 21. New Jersey Coastal Heritage Trail Route

PUBLIC LAW 100-515—OCT. 20, 1988

102 STAT. 2563

Public Law 100-515  
100th Congress

#### An Act

To provide for the establishment of the Coastal Heritage Trail Route in the State of New Jersey, and for other purposes.

Oct. 20, 1988  
[S. 2057]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

Conservation.

#### SECTION 1. DESIGNATION OF NEW JERSEY COASTAL HERITAGE TRAIL ROUTE.

16 USC 1244  
note.

In order to provide for public appreciation, education, understanding, and enjoyment, through a coordinated interpretive program of certain nationally significant natural and cultural sites associated with the coastal area of the State of New Jersey that are accessible generally by public road, the Secretary of the Interior (hereinafter referred to as the "Secretary"), acting through the Director of the National Park Service, with the concurrence of the agency having jurisdiction over such roads, is authorized to designate, by publication of a map or other description thereof in the Federal Register, a vehicular tour route along existing public roads linking such natural and cultural sites in New Jersey. Such route shall be known as the New Jersey Coastal Heritage Trail Route (hereinafter referred to as the "route").

Federal Register, publication. Highways.

#### SEC. 2. LOCATION; ADDITIONAL SEGMENTS.

16 USC 1244  
note.

The route shall follow public roads, which are generally located to the east of the Garden State Parkway, linking the New Jersey portion of Gateway National Recreation Area, known generally as the Sandy Hook Unit, with the national historic landmark in Cape May and that area north and west of Cape May in the vicinity of Deepwater, New Jersey. The Secretary may, in the manner set forth in section 1, designate additional segments of the route from time to time as appropriate to link the foregoing sites with other natural and cultural sites when such sites are designated and protected by Federal, State, or local governments, or other public or private entities.

#### SEC. 3. INVENTORY AND PLAN.

16 USC 1244  
note.

(a) PREPARATION.—Within one year after the date of availability of funds, the Secretary shall prepare a comprehensive inventory of sites along the route and general plan which shall include but not be limited to the location and description of each of the following:

(1) Significant fish and wildlife habitat and other natural areas.

Fish and fishing. Wildlife.

(2) Unique geographic or geologic features and significant landforms.

(3) Important cultural resources, including historical and archeological resources.

Historic preservation.

(4) Migration routes for raptors and other migratory birds, marine mammals, and other wildlife.

Birds.

(b) INTERPRETIVE PROGRAM.—The general plan shall include proposals for a comprehensive interpretive program of the area and it shall identify alternatives for appropriate levels of protection of significant resources.

(c) TRANSMISSION TO CONGRESS.—The Secretary shall transmit the comprehensive inventory and the general plan to the Committee on Energy and Natural Resources of the United States Senate and to the Committee on Interior and Insular Affairs of the United States House of Representatives.

(d) CONSULTATION; PUBLIC PARTICIPATION.—The inventory and plan shall be prepared in consultation with other Federal agencies, the State of New Jersey, units of local government, and public and private entities. In addition, the Secretary shall ensure that there are ample opportunities for public involvement and participation in the preparation of the inventory and plan.

16 USC 1244  
note.

#### SEC. 4. PUBLIC APPRECIATION.

With respect to sites linked by segments of the route which are administered by other Federal, State, local nonprofit or private entities, the Secretary is authorized, pursuant to cooperative agreements with such entities, to provide technical assistance in the development of interpretive devices and materials and conservation methods regarding the resources enumerated in section 3 in order to contribute to public appreciation, understanding and conservation of the natural and cultural resources of the sites along the route. The Secretary, in cooperation with State and local governments, and other public and private entities, shall prepare and distribute informational material for the public appreciation of sites along the route.

16 USC 1244  
note.

#### SEC. 5. MARKERS.

The route is to be marked with appropriate markers to guide the public. With the concurrence and assistance of the State or local entity having jurisdiction over the roads designated as part of the route, the Secretary may erect thereon signs and other informational devices displaying the New Jersey Coastal Heritage Trail Route marker. The Secretary is authorized to accept the donation of suitable signs and other informational devices for placement at appropriate locations.

Gifts and  
property.

16 USC 1244  
note.

#### SEC. 6. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated to the Secretary not more than \$250,000 to carry out the purposes of this Act. No funds made available under this Act shall be used for the operation, maintenance, or repair of any road or related structure.

16 USC 1244  
note.  
Public buildings  
and grounds.

#### SEC. 7. REVITALIZATION OF OFFICERS ROW, SANDY HOOK, NEW JERSEY.

(a) AGREEMENT WITH STATE.—To further the revitalization, rehabilitation, and utilization of the area known as "Officers Row" located within the Sandy Hook Unit of the Gateway National Recreation Area, the Secretary of the Interior, or his designee, shall enter into an agreement to permit the State of New Jersey to use and occupy the property depicted on the map numbered 646/80,003,

MISCELLANEOUS ENACTMENTS

PUBLIC LAW 100-515—OCT. 20, 1988

102 STAT. 25

entitled "Marine Science Laboratory Land Assignment", dated September 1988, for the express purpose of constructing, developing, and operating, without cost to the National Park Service, a marine sciences laboratory to be known as the "James J. Howard Marine Sciences Laboratory". The design of the new facility, the rehabilitation of Building 74, the design and location of landscaping modifications thereto, shall be reviewed by, and subject to the approval of, the Director of the National Park Service or his designee using the standards for rehabilitation and National Park Service guidelines and policies approved by the Secretary of the Interior.

(b) REVERSION.—If the improvements described in subsection (a) are not used as a marine sciences laboratory by the State of New Jersey, all use of the property and the improvements thereon shall revert, without consideration, to the National Park Service.

Approved October 20, 1988.

LEGISLATIVE HISTORY—S. 2057:

HOUSE REPORTS: No. 100-905 (Comm. on Interior and Insular Affairs).  
SENATE REPORTS: No. 100-372 (Comm. on Energy and Natural Resources).  
CONGRESSIONAL RECORD, Vol. 134 (1988):

June 8, considered and passed Senate.

Sept. 13, considered and passed House, amended.

Sept. 30, Senate concurred in House amendments with amendments.

Oct. 3, 4, House concurred in Senate amendments.

14. New Jersey Coastal Heritage Trail Route

PUBLIC LAW 103-243—MAY 4, 1994

108 STAT. 613

Public Law 103-243  
103d Congress

An Act

To authorize appropriations for the Coastal Heritage Trail Route in the State of New Jersey, and for other purposes.

May 4, 1994  
[S. 1574]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 6 of Public Law 100-515 (16 U.S.C. 1244 note) is amended—*

- (1) by striking "There" and inserting "(a) There"; and
- (2) by adding at the end the following:

"(b)(1) Notwithstanding the provisions of subsection (a), there are hereby authorized to be appropriated to the Secretary to carry out the purposes of this Act \$1,000,000, which is in addition to any sums appropriated for such purposes for use during fiscal years ending on or before September 30, 1993.

"(2) Funds appropriated pursuant to this subsection to carry out the purposes of this Act shall be used solely for technical assistance and the design and fabrication of interpretive materials, devices and signs. In addition to the limitation on funds contained in subsection (a), no funds made available under this subsection shall be used for operation, maintenance, repair or construction except for construction of interpretive exhibits.

"(3) The Federal share of any project carried out with funds appropriated pursuant to this subsection may not exceed 50 percent of the total cost for that project and shall be provided on a matching basis. The non-Federal share of such cost may be in the form of cash, materials or in-kind services fairly valued by the Secretary.

"(c) The authorities provided to the Secretary under this Act shall terminate five years after the date of enactment of this subsection."

Termination  
date.

Approved May 4, 1994.

**LEGISLATIVE HISTORY—S. 1574:**

HOUSE REPORTS: No. 103-443 (Comm. on Natural Resources).

SENATE REPORTS: No. 103-212 (Comm. on Energy and Natural Resources).

**CONGRESSIONAL RECORD:**

Vol. 139 (1993): Nov. 19, considered and passed Senate.

Vol. 140 (1994): Mar. 21, considered and passed House, amended.

Apr. 19, Senate concurred in House amendment.

Public Law 106-18  
106th Congress

An Act

Apr. 8, 1999  
(H.R. 171)

To authorize appropriations for the Coastal Heritage Trail Route in New Jersey,  
and for other purposes.

*Be it enacted by the Senate and House of Representatives of  
the United States of America in Congress assembled,*

**SECTION 1. AUTHORIZATION OF APPROPRIATIONS.**

Section 6 of Public Law 100-515 (16 U.S.C. 1244 note) is amended—

- (1) in subsection (b)(1), by striking “\$1,000,000” and inserting “\$4,000,000”; and
- (2) in subsection (c), by striking “five” and inserting “10”.

Approved April 8, 1999.

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**LEGISLATIVE HISTORY—H.R. 171:**

HOUSE REPORTS: No. 106-16 (Comm. on Resources).

SENATE REPORTS: No. 106-24 (Comm. on Energy and Natural Resources).

CONGRESSIONAL RECORD, Vol. 145 (1999):

Feb. 23, considered and passed House.

Mar. 25, considered and passed Senate.



**SEC. 703. NEW JERSEY COASTAL HERITAGE TRAIL ROUTE.**

(a) **AUTHORIZATION OF APPROPRIATIONS.**—Public Law 100-515 (16 U.S.C. 1244 note) is amended by striking section 6 and inserting the following:

**"SEC. 6. AUTHORIZATION OF APPROPRIATIONS.**

"(a) **IN GENERAL.**—There are authorized to be appropriated to the Secretary such sums as are necessary to carry out this Act.

"(b) **USE OF FUNDS.**—

"(1) **IN GENERAL.**—Amounts made available under subsection (a) shall be used only for—

"(A) technical assistance; and

"(B) the design and fabrication of interpretative materials, devices, and signs.

"(2) **LIMITATIONS.**—No funds made available under subsection (a) shall be used for—

"(A) operation, repair, or construction costs, except for the costs of constructing interpretative exhibits; or

"(B) operation, maintenance, or repair costs for any road or related structure.

"(3) **COST-SHARING REQUIREMENT.**—

"(A) **FEDERAL SHARE.**—The Federal share of any project carried out with amounts made available under subsection (a)—

"(i) may not exceed 50 percent of the total project costs; and

"(ii) shall be provided on a matching basis.

"(B) **FORM OF NON-FEDERAL SHARE.**—The non-Federal share of carrying out a project with amounts made available under subsection (a) may be in the form of cash, materials, or in-kind services, the value of which shall be determined by the Secretary.

"(c) **TERMINATION OF AUTHORITY.**—The authorities provided to the Secretary under this Act shall terminate on September 30, 2007."

(b) **STRATEGIC PLAN.**—

(1) **IN GENERAL.**—Not later than 3 years after the date on which funds are made available, the Secretary of the Interior shall prepare a strategic plan for the New Jersey Coastal Heritage Trail Route.

Deadline.

(2) **CONTENTS.**—The strategic plan shall describe—

(A) opportunities to increase participation by national and local private and public interests in the planning, development, and administration of the New Jersey Coastal Heritage Trail Route; and

(B) organizational options for sustaining the New Jersey Coastal Heritage Trail Route.

(C) in subsection (a)(3), in the first sentence of subparagraph (B), by striking "Committee" and inserting "management entity";

(D) in subsection (e), by striking "807(d)(1)" and inserting "805(d)(1)"; and

(E) in subsection (f), by striking "807(d)(1)" and inserting "805(d)(1)";

(12) in section 807 (as redesignated by paragraph (9)), in subsection (c) by striking "Cayohoga Valley National Recreation Area" and inserting "Cayohoga Valley National Park";

(13) in section 808 (as redesignated by paragraph (9))—

(A) in subsection (b), by striking "Committee or"; and

(B) in subsection (c), in the matter before paragraph (1), by striking "Committee" and inserting "management entity"; and

(14) in section 809 (as redesignated by paragraph (9)), by striking "assistance" and inserting "financial assistance".

**SEC. 475. NEW JERSEY COASTAL HERITAGE TRAIL ROUTE EXTENSION OF AUTHORIZATION.**

Section 6 of Public Law 100-515 (16 U.S.C. 1244 note) is amended as follows:

(1) Strike paragraph (1) of subsection (b) and insert the following new paragraph:

"(1) IN GENERAL.—Amounts made available under subsection (a) shall be used only for—

"(A) technical assistance;

"(B) the design and fabrication of interpretive materials, devices, and signs; and

"(C) the preparation of the strategic plan.".

(2) Paragraph (3) of subsection (b) is amended by inserting after subparagraph (B) a new subparagraph as follows:

"(C) Notwithstanding paragraph (3)(A), funds made available under subsection (a) for the preparation of the strategic plan shall not require a non-Federal match.".

(3) Subsection (c) is amended by striking "2007" and inserting "2011".

## Subtitle F—Studies

**SEC. 481. COLUMBIA-PACIFIC NATIONAL HERITAGE AREA STUDY.**

(a) DEFINITIONS.—In this section:

(1) SECRETARY.—The term "Secretary" means the Secretary of the Interior.

(2) STUDY AREA.—The term "study area" means—

(A) the coastal areas of Clatsop and Pacific Counties (also known as the North Beach Peninsula); and

(B) areas relating to Native American history, local history, Euro-American settlement culture, and related economic activities of the Columbia River within a corridor along the Columbia River eastward in Clatsop, Pacific, Columbia, and Wahkiakum Counties.

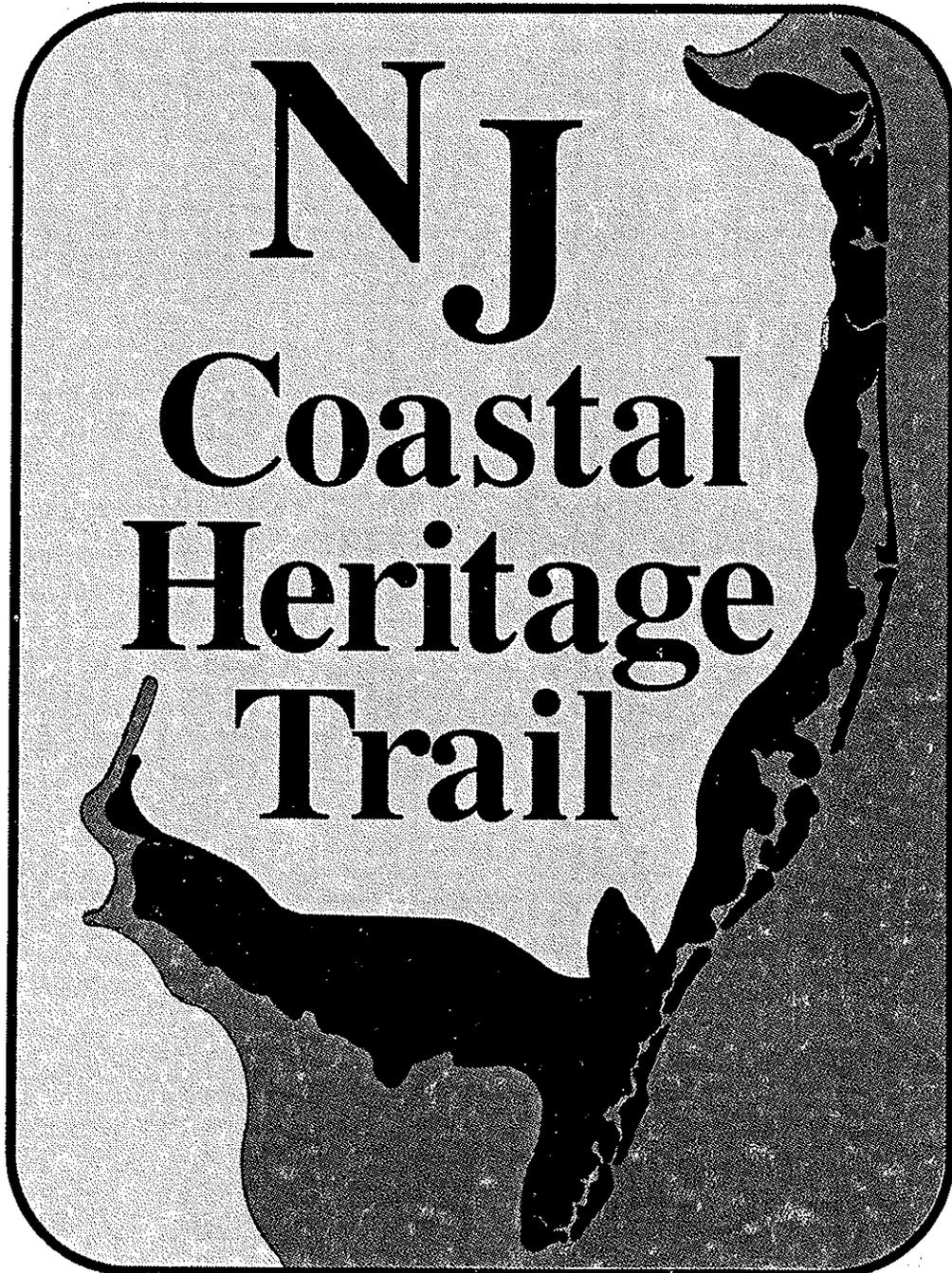
(b) COLUMBIA-PACIFIC NATIONAL HERITAGE AREA STUDY.—



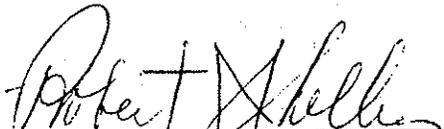
Appendix B

*Trail Implementation Guide*

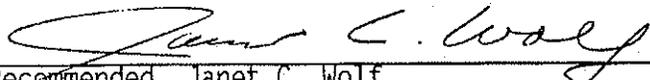
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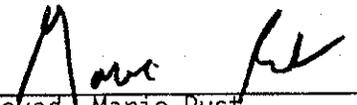
NATIONAL PARK SERVICE

  
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Recommended, Robert J. Shelley  
Manager, Eastern Team, Denver Service Center

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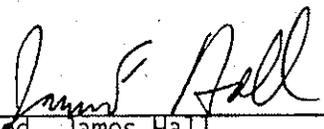
  
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Recommended, Janet C. Wolf  
Project Director, New Jersey Coastal Heritage Trail

3-10-93  
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Date

  
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Approved, Marie Rust  
Regional Director, North Atlantic Regional Office

3-9-93  
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Date

STATE OF NEW JERSEY

  
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Approved, James Hall  
Asst. Commissioner, Dept. of Environmental  
Protection and Energy for Natural and Cultural Resources

3/16/93  
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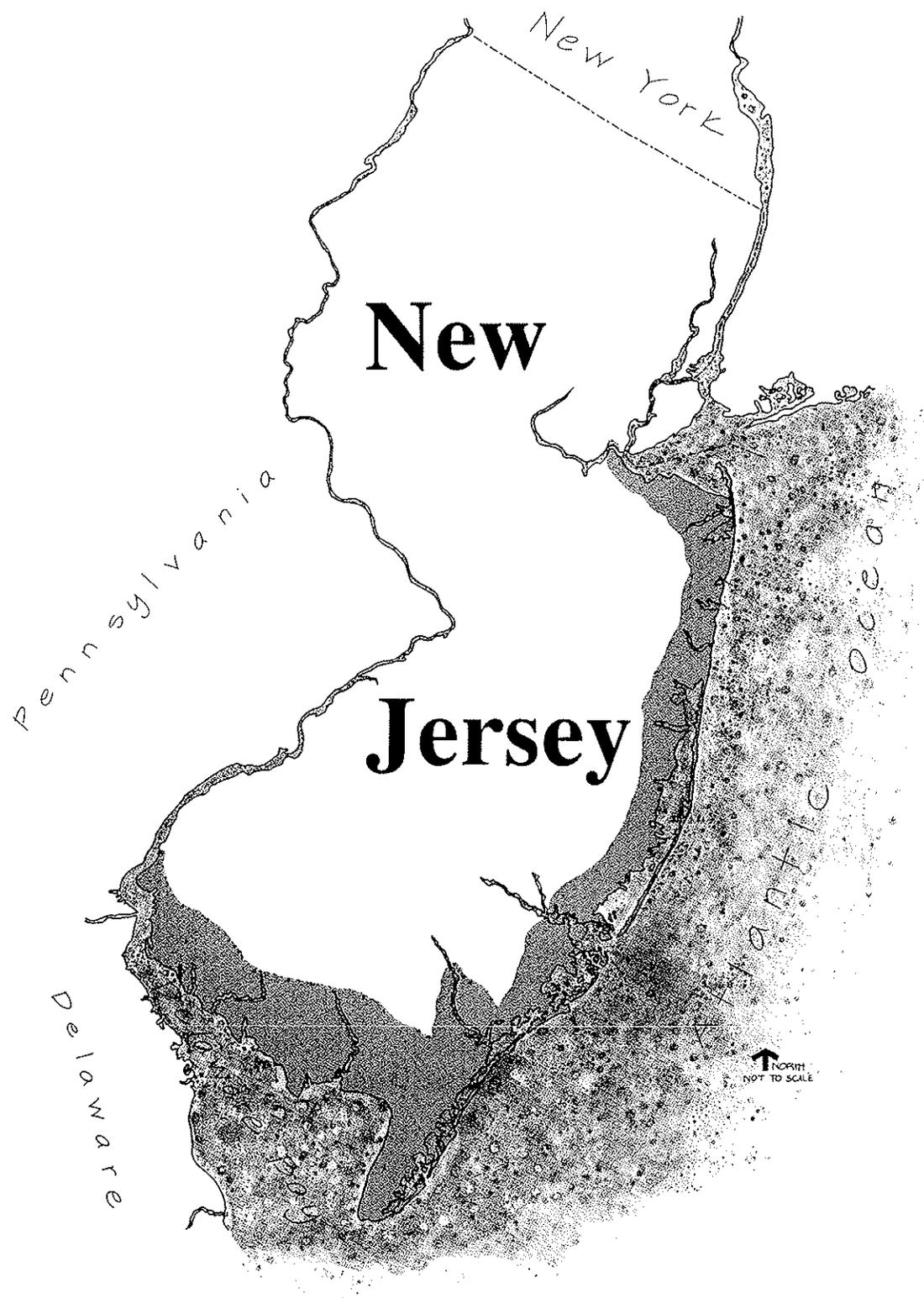
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# Implementation Guide

August 1993

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## New Jersey Coastal Heritage Trail



## **New Jersey Coastal Heritage Trail PROJECT AREA**

United States Department of the Interior • National Park Service  
DSC • April 92 • 009 • 40002

## SUMMARY

This *Implementation Guide* presents the concepts and strategies that will be used to develop the New Jersey Coastal Heritage Trail. The trail was authorized by Congress in 1988 to provide for public understanding and enjoyment of sites associated with the coastal area of New Jersey extending from the vicinity of Perth Amboy in the north to Cape May in the south and northwest along the Delaware Bay shoreline to Deepwater. The *Implementation Guide* fulfills the legislative requirements for a general plan for the trail.

The heritage of the New Jersey coastal area will be explored through interpretation of five interrelated themes — the maritime history, coastal communities, relaxation and inspiration, coastal habitats, and wildlife migration themes. Each theme will examine aspects of the area's heritage, and together they will illustrate the interaction of natural and cultural influences and the coastal environment. The trail will be developed for vehicular touring, and sites will be incorporated to represent all of the trail themes. Because of the size and complexity of the project area, geographical regions will be defined so that visitors can discover sites on a localized basis. The Garden State Parkway and Route 49 will constitute the main access corridors, and well-marked routes will lead from the corridors to regional welcome centers. The welcome centers will serve as interpretive and informational hubs from which visitors can travel to all of the sites within their respective regions. To assist visitors, directional signs will be placed at main intersections leading to the trail sites. Local information centers will augment efforts at the welcome centers.

Trail information will include a trailwide brochure explaining the overall theme concept, regional brochures describing all of the trail sites within each region, and locally generated tour brochures. Detailed trail guidebooks may be developed in the future. Additionally, interpretive exhibit panels and signs may be placed at trail sites, and audiovisual presentations and other interpretive and educational programs may be offered at regional welcome centers and trail sites.

Participation in the coastal heritage trail will be voluntary. Each site owner/manager will submit an application to the state of New Jersey for review and determination of the site's level of significance. After review and significance determination, the state will forward the applications to the National Park Service for selection and official designation. Selection will be based on the approved criteria for location, significance, interpretation, access, and management. Periodic site reviews will be carried out, and new sites designated, based on the approved criteria. Regional welcome centers and local information centers will also be selected based on approved criteria.

During the five-year trail implementation period, the state of New Jersey will cooperate with the National Park Service in managing the trail. At the end of the implementation period, the Park Service and the state will conduct an assessment of the trail and the state's ability to manage it. Based on that assessment, state management responsibilities will be identified. Site managers will continue to operate and maintain their own facilities. Memorandums of understanding will be established between the state, the Park Service, and each participating site or organization. The Park Service will provide long-term stability for the trail by anchoring it in the north at the Sandy Hook unit of Gateway National Recreation Area; special trail-related exhibits will eventually be located there. In addition, a special resource study of the Delaware Bay that is currently being conducted by the Park Service may recommend long-term NPS involvement in southern New Jersey, providing another trail anchor site. A trail headquarters may eventually be located at one of the two anchor sites. The NPS presence in the north and potentially in the south will provide a federal base for the trail.

To initiate trail implementation, sites will be selected for a demonstration theme — the maritime history theme — to be presented to the public in the spring of 1993. Sites along the length of the project area will be included. Two interim regional welcome centers and several local information centers will be established, signs will be installed, a trail brochure and regional maps will be distributed, and wayside exhibits describing the sites will be placed at selected locations. Public response to these facilities will be evaluated to aid in subsequent decisions about trail implementation.

This *Implementation Guide* is a blueprint for trail development over the next five years. The trail is a concept in the making, and roles and responsibilities will be periodically reassessed to ensure that overall goals are being met in the most efficient and effective manner.

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*With the blossoming of spring, New Jerseyans' thoughts turn to the Jersey Shore. This stretch of Atlantic coastline is a study in contrasts—a mixture of crowded beaches and secluded coves, colorful boardwalks and remote wildlife refuges, teeming casinos and quaint historic villages. Each year these attractions draw city dwellers not only from New Jersey but also from New York City, Philadelphia, and beyond for seasonal rest, recreation, and inspiration.*

*Nearby there is a second Jersey Shore — an undiscovered and relatively untouched area along the Delaware Bay. This is a quiet land that invites visitors to appreciate the flight of an osprey, the richness of the coastal marshes and wetlands, and the spirit of hard work and adventure behind the fishermen's boats and homes that are an integral part of the setting. Experiences here are very different from those along the coast. Pristine rivers and streams empty into the bay, wildlife abounds, and small towns, farms, and fishing villages provide evidence of living and working with nature.*

*The resources of both Jersey Shores will soon be interpreted as part of the New Jersey Coastal Heritage Trail. The trail concept will provide the context for discovery, and the resources within these two distinct areas will offer visitors the opportunity to choose from experiences as varied as the landscape.*

## PROJECT BACKGROUND AND GOALS

Congress authorized the New Jersey Coastal Heritage Trail in 1988 to provide for public understanding and enjoyment of sites and resources associated with the coastal area of New Jersey (Public Law 100-515). The law directed the National Park Service to inventory all natural and cultural resources in the project area and to prepare a general plan for protecting and interpreting selected resources.\*

In November 1990 the National Park Service released a preliminary *Resource Inventory* and a *Study of Alternatives* for the coastal heritage trail. (For a summary of the project history, see appendix B.) The *Resource Inventory* contained a brief description, including suggested level of significance, for each of nearly 400 resource entries that had been recorded at that time. The *Study of Alternatives* described five alternative concepts for trail protection and interpretation. In April 1991, after public review and comment on the alternatives document, the National Park Service established a direction for the trail based on several of those concepts.

During the summer of 1991 a planning team composed of representatives from the state of New Jersey and the National Park Service refined the approved trail concept and incorporated it into four possible implementation alternatives — designated routes, regional discovery, theme discovery, and site discovery. All of the implementation alternatives were designed to meet the goals established for the project:

*Interpretation and Visitor Experiences* — Provide opportunities for all visitors to learn about and experience New Jersey's diverse coastal heritage; expand public awareness of the significance of the coast; encourage positive interaction between people and the environment throughout the trail area; place New Jersey's natural and cultural heritage in a local, state, national, and international context.

*Visitor Services* — Provide for visitor needs through existing facilities or, where none exist, through cooperating groups or agencies; ensure visitor health, safety, and accessibility.

*Resource Protection* — Protect the natural, cultural, and scenic resources of the New Jersey coastline through interpretation, education, and research; create public advocacy for resource protection through expanded awareness of the coast's significance; ensure that no sites or resources are threatened or adversely affected because of designation as part of the trail; plan trail routes and visitor facilities to minimize impacts on local communities and their natural and cultural settings.

*Management* — Provide a structure for overall management of the trail that encourages cooperation between local, state, and federal partners through state leadership and National Park Service support.

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\* The project area generally includes lands east of the Garden State Parkway and south of State Route 49, extending from the vicinity of Sandy Hook in the north to Cape May in the south and northwest along the Delaware Bay shoreline. It also includes lands 1 mile west of the parkway and 1 mile north of Route 49 and any communities and resource areas that touch those boundaries. In the vicinity of Ocean City, the boundary extends northwest along State Alternative Route 559 to U.S. 40 near Mays Landing, west on U.S. 40 to State Route 50, and south on Route 50 to Route 49. Lands 1 mile north and west of these roads are also part of the project area. The boundaries are shown on the Regions map.

The implementation alternatives were distributed for public comment in a November 1991 newsletter and were presented for public discussion in a series of open house meetings held in the project area the same month. Since November the planning team has modified and combined the ideas from the alternatives to reflect public comments and concerns. The resulting implementation concepts and strategies are presented in this *Implementation Guide*, which fulfills the legislative requirements for a general plan for the New Jersey Coastal Heritage Trail.

With the approval and publication of the *Implementation Guide*, the state of New Jersey and the National Park Service are outlining a process for developing and managing the trail to link selected sites of natural and cultural significance within the project area. The established themes and the sites that are selected to interpret them will comprise the trail. Administration of the trail will initially be shared by the state of New Jersey and the National Park Service. At the end of the implementation period, the Park Service and the state will conduct an assessment of the trail and the state's ability to manage it. Based on that assessment, state management responsibilities will be identified. Federal monies will be provided to the state for a five-year implementation period to begin management of the trail. Funding strategies will be developed jointly to enable future state administration.

The New Jersey Coastal Heritage Trail project was conceived and developed as a cooperative effort in which local, state, and federal agencies and numerous private entities will work together to recognize an important part of our heritage. The project exemplifies the partnership programs that have become increasingly important nationally in protecting, preserving, and interpreting significant natural and cultural resources.

# CONCEPT AND STRATEGIES



## TRAIL CONCEPT

The heritage of the New Jersey coastal area will be explored through interpretation of five interrelated themes. Each theme will examine aspects of that heritage, and together they will illustrate the interaction of natural and cultural influences and the coastal environment. The trail will be developed for vehicular touring, and sites will be incorporated to represent all of the trail themes. Because of the size and complexity of the project area, geographical regions will be defined so that visitors can discover trail sites on a localized basis. The Garden State Parkway and Route 49 will constitute the main access corridors for the trail, and well-marked routes will lead from the corridors to regional welcome centers. The welcome centers will serve as interpretive and informational hubs from which visitors can travel to all of the sites within their-respective regions; the NPS presence at Sandy Hook in the north and potentially in the Delaware Bay area in the south will provide long-term stability.

## THEMES AND RESOURCES

The themes of the New Jersey Coastal Heritage Trail represent specific elements of the natural and cultural environment that collectively illustrate the heritage of the New Jersey coast. As the trail evolves, the themes may be expanded or combined to more accurately reflect that heritage.

*Maritime History Theme* — Historically, New Jersey's strategic geographic position on the mid-Atlantic coast placed it in a pivotal location for coastal trade and defense. This theme will be illustrated by sites along the coast and on the barrier islands, including boat-building and fishing operations, lighthouses and other harbor installations and navigation aids, forts, and sites related to the people who developed them.

*Coastal Communities* — The large number of communities that dot the New Jersey coast illustrate the attraction of this land's barrier islands, bays, and coastal plains for a wide variety of people over the years, including Native Americans, immigrants from many countries, and Americans from other states and regions. This theme will permit visitors to explore the factors that led to the types of settlements and the unique heritage of these communities where the land and water meet; at the same time they will learn about the industries that grew as a result of the natural resources of the area, including bog iron, cranberry bogs, and glassmaking.

*Relaxation and Inspiration Theme* — The allure of the New Jersey coastal environment, combined with its proximity to populated areas, has resulted in its traditional use as a destination for recreation and leisure activities. This theme will highlight recreational uses of the Jersey coast over the years and the historic hotels, amusement parks, and other developments provided to support them. Use of the coast for inspiration and religious retreat will also be explored.

*Coastal Habitats Theme* — New Jersey's barrier islands, coastal wetlands, estuaries, bays, and rivers provide habitat, nurseries, and refuges for a rich diversity of plant and animal life. This theme will explore natural communities in the region, from tidal areas to the Pine Barrens.

*Wildlife Migration Theme* — The New Jersey coast provides critical habitat for many of the Western Hemisphere's migrating species. During seasonal migrations, sites throughout the project area will provide opportunities to view the migratory activities of species like the snow geese along the Atlantic Flyway and whales along the coast.

The themes will be illustrated at a variety of sites, most having state or national significance. Many of the sites already have interpretive and educational facilities that can be used to explain the unique features of the resources to be highlighted. Additional exhibits and interpretive programs will tie the sites to the trail themes.

## REGIONAL PRESENTATION

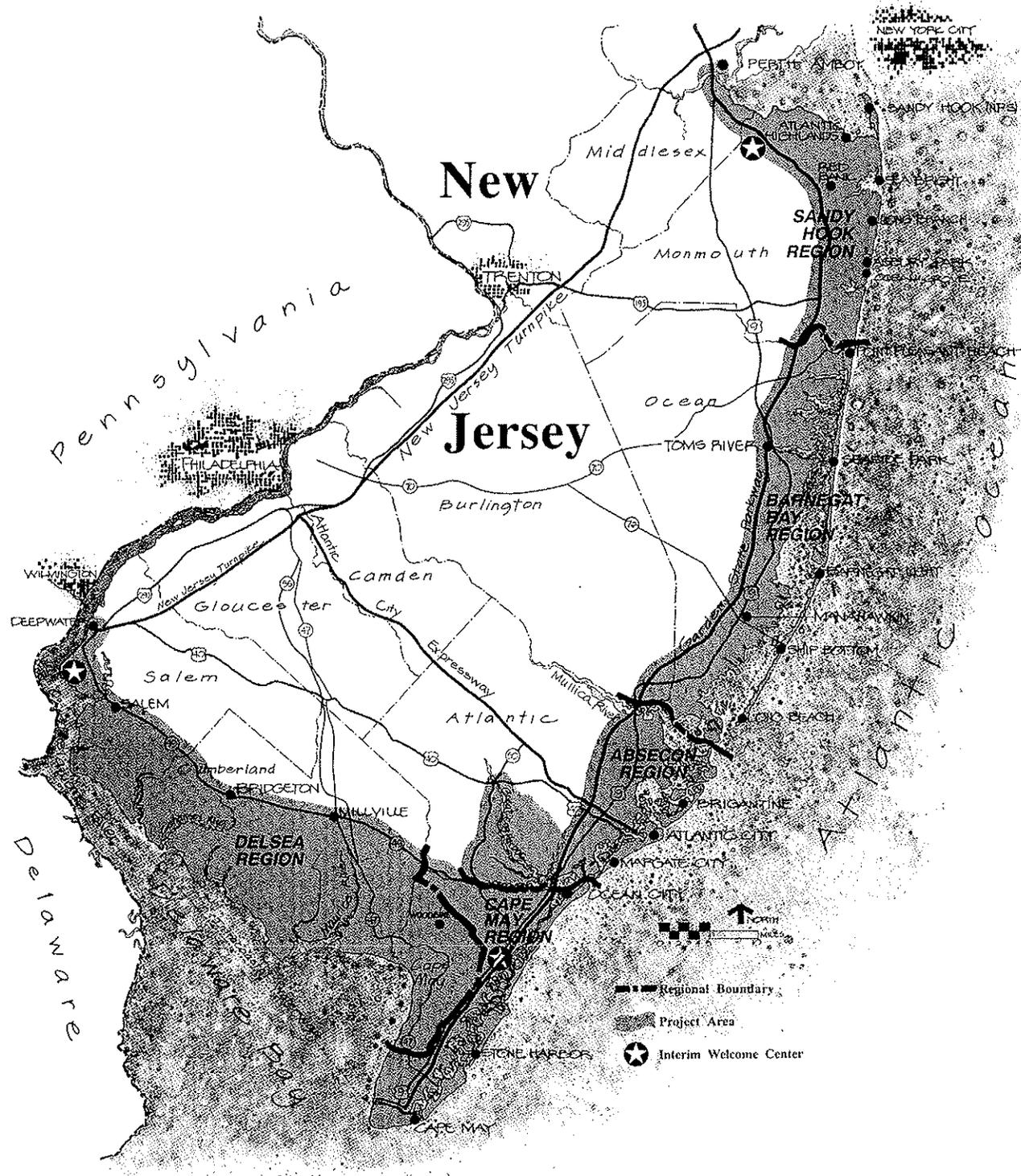
The 275-mile stretch of New Jersey coast within the project area provides tremendous logistical challenges for interpreting the trail themes and illustrating New Jersey's coastal heritage. To simplify touring and make it more convenient for visitors, the trail area will be divided into five regions. A map/brochure will be developed for each region showing all trail-related sites by theme within that region. The regions are briefly described in table 1 and shown on the Regions map.

Five regional welcome centers will be established in the project area near the Garden State Parkway and Route 49. Signs along the nearest major highways will direct visitors to the welcome centers. A trailwide map/brochure will identify the centers and describe the overall trail concept. The regional welcome centers will provide orientation to the trail and its themes. They will also offer in-depth interpretation of one or more of the themes. Because the regions will be large, a series of local information centers will be established to augment information distribution efforts at the welcome centers. All of the regional welcome centers and local information centers will be in existing or already proposed facilities that demonstrate an ability to support trail activities. Participation in the trail will be voluntary. The criteria to be used in selecting the centers are defined in the "Management" section.

**TABLE 1: NEW JERSEY COASTAL HERITAGE TRAIL  
REGIONS AND POSSIBLE WELCOME CENTER SITES**

Region	Location	Possible Welcome Center Sites
Sandy Hook	Perth Amboy south through Monmouth County to the Manasquan inlet	Sandy Hook (subsidiary center) Keyport
Barnegat Bay	Ocean and Burlington Counties	Double Trouble State Park
Absecon	Atlantic County	Forsythe National Wildlife Refuge – Port Republic/Chestnut Neck area
Cape May	Eastern Cape May County, from Ocean City south to Cape May Point and up the western edge of Cape May County at least as far as Green Creek	Seaville rest area, Garden State Parkway Cape May Courthouse, Chamber/Travel & Tourism Welcome Center
Delsea (Delaware Bay and River)	Cumberland and Salem counties south of Route 49 and extending into western Cape May County as far as Green Creek on the Delaware Bay coast	Fort Mott State Park, near Salem and Pennsville Pending Delaware Bay special resource study, location near juncture of Route 55 and Route 47/49

Note: County lines have generally been used for regional boundaries, and regions have been defined to encompass geographically contained areas (e.g., Barnegat Bay). Wherever possible, existing state tourism regions have been duplicated.



# New Jersey Coastal Heritage Trail REGIONS

United States Department of the Interior • National Park Service  
DSC • April 92 • 009 • 40001B

## STRATEGIES FOR IMPLEMENTATION

This section presents the strategies for establishment of the New Jersey Coastal Heritage Trail and sets the direction for its management. It outlines the activities necessary to complete establishment and to provide for the trail's continued management as a cooperative project between the state of New Jersey, the National Park Service, and the participating site managers. The implementation strategies are organized by the four major goals that have been established for the trail. Objectives have also been defined to focus and direct future actions. Implementing actions and responsibilities are detailed in table 2.

## INTERPRETATION AND VISITOR EXPERIENCES

*Provide opportunities for all visitors to learn about and experience New Jersey's diverse coastal heritage; expand public awareness of the significance of the coast; encourage positive interaction between people and the environment throughout the trail area; place New Jersey's natural and cultural heritage in a local, state, national, and international context.*

### Objectives:

Establish sites and facilities to illustrate the maritime history theme beginning in the spring of 1993.

Create a trailwide system for interpreting the five trail themes, and develop media and programs to carry out interpretation.

### Strategies:

Establish a prototype regional welcome center, local information centers, and interpretive sites for the demonstration theme, and develop interpretive media, including brochures and exhibits; present the theme to the public beginning in the spring of 1993; evaluate the effectiveness of the welcome center, information centers, sites, and media.

Establish five official regional welcome centers in existing or already proposed facilities to provide trailwide theme interpretation as well as interpretation of the themes that are illustrated within their regions; include the demonstration theme welcome center as one of the official welcome centers, if appropriate.

Establish local information centers in existing facilities to distribute trail brochures and other interpretive information; include the demonstration theme information centers as official information centers, if appropriate.

Incorporate representative sites to illustrate the trail themes; include the demonstration theme sites, if appropriate.

Prepare and implement an interpretive plan to guide interpretive activities and the development of interpretive programs and materials.

Develop trailwide and region-specific interpretive brochures, exhibits, waysides, and audiovisual programs to interpret the trail themes, sites, and natural and cultural resources.

Provide interpretive materials and assistance to the regional welcome centers, local information centers, and sites as they are designated; provide periodic interpretive training.

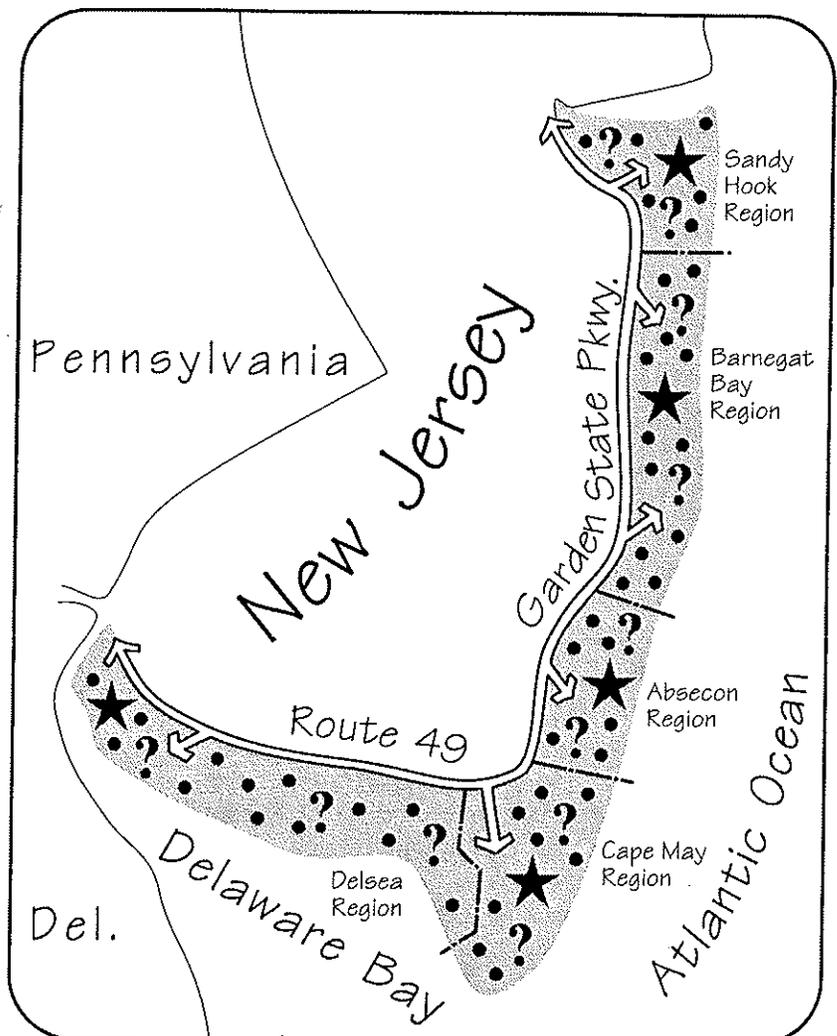
### Regional Welcome Centers

The regional welcome centers will be the primary sources of interpretation about the overall trail concept and the trail themes. They will show the interrelationship of the themes in illustrating New Jersey's coastal heritage — for example, the effects of natural forces on coastal development and the role of coastal fortifications in commerce. Through displays and other interpretive media, they will highlight sites within their regions to illustrate the trail themes. Publications will provide in-depth interpretation of how those sites reflect the coastal heritage.

Interpretation at the centers may also place New Jersey's heritage in an international context. For example, exhibits about the maritime heritage of New Jersey may illustrate the link between the growth of shipping in New Jersey and the expanding sugar trade in the West Indies; displays about bird migrations may show the entire international flyway as well as summer and winter breeding and nesting areas to emphasize the need to protect all areas of importance to these species.

The regional welcome centers will be placed in existing facilities, which will continue to interpret the themes they represent. For example, interpretation at a center in a wildlife preserve will focus on the coastal habitats and wildlife migration themes; interpretation at a center in a lighthouse facility will explore the maritime history theme.

Information will be available at each regional welcome center to orient visitors generally to the trail concept



Symbols do not represent actual sites and are for schematic purpose only.

● Site ? Local Information Center ★ Regional Welcome Center

— — — — — Represents Regional Boundary

and specifically to the surrounding region. Interpretive materials, including a regional map/brochure showing all of the themes that are illustrated, will enable visitors to select and locate the sites of particular interest to them.

### **Local Information Centers**

Because the trail regions will be large, a series of local information centers will be established to augment information distribution efforts at the welcome centers. These local information centers will provide orientation and trail brochures to visitors who come to the local area without first having stopped at a welcome center. They will also direct visitors to local trail sites and welcome centers. Located in existing facilities such as chambers of commerce and local visitor bureaus, the information centers will increase awareness of the trail and make touring information readily available. They will also stimulate local interest in trail sites and resources.

### **Trail Sites**

Natural and cultural sites of national or state significance will be selected based on the theme or themes that they represent, and their stories will be tied to the trail's themes. General orientation to the trail will be provided in interpretive panels and/or the trailwide brochure. Site managers will distribute the trailwide brochure and the brochure developed specifically for the region in which their sites are located.

Associated sites that effectively illustrate or interpret one of the trail themes may also be designated as part of the trail. These are sites that do not have natural or cultural resources of state or national significance but offer comprehensive interpretive information about a trail theme that is not available elsewhere on the trail. Museums are the primary sites that fall into this category. Associated sites will offer the same types of informational and educational materials as sites of national or state significance.

## **VISITOR SERVICES**

*Provide for visitor needs through existing facilities or, where none exist, through cooperating groups or agencies; ensure visitor health, safety, and accessibility*

### **Objective:**

Create a system for providing trail information and for meeting visitor needs while respecting community values.

### **Strategies:**

Prepare a sign plan and implement a sign program in cooperation with state and local road authorities, adjacent communities, and trail site managers.

Develop and install uniform trail markers to guide visitors to the regional welcome centers, local information centers, and trail sites.

Designate regional welcome centers, local information centers, and sites that provide necessary and appropriate visitor services.

Develop strategies among cooperating groups and agencies to supplement visitor services and augment site facilities where needed.

Visitors to the New Jersey Coastal Heritage Trail will be directed from the Garden State Parkway and Route 49 to the regional welcome centers by signs that include the trail logo and directional information. Routes to the welcome centers will also be mapped in the trailwide orientation brochure. At the centers visitors will be able to obtain regional map/brochures to guide them to the sites within each region. Signs will also be installed to direct visitors from the nearest major intersections to each site. Initially, signs will be provided to site managers free of charge to direct visitors to the sites from the nearest major intersections, as defined by the local government. Site managers may purchase at cost and negotiate the placement of additional directional signs, if desired.

Information distribution points will be the regional welcome centers, the local information centers, and the trail sites. Selected state tourism welcome centers and rest areas along the Garden State Parkway, Interstate 295, and the Atlantic City Expressway will also be designated as local information centers for the trail.

When visitors leave the regional welcome centers, they will select their own routes based on the regional map/brochure. The routes will be marked from the intersections nearest the trail sites. Each regional brochure will show all of the trail sites within that region, the themes they represent, and the level of facilities available (see the "Management" section for details on levels of facilities). Scenic landscapes and byways, and roads suitable for bicycles and buses will eventually be keyed on the map. This information will aid in locating trail sites and provide visitors with information to assist them in planning their routes and methods of transportation, thus encouraging use of alternative means of transportation. It will encourage a sense of individual exploration and at the same time disperse use.

Trail information will include the trailwide brochure explaining the overall theme concept, the regional brochures describing all of the sites within each region, and tour brochures of locally significant sites as developed by local communities and approved by the state. Audiovisual presentations and other interpretive and educational programs will be offered at regional welcome centers. Detailed trail guidebooks and theme brochures may be developed in the future. Additionally, interpretive exhibit panels, signs, and/or kiosks may be placed at trail sites.

## RESOURCE PROTECTION

*Protect the natural, cultural, and scenic resources of the New Jersey coastline through interpretation, education, and research; create public advocacy for resource protection through expanded awareness of the coast's significance; ensure that no sites or resources are threatened or adversely affected because of designation as part of the trail.*

### Objectives:

Minimize the effects of visitor use on trail sites, local communities, and their natural and cultural resources and settings.

Develop educational programs to encourage resource conservation.

Update the resource database to provide accurate information for decisionmaking.

### Strategies:

Establish nondesignated routing to offer visitors a variety of options for finding the trail sites and to disperse visitor use among the wide range of resources available.

Apply criteria for trail participation that encourage resource protection; implement a procedure for dedesignation of sites that do not meet resource protection criteria.

Require community support for a site to participate in the trail.

Institute trailwide interpretive and educational programs about the New Jersey coastal area's natural and cultural resources.

Refine and expand the existing resource inventory.

### **Protection Responsibilities**

Inventoried resources within the project area are managed by public agencies, private owners, or private nonprofit groups. To meet the criteria for site selection, as defined in the "Management" section, the managers of these resources must demonstrate a willingness to cooperate in carrying out the mandates of federal, state, and local protection legislation and any pertinent regulations.

Site managers will continue to be responsible for all resource management and protection activities related to their sites. The state of New Jersey with NPS assistance will periodically evaluate sites to see that they are meeting trail criteria. Sites failing to meet these criteria will be recommended for dedesignation. Local endorsement of site participation will be an important element of resource protection because it will encourage community support and awareness. Neither the state nor the National Park Service will be able to directly protect resources they do not own.

The National Park Service will ensure that section 106 compliance, as outlined in the "Compliance" section, is fulfilled during the five-year implementation period and will provide for coordination with the state historic preservation officer under the 1990 programmatic agreement. The Park Service will also continue to be available for consultation and technical assistance in trail-related resource protection efforts.

To further protect threatened, endangered, or sensitive species and their habitats as well as fragile or sensitive archeological resources, these resources will not be included in the published inventory.

One of the most important means of resource protection is by educating the public about the value and significance of a resource. All trail participants will work together to explore ways to encourage protection of the natural, cultural, and scenic resources of the New Jersey coastline through public advocacy supported by interpretation, education, and research.

### **Resource Identification**

Since the New Jersey Coastal Heritage Trail project was initiated, more than 900 entries representing thousands of separate sites have been included in the resource inventory. The inventory includes thousands of separate sites covering a range of cultural and natural resources. Levels of significance have been derived from criteria and information provided by the National Register of Historic Places,

the Office of New Jersey Heritage, county historical societies, and cultural and heritage commissions. For natural resources, except those designated as national natural landmarks, it has been assumed that those under federal jurisdiction are of national significance, those under state jurisdiction are of state significance, and those under local control are of local significance. Based on information in the present inventory, the majority of sites are of state and local significance. However, not all sites in the inventory are eligible for New Jersey Coastal Heritage Trail status. To be eligible, they must also relate to at least one of the trail themes. Nationally significant sites include national park system units, national historic landmarks, national wildlife refuges, national natural landmarks, and other qualifying areas; sites of state significance are those listed on the national register as having state significance (or being evaluated for national significance), sites listed on the New Jersey Register of Historic Places with state significance, state wildlife management areas, state parks, and other qualifying areas; locally significant sites are those listed on the national register as having local significance. In addition, associated sites with educational or recreational value have been listed, including museums, historic homes and villages, community and county parks, and other local sites of related interest.

The inventory is a dynamic and evolving database that will incorporate new sites and resources that are determined to be significant. The present inventory documentation is incomplete and has yet to be field-checked. Updating and review of the inventory is continuing so that it can be used in conjunction with the *Implementation Guide*.

If a manager/owner of a site that is not listed in the inventory requests to be included as part of the trail, he or she will be asked to complete a questionnaire for inventory purposes. Once the site is included in the inventory, the normal application procedure will apply. This *Implementation Guide* only establishes criteria for trail site selection; it does not evaluate resources for possible inclusion in the national park system.

#### **Future Research Needs**

Research needs for the coastal heritage trail will continue to be identified as the number of trail sites grows and other facets of the varied resource base become better known. Several data needs are already evident. Little information has been gathered on the Delaware Bay portion of the project area, and detailed information about the social history, agriculture, industry, and architecture of that area is lacking. Studies like the recently completed *Historic Themes and Resources within the New Jersey Coastal Heritage Trail*, volume 1, *Southern New Jersey and the Delaware Bay: Cape May, Cumberland and Salem Counties* (National Park Service 1991) have generally described the thematic categories in the project area. However, detailed studies of urban development, agriculture, industry, religion, and transportation need to be accomplished, and similar studies need to be done for the remaining counties. Ethnographic studies of the New Jersey coast and Delaware Bay regions also need to be initiated to aid management of the trail's resource base, improve visitor services, and foster a better understanding of the region's history and cultural diversity. Extant studies and other information need to be brought together in a coherent and usable series of narratives that will expand the public's understanding of this complex area and its communities.

## MANAGEMENT

*Provide the structure for overall management of the trail that encourages cooperation between state, local, and federal partners through state leadership and National Park Service support.*

### **Initial Phase**

Objective:

Create a framework for establishing the trail.

Strategies:

Prepare an implementation guide.

Develop an initial federal/state management partnership structure for accomplishing the first-phase actions.

Establish and evaluate the demonstration theme sites and facilities to test the effectiveness of management strategies and site criteria.

### **Interim Phase**

Objective:

Create an interim management partnership.

Strategies:

Develop a federal/state/local management partnership structure to implement the interim trail actions.

Develop two additional trail themes through the established partnership structure, and select and designate regional welcome centers, local information centers, and trail sites.

### **Final Phase**

Objective:

Create a permanent management and financial structure for the trail.

Strategies:

At the end of the implementation period, conduct an assessment of the trail and the state's ability to manage it; based on that assessment, identify state management responsibilities.

Develop a mechanism for funding responsibilities after implementation is complete.

Expand the demonstration theme, develop the remaining trail themes, and select and designate the remaining welcome centers, information centers, and sites.

### **Management Philosophy and Responsibilities**

The New Jersey Coastal Heritage Trail was envisioned as a means to preserve and interpret the state's coastal heritage through the cooperative efforts of the state of New Jersey, the National Park Service, county and city governments, and individual site managers. The principal participants for the state are its Division of Travel and Tourism, Department of Transportation, Department of Environmental Protection and Energy, and Pinelands Commission. As the trail is established, all participating site managers will also be important cooperators in the venture.

During implementation of the trail actions, the state of New Jersey and the National Park Service will cooperate in managing the trail. Cooperative responsibilities will include trail coordination; design and publication of brochures and other orientation and interpretive materials describing the trail themes; production, distribution, and installation of exhibits, signs, brochures, and other interpretive and informational materials; and review and evaluation of sites, facilities, and services. The state will be responsible for site significance determinations and for selection of local information centers. The Park Service will be responsible for selection and designation of sites and regional welcome centers; design of trail brochures, exhibits, and signs for the sites, regional welcome centers, and local information centers; management of NPS facilities associated with the trail; and continuing technical assistance. Day-to-day NPS management and operational responsibilities will be increasingly shared with the state during the five-year implementation period. At the end of the period, the Park Service and the state will conduct an assessment of the trail and the state's ability to manage it. Based on that assessment, state management responsibilities will be identified (appendix D contains recommendations concerning state management of the trail). The Park Service will continue to be involved in the trail through its interpretive developments, technical assistance, site selection and designation, and related responsibilities. Site managers will continue to operate and maintain their own facilities. They will also be responsible for sign maintenance in cooperation with state and county road departments.

The National Park Service will be represented by its New Jersey Coastal Heritage Trail office. Because of continuing Park Service responsibilities, an office will be maintained to provide ongoing technical assistance and trail designation and coordination responsibilities. Once the trail is fully operational, the Park Service may incorporate the trail office function into another Park Service facility in the project area.

A federal presence for the trail will be established in the northern portion of the project area at the Sandy Hook unit of Gateway National Recreation Area. A special resource study will be conducted in the Delaware Bay area, which will determine the area's suitability and feasibility for long-term NPS involvement. Based on the study results, a federal presence may also be established in this area, and a sixth regional welcome center designated (within the Delsea region) in conjunction with this presence. The anchor(s) will provide interpretive opportunities for trail visitors and long-term stability for the trail.

Cooperative agreements and memorandums of understanding will identify the responsibilities of all trail participants. The state of New Jersey and National Park Service have entered into a cooperative agreement that outlines their responsibilities in developing and managing the trail. Memorandums of

understanding will also be established among the state, the Park Service, and each participating site or organization. A sample memorandum of understanding is included in this document as appendix F.

The New Jersey Coastal Heritage Trail is evolutionary in nature and purposely designed to be broad in scope. Strong criteria for site selection and significance determination are essential to a high-quality visitor experience because of the possibility for continued expansion and inclusion of sites. As these new opportunities occur, trail management will need to be able to respond with changes to the implementation process. Such changes will be made by the project director in coordination with the other cooperating management agencies. Any changes to the site categories or criteria for selection of sites, regional welcome centers, or local information centers as defined in this *Implementation Guide* will need to be reviewed and approved by the cooperating agencies and the NPS regional and Washington offices.

### **Application Process and Criteria for Selection of Sites**

Three types of sites will be included as part of the trail — those that have national or state significance and offer full services for visitors (level 1 sites); those that have national or state significance but offer only limited services (level 2 sites); and those that do not have national or state significance but provide information not available elsewhere on the trail about one of the themes (associated sites).

Level 1 sites are those that meet federal or state significance standards, are fully operational and accessible, and have the necessary services to support public use, including parking, restrooms, and water fountains. They must be staffed and open on a regular basis (at least five hours a day [for example, 10 A.M. to 3 P.M.] five days a week, including one weekend day), and educational programs and information must be available to the public. Site resources must be adequately protected.

Level 2 sites also meet federal or state significance standards, but they do not provide all of the support services required for level 1 sites. They may have restricted access or limited educational programs and/or be open less than five hours a day or five days a week. Level 2 sites that provide adequate resource protection will be included as part of the trail, and their service limitations will be noted on maps and brochures. Managers of these sites will be encouraged to make the necessary changes or additions to qualify the sites for level 1 status.

Associated sites are those that do not meet federal or state significance standards but effectively represent or explain information not available elsewhere on the trail about one of the themes. Associated sites must provide the same kinds of educational programs and information and the same level of services as level 1 or level 2 sites.

All site participation in the coastal heritage trail will be voluntary. Each site owner/manager will submit an application to the state of New Jersey for review and significance determination. After review, the state will forward the applications to the NPS office for processing and selection based on approved trail site criteria. The selected applications will be forwarded to the NPS director for official designation. Periodic site reviews will be carried out, and new sites designated, based on the approved criteria. Existing sites will be periodically reevaluated to ensure that they continue to meet the criteria for trail designation. The criteria for site selection are as follows:

Location — The site, or a portion of the site, must lie within the project area boundary (see the Regions map and the footnote on page 1).

Significance — The site must relate to at least one of the trail themes and must be determined to be significant according to one of the following criteria:

- listing or eligibility for listing on the National Register of Historic Places or New Jersey Register of Historic Places as having national or state significance
- status or eligibility for status as a national or state natural resource protection area
- importance in telling a trail theme-related story, that is, a determination that the site is critical in representing a particular aspect of a trail theme

Interpretation — The site must have existing interpretive/educational programs related to one of the trail themes or must indicate plans to implement such programs.

Access — The site must be accessible from public rights-of-way.

Facilities Management — The site must have adequate support facilities, including parking, restrooms, and water fountains, to meet the needs of visitors. Site owners/managers will be responsible for meeting or identifying plans to meet local, state, and federal regulations for health, safety, and physical accessibility.

In addition to meeting these criteria, site owners/managers must

agree that acceptance of the site as part of the New Jersey Coastal Heritage Trail in no way relieves the owner/manager from responsibilities to comply with applicable federal, state, and local laws and regulations

sign and fulfill the responsibilities outlined in the official memorandum of understanding between the site owner/manager, state of New Jersey, and National Park Service (see the example memorandum in appendix F)

operate and maintain their individual trail sites and facilities

be willing to sign a nondiscrimination agreement

show community endorsement of their application through municipal, county, or other governing body approval

obtain approval from their local government and highway authority about where trail directional signs can be placed

periodically examine trail signs for vandalism and arrange for their replacement when needed (the state will provide the trail signs)

provide the state with requested information for development of the trail's annual report

be willing to promote the coastal heritage trail

distribute and install interpretive materials at trail sites and facilities, including local area information approved by trail management

attend interpretive training sessions that are conducted or approved by the state

assist the Park Service and the state in evaluating the effectiveness of interpretation and interpretive materials

continue to protect the site's resources

educate the public about the need for protection of natural and cultural resources and encourage their support

Trail themes and related sites will be evaluated on a rotating basis every three to five years to ensure that they are continuing to meet the selection criteria (for example, the maritime history theme sites established in 1993 will be evaluated in 1996, the sites established in 1994 will be evaluated in 1997, and the sites established in 1995 will be evaluated in 1998); new site applications related to a particular theme will be reviewed and processed at the same time as existing site evaluations.

If a site no longer meets the criteria, its trail designation will be removed. The following additional factors will result in a loss of designation:

The site owner/manager or local government requests that the site be removed.

The community in which the site is located is so negatively affected by increased visitation that the existing infrastructure is strained beyond acceptable levels.

Site resources are so negatively affected by visitation that adequate protection cannot be assured.

Proposed improvements to meet selection criteria are not implemented by the agreed upon date.

#### **Application Process and Criteria for Selection of Regional Welcome Centers and Local Information Centers**

Participation in the New Jersey Coastal Heritage Trail as a regional welcome center will be voluntary. The Park Service, in consultation with the state of New Jersey staff, will seek cooperative arrangements with owners/managers of existing or proposed facilities that meet the following criteria:

Regional welcome centers must provide adequate parking, public restrooms, and water fountains. Owners/managers will be responsible for meeting or identifying plans to meet local, state, and federal regulations for health, safety, and physical accessibility.

Owners/managers must agree to display and distribute information about the trail, including signs, orientation panels, and brochures.

Regional welcome centers must be open a minimum of five days a week, eight hours a day, including Saturdays and Sundays.

Regional welcome centers must be near the Garden State Parkway or Route 49 and must be within the boundaries of the regions that they are supporting.

Owners/managers must demonstrate operational and organizational stability.

Owners/managers must assume all responsibility for meeting staffing needs.

Space must be available for audiovisual presentations and exhibits provided by the National Park Service (a minimum of 600 square feet).

Regional welcome centers may be existing or proposed facilities that are owned by any type of governmental agency or nonprofit organization. Optimally, each theme will be represented in at least one regional welcome center.

Participation in the trail as a local information center will also be voluntary. An owner/manager who wants a facility to be selected as a local information center will submit an application to the state of New Jersey that has been endorsed by the appropriate local jurisdiction. The state will review the application and determine whether the facility qualifies. Local information centers will be selected by the state from a list of recommended facilities that meet the first three criteria listed for regional welcome centers (see above). Local information centers will be approved for a period of three years, at which time they will need to reapply and be considered along with any other centers that have submitted applications.

### **Multi-Year Project Phasing**

**Development and Site Selection for the Demonstration Theme.** Sites will be selected and prototype interpretive media developed to present the demonstration theme — the maritime history theme — in the fall of 1993. Sites within the entire project area will be included. Because of time constraints, New Jersey Coastal Heritage Trail office personnel will make the initial site selections (a portion of the existing inventory of maritime history sites); these sites will later be complemented by other public and private sites. All participation in demonstration theme activities will be voluntary, and trail sites and wayside locations will be selected after consultation with site owners/managers and state participants. Signs will be developed, installed, and maintained as outlined in this document. A trail brochure and regional maps with information about the sites will be produced and distributed. Wayside exhibits describing the sites will be placed at selected locations along the demonstration portion of the trail. Existing or proposed state information centers will be used to distribute information.

**Phased Trail Establishment.** The New Jersey Coastal Heritage Trail will be established in three phases over the next five years. The first phase — development of the demonstration theme — will be completed in the fall of 1993; maritime history theme sites and three interim regional welcome centers will be established during this phase. The second phase will involve the selection of sites through the application process and the development of two additional theme by the end of calendar year 1994. One or two more interim welcome centers will be established during this phase and will begin providing general interpretation of New Jersey's coastal heritage.

The remaining themes and the official regional welcome centers will be established in the third phase of trail development. Subsequently, the demonstration theme will be expanded using the application process to designate additional sites that will illustrate all aspects of the maritime history theme. With

the development of all five themes and the establishment of the regional and local centers, visitors will be able to explore New Jersey's coastal heritage in geographically manageable regions.

During the final phase of trail implementation, the state of New Jersey and the National Park Service will evaluate the project's success and directions and will determine whether any changes need to be made to ensure that the trail goals are achieved.

The graphic on the following page illustrates the three phases of trail establishment. Management responsibilities during these three phases and during the post-implementation period are shown in table 2.

### **Funding**

The National Park Service will provide technical assistance to the state of New Jersey in planning and interpreting the New Jersey Coastal Heritage Trail. The Park Service will also provide financial assistance to the state for a five-year period targeted to begin in FY 1993. Federal funding will be sought for initial design and development of orientation and interpretive materials (signs, publications, orientation and exhibit panels, and other media as needed); technical assistance and coordination; and operation of the NPS office. Estimated costs are shown in tables 3 and 4. During the implementation period, the Park Service and the state will seek other long-term funding sources.

### **State In-Kind Services**

As part of their involvement with the New Jersey Coastal Heritage Trail, the state of New Jersey has agreed to supply support through several state agencies and to allow use of some existing state facilities.

**Welcome and Information Centers.** The state has agreed to include space in some of their rest and service areas to make information about the trail available to the public. The locations of these rest and service areas along major highways like the Garden State Parkway make them ideal for reaching large numbers of visitors. Staff at these centers will be responsible for the distribution of trail information. At least two state-operated sites will be designated as official trail welcome centers.

**Sign Installation.** The state highway departments, including the Garden State Parkway and New Jersey Department of Transportation, will work with the Delaware River and Bay Authority and the county road departments in temporarily storing and installing signs for the trail. Signs will include large (interstate size) directional signs to small, local identification signs.

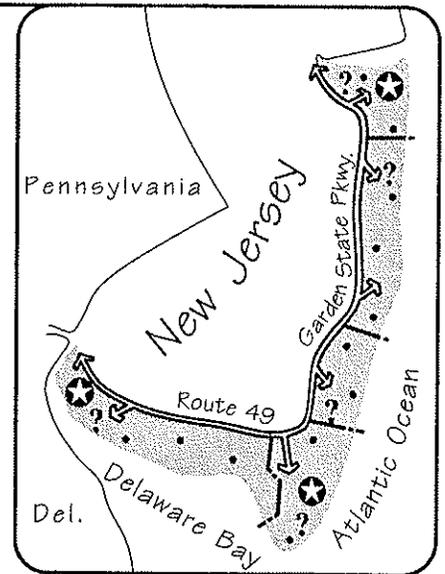
**Information Services.** The state Department of Commerce and Economic Development, Division of Travel and Tourism, and Department of Environmental Protection and Energy have agreed to help publicize the trail by distributing information. Some information will be distributed at the regional welcome centers, and an information network will be established to include local information centers, state parks, and state forests.

**Brochure Mapping.** The state Department of Transportation will provide technical mapping of the highway and roads networks for the regional brochures.

## INITIAL PHASE

Sites and facilities will be selected to illustrate the maritime history theme beginning in the fall of 1993. Three interim welcome centers will be designated. Signs will be developed and installed, and existing information centers will distribute trail information, including a trail brochure and detailed maps of site locations

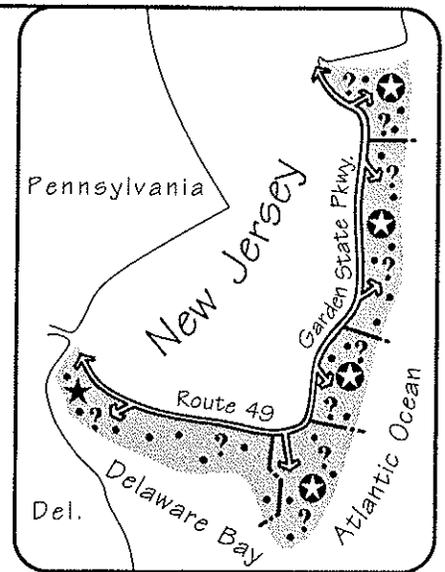
- Site ? Local Information Center ⊕ Interim Regional Welcome Center
- Symbols do not represent actual sites and are for schematic purpose only.



## INTERIM PHASE

Two additional themes will be developed, and sites selected through the application process. Some additional regional welcome centers will be established, which will provide general interpretation of New Jersey's coastal heritage as well as theme and site information. Regional map/brochures will be developed.

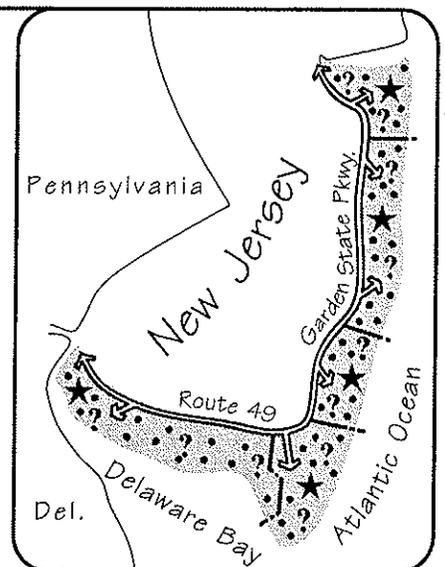
- Site ? Local Information Center ⊕ Interim Regional Welcome Center
  - Represents Regional Boundary ★ Regional Welcome Center
- Symbols do not represent actual sites and are for schematic purpose only.



## FINAL PHASE

The remaining themes and regional centers will be added to the trail. The demonstration trail will be expanded to illustrate all aspects of the maritime theme. Each region will have a welcome center that provides general information about the heritage of the New Jersey coast and detailed interpretation of the theme that the center represents. Permanent welcome centers exhibits, displays, audiovisual, etc., will be developed.

- Site ? Local Information Center ★ Regional Welcome Center
  - Represents Regional Boundary
- Symbols do not represent actual sites and are for schematic purpose only.



**Site Inspections/Visits.** The Department of Environmental Protection and Energy and Division of Travel and Tourism will provide regular site reviews to ensure compliance with trail requirements and standards.

**Brochure Distribution.** The Department of Environmental Protection and Energy and Division of Travel and Tourism will distribute trail brochures to network distribution points (sites and local information centers).

**Review for Resource Significance.** As site managers apply to be included on the trail, the Department of Environmental Protection and Energy's Offices of New Jersey Heritage and Natural Lands Management will review the applications and determine the relative significance of each site.

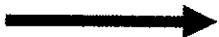
All of the offices mentioned above will contribute to ongoing state efforts to develop a coalition of friends of the trail groups and environmental, museum, tourism, and preservation organizations. This coalition will be an integral part of the network for publicizing and financially supporting the trail. It will be critical to the long-term success of the trail.

**TABLE 2: IMPLEMENTATION PHASING AND RESPONSIBILITIES**

**INTERPRETATION**

INITIAL	INTERIM	FINAL	POST-IMPLEMENTATION
▲ ○ Prepare interpretive prospectus	▲ ● Implement interpretive plan recommendations	▲ ●	
▲ ○	▲ ●	▲ ●	△ ●
Implement demonstration theme	Implement two additional themes	Implement remaining themes	Update and review themes
▲ ○ Design and produce prototype trail exhibits and other interpretive materials as appropriate for demo theme	▲ ○ Design and produce permanent trail exhibits and other interpretive materials for two additional themes	▲ ● Design and produce permanent trail exhibits and other interpretive materials for remaining themes	▲ ● Design and produce exhibits and interpretive materials for any new sites that are established
△ ● Distribute interpretive materials to trail sites and facilities	△ ●	△ ●	△ ●
△ ● ■ Install interpretive materials at trail sites and facilities	△ ● ■	△ ● ■	△ ● ■
▲ ● ■ Evaluate interpretation and interpretive materials and modify or update as necessary	▲ ● ■	▲ ● ■	▲ ● ■
▲ ● Provide periodic interpretive training	▲ ●	▲ ●	▲ ●
● ■ Attend interpretive training	● ■	● ■	● ■

RESPONSIBLE ENTITY = NPS ▲ STATE ● SITE ■  
 ASSISTANCE/SUPPORT = NPS △ STATE ○ SITE □

ACTION CONTINUES = 

## VISITOR SERVICES

INITIAL	INTERIM	FINAL	POST-IMPLEMENTATION
▲ ○ Produce trail signs for demonstration themes	▲ ○ Produce trail signs for two additional themes	▲ ○ Produce trail signs for remaining themes	▲ ○ Produce signs for any new sites that are established
■ ● Install trail signs	■ ● Install trail signs	■ ● Install trail signs	■ ● Install trail signs
▲ ● Maintain trail signs and replace as necessary	△ ●	△ ● ■	● ■
▲ ○ Design and produce initial trail brochure and regional maps for demo theme	▲ ○ Design and produce trail brochure and regional maps for two additional themes	▲ ● Design and produce trailwide map/brochure and regional map/brochures for all themes	△ ● Update and produce brochures to include any new sites
▲ ○ Design and produce other orientation/information materials as appropriate for demo theme	▲ ○ Design and produce other orientation/information materials for two additional themes	▲ ● Design and produce other orientation/information materials for remaining themes	△ ● Design or update materials to include any new sites
▲ ○ Distribute initial trail brochure, regional maps, and other orientation/information materials for demo theme	▲ ● ■ Distribute trail brochure, regional maps, and other orientation/information materials for two additional themes	▲ ● ■ Distribute trailwide map/brochure, regional map/brochures, and other orientation/information materials for all themes	● ■ Continue distribution of brochures and other materials
▲ ● ■ Evaluate signs, map/brochures, and other orientation materials and modify or update as necessary	▲ ● ■	▲ ● ■	▲ ● ■
▲ ● Evaluate the quality of visitor services at regional welcome centers, local information centers, and sites and recommend changes as appropriate	▲ ●	▲ ●	▲ ●

RESPONSIBLE ENTITY = NPS ▲ STATE ● SITE ■ ACTION CONTINUES = 

ASSISTANCE/SUPPORT = NPS △ STATE ○ SITE □

# RESOURCE PROTECTION

INITIAL	INTERIM	FINAL	POST-IMPLEMENTATION
▲ ○ Fulfill all compliance responsibilities	▲ ●	▲ ● ■	△ ● ■
■ Carry out all site-related resource protection activities and provide self-monitoring to protect resources	■	■	■
▲ ○ Provide consultation and technical assistance in trail-related resource protection efforts	▲ ●	▲ ●	▲ ●
▲ ○ Monitor sites, information centers, and welcome centers to ensure that they meet resource protection criteria	▲ ●	▲ ●	△ ●
▲ ○ Document and analyze any impacts on natural and cultural resources and recommend mitigating measures if appropriate	▲ ●	▲ ●	▲ ●
▲ ● ■ Encourage public advocacy for resource protection through education	▲ ● ■	▲ ● ■	▲ ● ■
▲ ○ Revise and update existing resource inventory	▲ ○	△ ●	●

RESPONSIBLE ENTITY = NPS ▲ STATE ● SITE ■ ACTION CONTINUES = 

ASSISTANCE/SUPPORT = NPS △ STATE ○ SITE □

# MANAGEMENT

INITIAL	INTERIM	FINAL	POST-IMPLEMENTATION*
▲ ● Prepare and approve <i>Implementation Guide</i>			
▲ ○ Manage trail	▲ ●	▲ ●	△ ●
▲ ○ Establish base funding	▲ ○ Maintain funding	▲ ●	△ ●
■ Operate and maintain individual trail sites and facilities	■	■	■
▲ ● Develop long-term state management structure	▲ ●	▲ ●	△ ● Implement long term management structure
▲ ● Develop long-term financing strategy	▲ ●	▲ ●	△ ● Implement long-term financing strategy
▲ ○ Accept applications and determine significance of sites for demonstration theme	△ ● Accept applications and determine significance of sites for two additional themes	△ ● Accept applications and determine significance of sites for remaining themes (including expanded demonstration theme)	● Continue to accept applications and determine significance of sites through application process
▲ Select and officially designate interim welcome centers and sites for demonstration theme	▲ Select and officially designate regional welcome centers and sites for two trail themes	▲ Select and officially designate regional welcome centers and sites for remaining trail themes	▲ Select and officially designate any newly selected sites
△ ● Select local information centers for demonstration theme	△ ● Select local information centers for two additional themes	△ ● Select local information centers for remaining themes	● Periodically review and select local information centers
	▲ ● Periodically review sites to ensure that they continue to meet trail criteria	▲ ●	▲ ●

RESPONSIBLE ENTITY = NPS ▲ STATE ● SITE ■ ACTION CONTINUES = →

ASSISTANCE/SUPPORT = NPS △ STATE ○ SITE □

\*To be determined based on results of 5-year review.

**MANAGEMENT, *continued***

INITIAL	INTERIM	FINAL	POST-IMPLEMENTATION
	<p style="text-align: center;">▲</p> <p>Dedesignate sites that no longer meet trail criteria, that request to be removed, that have not implemented agreed-upon improvements, or that are experiencing unacceptable impacts because of trail visitation</p>	<p style="text-align: center;">▲ ○</p>	<p style="text-align: center;">▲ ○</p>
<p style="text-align: center;">▲ ● ■</p> <p>Establish cooperative agreements and memorandums of understanding for trail participation</p>	<p style="text-align: center;">▲ ● ■</p>	<p style="text-align: center;">▲ ● ■</p>	<p style="text-align: center;">▲ ● ■</p>
<p style="text-align: center;">▲ ● ■</p> <p>Secure appropriate approvals from local governments and highway authorities for trail sign placement</p>	<p style="text-align: center;">△ ● ■</p>	<p style="text-align: center;">△ ● ■</p>	<p style="text-align: center;">● ■</p>
	<p style="text-align: center;">▲ ○</p> <p>Prepare a special resource study of the Delaware Bay area to inventory natural and cultural resources and determine whether the area is nationally significant</p>	<p style="text-align: center;">▲ ○</p> <p>Consider possibilities for preservation and interpretation of Delaware Bay area resources, including the potential for establishing a southern trail anchor</p>	
	<p style="text-align: center;">△ ●</p> <p>Annually prioritize and forward requests for NPS technical assistance from trail sites and facilities</p>	<p style="text-align: center;">△ ●</p>	<p style="text-align: center;">△ ●</p>
	<p style="text-align: center;">▲</p> <p>Provide technical assistance to the state and trail sites and facilities as requested</p>	<p style="text-align: center;">▲</p>	<p style="text-align: center;">▲</p>
	<p style="text-align: center;">▲ ● □</p> <p>Prepare, review, and approve annual report for trail</p>	<p style="text-align: center;">▲ ● □</p>	<p style="text-align: center;">△ ● □</p>
	<p style="text-align: center;">▲ ● □</p> <p>Evaluate project success and direction and determine any changes to ensure achievement of project goals</p>	<p style="text-align: center;">▲ ● □</p>	<p style="text-align: center;">▲ ● □</p>

RESPONSIBLE ENTITY = NPS ▲ STATE ● SITE ■ ACTION CONTINUES = 

ASSISTANCE/SUPPORT = NPS △ STATE ○ SITE □

**TABLE 3: DEVELOPMENT COSTS - FY 1993 TO FY 1997**

**FISCAL YEAR 1993**

<b>Implementation (Start-up Cost; Interim Interpretive Tools)</b>	
Wayside exhibits/information kiosks for sites and interim welcome centers	\$ 15,000
Interior exhibits for sites and interim welcome centers	3,800
Temporary exhibits (rehab existing) for sites and interim welcome centers	25,000
Road signs	38,000
Installation	10,000
Brochures/regional maps	30,000
Video production and equipment	30,000
<b>Subtotal</b>	<b>\$151,800</b>
 <b>Planning and Documentation</b>	
<i>Implementation Guide</i> review and update	\$ 56,000
Interpretive plan (first year of two-year project)	20,000
Atlantic coast overview (print)	21,000
Maritime resource study (print)	8,000
Leisure time study (edit and prepare for printing)	9,000
Coastal trades study (begin research)	15,000
Natural resource study and summary (prepare draft)	15,000
Coastal agriculture study (distribute)	7,500
<b>Subtotal</b>	<b>\$151,500</b>
 <b>Total — Development Costs</b>	 <b>\$303,300</b>

**FISCAL YEAR 1994**

<b>Implementation (Start-up Cost; Interim Interpretive Tools)</b>	
Wayside exhibits/information kiosks for sites and interim welcome centers	\$25,000
Interior exhibits for sites and interim welcome centers	7,400
Temporary exhibits (rehab existing) for sites and interim welcome centers	25,000
Road signs	38,300
Installation	10,000
Brochures/regional maps	49,300
<b>Subtotal</b>	<b>\$155,000</b>
 <b>Planning and Documentation</b>	
Studies	\$ 39,000
Leisure time study (print and distribute)	
Coastal trades study (research and edit)	
Natural resource study (edit, print, and distribute)	
Migratory resources study (research)	
Interpretive plan (second year)	20,000
<b>Subtotal</b>	<b>\$59,000</b>

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Notes: Development costs are for interpretive facilities such as exhibits, not for new construction. Welcome centers will be located in structures owned and operated by others.

All estimates in the table are based on FY 1992 dollars. The state of New Jersey will contribute a variety of in-kind services that will aid in implementing the trail proposals. State services are described in the "Management" section.

<b>Design &amp; Construction (Interpretive Developments)</b>	
Official welcome center #1/exhibits (phase one — design)	\$126,400
Audiovisual program for welcome centers (phase one — design)	25,000
<b>Subtotal</b>	<b>151,400</b>
<b>Total — Development Costs</b>	<b>\$365,400</b>

#### FISCAL YEAR 1995

<b>Planning and Documentation</b>	
Reprints of existing studies	\$ 10,000
Coastal trades study (print and distribute)	9,000
Migratory resources study (edit and print)	5,000
<b>Subtotal</b>	<b>\$ 24,000</b>

<b>Design &amp; Construction (Interpretive Developments)</b>	
Official welcome center #1/exhibits (phase two — fabricate/install exhibits, reprint brochures)	\$360,000
Audiovisual program (phase two — produce, acquire video equipment, etc.)	175,000
Official welcome center #2/exhibits (phase one — design)	47,200
Official welcome center #3/exhibits (phase one — design)	94,500
<b>Subtotal</b>	<b>\$676,700</b>
<b>Total — Development Costs</b>	<b>\$700,700</b>

#### FISCAL YEAR 1996

<b>Design &amp; Construction (Interpretive Developments)</b>	
Official welcome center #2/exhibits (phase two — fabricate/install exhibits)	\$135,000
Official welcome center #3/exhibits (phase two — fabricate/install exhibits)	270,000
Official welcome center #4/exhibits (phase one — design)	78,850
Permanent waysides (fabricate and install)	800,000
Trailwide brochure (design)	30,000
Brochures, official minifolder, regional maps, exhibits (reprint and update)	180,000
<b>Total — Development Costs</b>	<b>\$1,493,850</b>

#### FUTURE YEARS

<b>Design &amp; Construction (Interpretive Developments)</b>	
Complete cooperative remodeling of welcome centers (includes design, fabrication, and installation); complete wayside exhibits (includes \$810,000 for exhibits at Sandy Hook)	\$2,235,000

**TABLE 4: ANNUAL OPERATING COSTS — FY 1993 THROUGH FY 1997**

**FISCAL YEAR 1993**

<b>NPS Project Office</b>	
Personnel	
Project Director	\$64,100
Planning Assistant	19,800
Interpretive Specialist	43,700
Administrative Assistant	29,500
Other (travel, phone, utilities, printing, supplies, services, equipment)	46,900
<b>Subtotal</b>	<b>\$204,000</b>
<b>State of New Jersey Office</b>	
Personnel	
Trail Manager	\$51,600
Office Assistant	16,600
Other (travel, phone, utilities, printing, supplies, services, equipment)	11,800
<b>Subtotal</b>	<b>\$80,000</b>
<b>Total — Operating Costs</b>	<b>\$284,000</b>

**FISCAL YEAR 1994**

<b>NPS Office</b>	
Personnel	\$175,000
Project Director	
Planning Assistant	
Interpretive Specialist	
Administrative Assistant	
Other (travel, phone, utilities, printing, supplies, services, equipment)	93,000
<b>Subtotal</b>	<b>\$268,000</b>
<b>State of New Jersey Office (under cooperative agreement with NPS)</b>	
Personnel	\$120,000
Trail Manager	
Assistant Manager	
Office Assistant	
Other (travel, phone, utilities, printing, supplies, services, equipment)	29,000
<b>Subtotal</b>	<b>\$149,000</b>
<b>Total — Operating Costs</b>	<b>\$417,000</b>

**FISCAL YEAR 1995**

<b>NPS Office</b>	
Personnel	\$174,900
Project Director	
Planning Assistant	
Interpretive Specialist	
Administrative Assistant	
Other (travel, phone, utilities, printing, supplies, services, equipment)	97,100
<b>Subtotal</b>	<b>\$272,000</b>

<b>State of New Jersey Office (under cooperative agreement with NPS)</b>	
Personnel	\$152,000
Trail Manager	
Assistant Manager	
Office Assistant	
Maintenance Worker	
Other (travel, phone, utilities, printing, supplies, services, equipment)	43,000
<b>Subtotal</b>	<b>\$195,000</b>
<b>Total — Operating Costs</b>	<b>\$467,000</b>

**FISCAL YEAR 1996**

<b>NPS Office</b>	
Personnel	\$151,600
Project Director/Interpretive Specialist	
Interpretive Specialist	
Program Assistant	
Administrative Assistant	
Other (travel, phone, utilities, printing, supplies, services, equipment)	105,400
<b>Subtotal</b>	<b>\$257,000</b>

<b>State of New Jersey Office (under cooperative agreement with NPS)</b>	
Personnel	\$152,000
Trail Manager	
Assistant Manager	
Office Assistant	
Maintenance Worker	
Other (travel, phone, utilities, printing, supplies, services, equipment)	141,000
<b>Subtotal</b>	<b>\$293,000</b>
<b>Total — Operating Costs</b>	<b>\$550,000</b>

**FISCAL YEAR 1997  
AND FUTURE YEARS\***

NPS Office — ongoing duties	\$257,000
State of New Jersey Office — ongoing duties**	293,000
<b>Total - Operating Costs</b>	<b>\$550,000</b>

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\*Operating needs will continue at \$405,000, adjusted for inflation.

\*\*State of New Jersey sum represents the estimated cost for state management of the trail and is expected to be a shared cost.

**TABLE 5: NEW JERSEY COASTAL HERITAGE TRAIL FIVE-YEAR DEVELOPMENT SCHEDULE**

Trail Theme Interpretation	Year 1 (FY 92)	Year 2 (FY 93)	Year 3 (FY 94)	Year 4 (FY 95)	Year 5 (FY 96)	Future Years
	Establish demonstration trail — Maritime theme (temporary waysides, exhibits, video)			Revise Maritime Theme		↑
		Establish Relaxation and Inspiration theme trail			Revise theme trail	↑
		Establish Coastal Habitats theme trail			Revise theme trail	↑
			Establish Coastal Communities theme trail			Revise theme trail
			Establish Migratory Routes theme trail			Revise theme trail
	Develop 2 interim regional welcome centers with temporary exhibits	Add 1 interim regional welcome center with temporary exhibits	Add 2 additional interim regional welcome centers			
				Complete welcome center #1 with permanent exhibits, A/V, etc.	Complete 2 additional regional welcome centers	↑
	Designate 10 official local information centers with temporary exhibits	Add 10 official local information centers	Add official local information centers as requested			
		With state partners, develop information distribution plan	Begin state implementation of information distribution plan			
		Update action plan	Update action plan	Update action plan	Update action plan	↑
	Develop general brochure (1st edition)	Reprint brochure	Update, reprint brochure	Reprint brochure	Develop official minifolder	Reprint
	Create 5 regional maps	Update regional map information	Update regional maps			↑
	Develop regional interpretive sheets	Develop regular newsletters — theme information sites	Update annually			↑

**Resource**

**Documentation**

	<b>Year 1 (FY 92)</b>	<b>Year 2 (FY 93)</b>	<b>Year 3 (FY 94)</b>	<b>Year 4 (FY 95)</b>	<b>Year 5 (FY 96)</b>	<b>Future Years</b>
Maritime History	Complete research and draft study	Edit and print				
Coastal Agriculture	Complete research, construct analysis, edit; print final	Distribute document Distribute document		Reprint		
Atlantic Coast Overview and Cultural Resources	Edit and prepare for printing	Print and distribute				
Relaxation and Inspiration	Begin context study	Edit and prepare for printing	Print and distribute			
Coastal Trades		Begin research	Complete research, edit	Print and distribute		
Natural Resources		Theme study	Edit and prepare final	Print and distribute		
Migratory Resources			Theme study	Edit and print		

**Planning/  
Construction**

	Year 1 (FY 92)	Year 2 (FY 93)	Year 3 (FY 94)	Year 4 (FY 95)	Year 5 (FY 96)	Future Years
Implementation Guide	Complete guide	Review/modify guide				
	Complete NEPA/106 compliance					
	Publish public summary document and poster					
Interpretive Planning/Fabrication	Begin task directive for IP	Complete general IP				
		Design A/V program for video alcoves in welcome centers		Product A/V program, acquire video equipment, etc.		
			Design exhibits for welcome center 1*	Design permanent wayside exhibit	Fabricate and install permanent wayside phase I	Continue fabricating and installing permanent wayside exhibits →
				Fabricate and install exhibits for welcome center 1		
				Design exhibits for welcome center 2*	Fabricate and install exhibits for welcome center 2	→
				Design exhibits for welcome center 3*	Fabricate and install exhibits for welcome center 3	→
					Design exhibits for welcome center 4*	Fabricate and install exhibits for welcome center 4 →
						Design, fabricate, and install exhibits for welcome center 5 →
Delaware Bay Special Resource Study	Draft task directive					
		Public involvement				
		Prepare draft report	Complete report			
			Begin requisite follow-up action, if appropriate	[Prepare GMP task directive]**		
			[Prepare legislative support package]	[Begin GMP]	[GMP . . . .]	[GMP . . . .]
						{DCP for visitor center — southern trail anchor/potential new site}

\*Replaces interim/temporary facilities, brochures, exhibits, etc.

\*\*Items in brackets may be necessary depending on report findings and subsequent congressional action.

## COMPLIANCE

This *Implementation Guide* proposes no construction of any kind and no actions that will result in any significant impacts on or controversies over the use of resources. It recommends the use of existing or proposed facilities and roads to interpret resources that are included as part of the New Jersey Coastal Heritage Trail, with only signs, interpretive panels, wayside exhibits, and kiosks added to direct visitors and inform them about trail attractions. Because of these factors, the actions proposed in the *Implementation Guide* are considered to be categorically excluded under the National Environmental Policy Act (NEPA), consistent with the *Departmental Manual*, part 516, chapter 6, appendix 7:

7.4 B(9) Adoption or approval of surveys, studies, reports, plans and similar documents which will result in recommendations or proposed actions which would cause no or only minimal environmental impact.

7.4 C(5) Installation of signs, displays, kiosks, etc.

The National Park Service will be responsible for any required federal compliance activities during the five-year period that it provides financial assistance to the state (1993-1998). Under a 1990 programmatic agreement for the implementation of section 106 of the National Historic Preservation Act of 1966, as amended, installing signs and waysides is ordinarily subject to agency review only. If other actions are required that are not programmatically excluded and could affect cultural resources, the Park Service will consult with the state historic preservation officer and, depending on the effect, the Advisory Council on Historic Preservation. If it appears that a particular action could significantly affect cultural or natural resources, the Park Service will ensure that any requirements under NEPA are met.



**APPENDIXES / BIBLIOGRAPHY /  
PLANNING TEAM AND CONSULTANTS**



PUBLIC LAW 100-515 [S. 2057]; October 20, 1988

COASTAL HERITAGE TRAIL ROUTE, NEW JERSEY

An Act to provide for the establishment of the Coastal Heritage Trail Route in the State of New Jersey, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

SECTION 1. DESIGNATION OF NEW JERSEY COASTAL HERITAGE TRAIL ROUTE.

In order to provide for public appreciation, education, understanding, and enjoyment, through a coordinated interpretive program of certain nationally significant natural and cultural sites associated with the coastal area of the State of New Jersey that are accessible generally by public road, the Secretary of the Interior (hereinafter referred to as the "Secretary"), acting through the Director of the National Park Service, with the concurrence of the agency having jurisdiction over such roads, is authorized to designate, by publication of a map or other description thereof in the Federal Register, a vehicular tour route along existing public roads linking such natural and cultural sites in New Jersey. Such route shall be known as the New Jersey Coastal Heritage Trail Route (hereinafter referred to as the "route").

Conservation.

16 USC 1244 note.

Federal Register, publication. Highways.

SEC. 2. LOCATION; ADDITIONAL SEGMENTS.

The route shall follow public roads, which are generally located to the east of the Garden State Parkway, linking the New Jersey portion of Gateway National Recreation Area, known generally as the Sandy Hook Unit, with the national historic landmark in Cape May and that area north and west of Cape May in the vicinity of Deepwater, New Jersey. The Secretary may, in the manner set forth in section 1, designate additional segments of the route from time to time as appropriate to link the foregoing sites with other natural and cultural sites when such sites are designated and protected by Federal, State, or local governments, or other public or private entities.

16 USC 1244 note.

SEC. 3. INVENTORY AND PLAN.

(a) PREPARATION.—Within one year after the date of availability of funds, the Secretary shall prepare a comprehensive inventory of sites along the route and general plan which shall include but not be limited to the location and description of each of the following:

16 USC 1244 note.

(1) Significant fish and wildlife habitat and other natural areas.

Fish and fishing. Wildlife.

(2) Unique geographic or geologic features and significant landforms.

(3) Important cultural resources, including historical and archeological resources.

Historic preservation.

(4) Migration routes for raptors and other migratory birds, marine mammals, and other wildlife.

Birds.

(b) **INTERPRETIVE PROGRAM.**—The general plan shall include proposals for a comprehensive interpretive program of the area and it shall identify alternatives for appropriate levels of protection of significant resources.

(c) **TRANSMISSION TO CONGRESS.**—The Secretary shall transmit the comprehensive inventory and the general plan to the Committee on Energy and Natural Resources of the United States Senate and to the Committee on Interior and Insular Affairs of the United States House of Representatives.

(d) **CONSULTATION; PUBLIC PARTICIPATION.**—The inventory and plan shall be prepared in consultation with other Federal agencies, the State of New Jersey, units of local government, and public and private entities. In addition, the Secretary shall ensure that there are ample opportunities for public involvement and participation in the preparation of the inventory and plan.

16 USC 1244  
note.

**SEC. 4. PUBLIC APPRECIATION.**

With respect to sites linked by segments of the route which are administered by other Federal, State, local nonprofit or private entities, the Secretary is authorized, pursuant to cooperative agreements with such entities, to provide technical assistance in the development of interpretive devices and materials and conservation methods regarding the resources enumerated in section 3 in order to contribute to public appreciation, understanding and conservation of the natural and cultural resources of the sites along the route. The Secretary, in cooperation with State and local governments, and other public and private entities, shall prepare and distribute informational material for the public appreciation of sites along the route.

16 USC 1244  
note.

**SEC. 5. MARKERS.**

The route is to be marked with appropriate markers to guide the public. With the concurrence and assistance of the State or local entity having jurisdiction over the roads designated as part of the route, the Secretary may erect thereon signs and other informational devices displaying the New Jersey Coastal Heritage Trail Route marker. The Secretary is authorized to accept the donation of suitable signs and other informational devices for placement at appropriate locations.

Gifts and  
property.

16 USC 1244  
note.

**SEC. 6. AUTHORIZATION OF APPROPRIATIONS.**

There are authorized to be appropriated to the Secretary not more than \$250,000 to carry out the purposes of this Act. No funds made available under this Act shall be used for the operation, maintenance, or repair of any road or related structure.

16 USC 1244  
note.  
Public buildings  
and grounds.

**SEC. 7. REVITALIZATION OF OFFICERS ROW, SANDY HOOK, NEW JERSEY.**

(a) **AGREEMENT WITH STATE.**—To further the revitalization, rehabilitation, and utilization of the area known as "Officers Row" located within the Sandy Hook Unit of the Gateway National Recreation Area, the Secretary of the Interior, or his designee, shall enter into an agreement to permit the State of New Jersey to use and occupy the property depicted on the map numbered 646/80,003, entitled "Marine Science Laboratory Land Assignment", dated September 1988, for the express purpose of constructing, developing, and operating, without cost to the National Park Service, a marine sciences laboratory to be known as the "James J. Howard Marine

Sciences Laboratory". The design of the new facility, the rehabilitation of Building 74, the design and location of landscaping modifications thereto, shall be reviewed by, and subject to the approval of, the Director of the National Park Service or his designee using the standards for rehabilitation and National Park Service guidelines and policies approved by the Secretary of the Interior.

(b) REVERSION.—If the improvements described in subsection (a) are not used as a marine sciences laboratory by the State of New Jersey, all use of the property and the improvements thereon shall revert, without consideration, to the National Park Service.

Approved October 20, 1988.

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**LEGISLATIVE HISTORY—S. 2057:**

HOUSE REPORTS: No. 100-905 (Comm. on Interior and Insular Affairs).  
SENATE REPORTS: No. 100-372 (Comm. on Energy and Natural Resources).  
CONGRESSIONAL RECORD, Vol. 134 (1988):  
June 8, considered and passed Senate.  
Sept. 13, considered and passed House, amended.  
Sept. 30, Senate concurred in House amendments with amendments.  
Oct. 3, 4, House concurred in Senate amendments.

102 STAT. 2565

## APPENDIX B: CONSULTATION AND COORDINATION / STUDY PROCESS

The New Jersey Coastal Heritage Trail project was initiated by Senator Bill Bradley in 1988 out of a concern that the rich history of the New Jersey coast and the role it has played in our nation's history be acknowledged. In April of that year Senator Bradley began formalizing interest in the concept by touring potential sites in four coastal New Jersey counties.

In October Congress authorized legislation sponsored by Senator Bradley and Congressmen William Hughes and James Saxton (Public Law 100-515) to conduct a study to establish a trail that would enhance the public's understanding and appreciation of the New Jersey coast and its heritage. The study was to include an inventory of all natural and cultural resources in the legislated project area and a general plan for protecting and interpreting selected resources.

In December 1988, \$250,000 was allocated by the National Park Service for the trail study. In January 1989 Senator Bradley met with the NPS deputy director, Denver Service Center representatives, the North Atlantic regional director, and planning staff to define the scope of the project. It was decided that only a preliminary inventory and study of alternatives would be completed within the congressional deadline.

In March 1989 an initial scoping meeting was held in Denver, and in April the study team held meetings with the New Jersey Department of Environmental Protection and Energy. During the spring the team and project staff proceeded with research and toured sites and resources in the project area.

In April and June the New Jersey Coastal Heritage Trail project was officially kicked off with a series of public information meetings hosted by Senator Bradley and Congressmen Saxton and Hughes; NPS staff made technical presentations.

In May the NPS office for the trail opened at Ocean County College in Toms River. By June Denver Service Center staff had collected extensive information, including National Register nominations totaling more than 7,000 separate sites and structures as well as extensive natural resource documentation. All this information served as baseline data for a technical informational data bank that continues to grow with project. To date, several hundred entries are included in the project database.

In July DSC and project staff met with Seaway Trail, Inc., representatives in the Saint Lawrence region to learn about the administration of its 400+ mile route. The Seaway Trail is similar in concept to the New Jersey trail, and its staff provided valuable information about planning, management, and marketing.

In August 1989 a special resource study of the Delaware Bay region was proposed by the NPS North Atlantic Regional Office, and an inventory form for sites within the project area was completed. Additional meetings with organizations and individuals interested in trail development continued to be held by project staff. In October the DSC study team and project staff briefed the regional director on the preliminary trail alternatives.

In November the initial 267-entry inventory representing over 7,000 individual sites and structures was distributed for comment, addition, and correction. Project staff conducted briefings for the NPS Mid-Atlantic Regional Office planning staff. An initial concepts paper was assembled by the DSC study team and project staff, and a preliminary alternatives briefing was held for the North Atlantic regional director and Washington Office directorate and for Senator Bradley and his staff.

In January 1990 a draft alternatives document was submitted by the DSC study team to Washington Office for review. "On The Heritage Trail," a video presentation of 12 New Jersey scenic and historic sites hosted by Senator Bradley, aired on a local television station.

In April the release of the alternatives document was delayed at the request of the Mid-Atlantic Regional Office to avoid potential conflicts with other studies.

In May the Historic American Building Survey/Historic American Engineering Record (HABS/HAER) was contracted to write an overview history of the Delaware Bay region of the NJCHT. This contract was later expanded to request the HABS team to produce more specific maritime and agricultural histories and a companion overview of the Atlantic coastal area.

In June Senator Bradley and the Washington Office directorate were briefed, and the project was temporarily put on hold.

The alternatives document was finalized as the *Study of Alternatives, New Jersey Coastal Heritage Trail* in the summer and fall of 1990. The document was distributed in November by mail and at 16 distribution points throughout the project area. The *Resource Inventory*, which then contained 372 entries, was also made available at that time. Six workshops were held between November of 1990 and February of 1991 to gather public comments on the alternatives.

Public comments were summarized in the spring of 1991, and in April the preferred alternative, a modified alternative 4, was presented to the National Park Service director. In May the director discussed modified alternative 4 with Senator Bradley. A decision was made to move directly from the study of alternatives to implementation. The director and Senator Bradley agreed to a maximum of five trail themes. The director instructed NPS staff to open one demonstration theme route. The Delaware Bay special resource study was tentatively planned for fiscal year 1992 or 1993.

In July of 1991 a cultural history themes workshop was held in Toms River to determine the most important cultural themes. Those attending, including cultural resource staffs from federal, state, and local agencies, also discussed site selection criteria.

In August the history of New Jersey coastal areas was presented by HABS/HAER to the public in two meetings held in Monmouth and Cumberland counties. A project newsletter was prepared by the DSC study team and trail staff in November and was distributed to inform the public about planning direction. In addition, the trail office developed two slide and tape presentations for the trail.

In September a natural history themes workshop was held at the Wetlands Institute to determine the two or three most important natural history themes. Also in September the New Jersey Coastal Heritage Trail planning team, including representatives of several state agencies and DSC and trail office staff, met to review project goals and refine trail themes, site selection criteria, and an outline for the memorandum of understanding (MOU) between federal and state partners. Trail office staff continued to meet with various interested individuals and organizations concerning the trail and implementation strategies. The final logo was developed and approved by the planning team.

In October the first volume of the HABS/HAER series entitled *Historic Themes and Resources within the New Jersey Coastal Heritage Trail* was released to the public. This volume, *Southern New Jersey and the Delaware Bay: Cape May, Cumberland and Salem Counties*, provides an overview of the area, tying together much that is already known. It covers such themes as transportation, early settlement, maritime activity, religion, agriculture, education, and industry. By October the resource inventory included more than 900 entries, with 200 sites contacted to verify site information.

During the fall of 1991 trail office staff continued to meet with various agencies and individuals and published a second newsletter to inform the public on the planning direction and to present alternative implementation strategies for consideration. A series of open houses were held to determine the public reaction to the selected themes. Trail office staff then briefed the various congressional delegations concerning the status of the project and met with staff of the NPS Harpers Ferry Center to discuss interpretive sign design, assistance, and costs. In November the New Jersey Department of Transportation (NJDOT) formally approved, with minor dimension changes, the trail logo for highway signs. The logo was then sent to all counties, the Garden State Parkway Commission, and the Atlantic City Expressway commission for approval.

This *Implementation Guide* contains the approved implementation concepts and strategies for the coastal heritage trail. The decisions in the guide are based on the mandate put forth in Public Law 100-515, information in the 1990 *Study of Alternatives and Resource Inventory*, the direction received from the NPS director and Washington Office in April 1991, and the many public concerns and opinions that have been expressed over the course of planning.

## APPENDIX C: NATURAL AND CULTURAL ENVIRONMENT OF THE NEW JERSEY COASTAL HERITAGE TRAIL

### NATURAL ENVIRONMENT

The New Jersey Coastal Heritage Trail area includes a variety of habitats and environments—shallow ocean and bay waters, ocean and bay bottoms, estuaries, dunes, beaches, barrier islands, tidal and freshwater wetlands, various riparian systems, lowland swamp forests, hardwood forests, pine/evergreen forests/barrens, agricultural fields, meadows, and grasslands. Of the natural areas identified in the resource inventory, 10 are of national or international significance: the Supawna Meadows, Edwin B. Forsythe, and Cape May national wildlife refuges, which provide critical habitat for waterfowl and other birds that use the Atlantic Flyway; the Maurice and Great Egg Harbor rivers, both of which have portions under consideration as wild and scenic rivers; the national natural landmarks at Stone Harbor Bird Sanctuary, a natural area, and at Manahawkin, a unique example of a bottomland hardwood forest within a state-designated wildlife area; the Sandy Hook unit of Gateway National Recreation Area; the Delaware River estuary, a hemisphere shorebird preserve; and portions of the Pinelands, a national reserve and a United Nations Man and the Biosphere international biosphere reserve. The remainder of the inventory includes state parks, state forests, state wildlife management areas, state-designated natural areas and wildlife sanctuaries, environmental education areas, and other open space.

The coastal area of New Jersey represents the northernmost embayment on the eastern seaboard and provides habitat for myriad species. It supports year-round populations of shore birds and waterfowl and is also a major flyway for migrating birds, including raptors, waterfowl, shorebirds, and passerines. Monarch butterflies also migrate through the area. Marine and freshwater fish, invertebrates, plankton, and insects form the broad base of the food chain in the streams, rivers, bays, and ocean. Large marine animals like whales, porpoises, and marine turtles inhabit coastal waters. Land-based mammals, reptiles, and amphibians include deer, bears, muskrats, raccoons, terrapins, snakes, lizards, frogs, and salamanders.

### CULTURAL ENVIRONMENT

Cultural resources within the project area reflect both prehistoric and historic human occupation. These resources include a vast array of archeological sites, residences, commercial buildings, maritime structures, ships, shipwrecks, museums, galleries, living history farms, boardwalks, hotels, resorts, recreational areas, churches, religious settlements, military sites, historic districts, and industrial and technological elements—a potpourri of sites and features reflecting the history and diversity of the New Jersey coast.

The inventory of cultural sites includes seven of national significance: Shadow Lawn, President Woodrow Wilson's home; the home of Thomas T. Fortune, one of the nation's pioneering black journalists; Lucy the Margate Elephant, an elephant-shaped building reflecting both architectural exoticism and New Jersey's historical interest in real estate promotion and development; the Atlantic City Convention Hall, site of important national political conventions and the Miss America Pageant; the Cape May Historic District, a collection of Victorian buildings of national importance; the Sandy Hook lighthouse, the oldest lighthouse in the nation; and the Sandy Hook Historic District, a historic military reserve and armament testing area now under the administration of the National Park Service. State and local resources are equally diverse and include the Ocean Grove Camp Meeting Association Historic District, and the Ferracute Machine Company in Bridgeton. The Renault Winery in Egg Harbor City, the Museum of American Glass in Millville, and the Discovery Sea Shell Museum at Ocean City are a few examples of potential trail associated sites.

The trail area includes numbers of unique maritime resources, including ships and lighthouses. Virtually all of the resources along the Jersey Shore reflect the influence of the sea on the history and development of the area. Cape May's Avalon lifesaving station and various lighthouses typify these resources. Other resources—like the Barnegat Bay "sneak box," a low, shallow-draft boat designed and built specifically for duck hunting in that bay—also reflect a traditional lifestyle based on the water. In the Delaware Bay region boat captains' homes line the streets in towns such as Mauricetown. The only known remaining dike farm in New Jersey is preserved on the Maurice River. These and numerous other cultural resources provide tangible evidence of the rich history and legacy of New Jersey coastal areas.

As part of the resource analysis, the New Jersey Coastal Heritage Trail office and Denver Service Center contracted with the HABS/HAER Division of the National Park Service to research and write an overview of the shore, its cultural resources, and their importance. Volume 1 of the overview, entitled *Southern New Jersey and the Delaware Bay: Cape May, Cumberland and Salem Counties*, was published last year (National Park Service 1991). Subsequent studies include *Coastal Agriculture in New Jersey: A Study in the Utilization of Marsh Environments* and two untitled works dealing with the resorts of the Jersey shore and the Delaware Bay oyster fleet.

As the trail expands, additional resources, such as folklife sites, may be added to the data base and considered for inclusion as part of the trail. Because of their sensitivity, uninterpreted or unsupervised archeological sites as well as other selected natural and cultural sites will not be considered for inclusion.

## APPENDIX D: RECOMMENDATIONS FOR STATE OPERATION OF THE NEW JERSEY COASTAL HERITAGE TRAIL

In the last several years, a number of auto tour routes/trails and heritage corridors have been developed in the United States, including the Seaway Trail in New York, the Delaware and Lehigh Canal National Heritage Corridor in Pennsylvania, the Blackstone River Valley National Heritage Corridor in Massachusetts and Rhode Island, the Illinois and Michigan Canal National Heritage Corridor in Illinois, the Santa Fe National Historic Trail extending from Missouri to New Mexico, and the Masau Trail in New Mexico and Arizona. Although these trails and corridors are distinct in conception and mission, they share many similarities with the New Jersey Coastal Heritage Trail. All of these areas have or will have management groups that participate in planning, management, operations, and/or marketing. Based on their success, the following possibilities might be considered for management of the New Jersey Coastal Heritage Trail.

### OPTION 1

- Create a quasi-state agency similar to the Seaway Trail, Inc.

**Participants** — This entity could include representatives from state agencies such as the New Jersey Department of Environmental Protection and Energy's Division of Parks and Forestry, the Department of Commerce and Economic Development's Division of Travel and Tourism, the Department of Transportation, and the Pinelands Commission. It could also include representatives from each of the New Jersey Coastal Heritage Trail counties (local officials and agency representatives, members of local chambers of commerce, major landowners, tourism officials, environmental and/or historic group representatives, etc.). Ex officio federal representation could include managers and staff of the National Park Service, U.S. Fish and Wildlife Service, and U.S. Coast Guard. Some trail site managers could also be included in the management organization.

**Function and Structure** — The initial function of the quasi-state agency would be to implement the recommended actions and execute the responsibilities of the state as identified in the *Implementation Guide*. It might also elect to perform other tasks.

Although the functions of the quasi-state agency would largely determine its structure, it is suggested that the members could chair/participate in the following committees: planning, operations, marketing, finance, and others as needed. Ad hoc committees could be formed to solve particular problems or pursue certain ideas. The committees could also include outside participants, such as volunteers and/or staff with technical expertise, and members of the general public.

**Staff** — An executive director and staff would probably be needed to implement actions identified by agency members to meet its goals and objectives.

**Funding** — Initial funding could come from the National Park Service and the state of New Jersey. The executive director and staff would then be responsible for generating sufficient funding to continue operations through grants, sales of publications, and other fund-raising efforts.

### OPTION 2

- Appoint a state management group, and form a council of cooperators to advise the management group.

**Participants** — The state management group could include representatives from state agencies such as the Division of Parks and Forestry, Division of Travel and Tourism, Department of Transportation, and Pinelands Commission. The council of cooperators could be comprised of representatives from each of the trail counties (local officials and agency representatives, members of local chambers of commerce, major landowners, tourism officials, environmental and/or historic

group representatives, etc.). Ex officio federal representation could include managers and staff of the National Park Service, U.S. Fish and Wildlife Service, and U.S. Coast Guard. Some trail site managers could also be included in the management organization.

**Function and Structure** — The function(s) would be the same as described in option 1. The council would perform the functions and would recommend actions to the state management group.

**Staff** — The state would probably need to appoint at least one full-time staff person to coordinate activities of the council.

**Funding** — Initial funding could come from the National Park Service and the state of New Jersey. The state staff, in coordination with the council of cooperators, would then be responsible for generating sufficient funding to continue operations through grants, sale of publications, and other fund-raising efforts.

### OPTION 3

- Appoint an executive board to coordinate the activities of regional New Jersey Coastal Heritage Trail organizations, and appoint five/six regional organizations.

**Participants** — The participants would be the same as in option 2, with the executive board comprised of representatives from state agencies and the regional organizations including representative from each of the trail regions.

**Function and Structure** — The executive board would coordinate the activities of the regional organizations and provide guidance to them in carrying out the actions identified in the *Implementation Guide*.

**Staff** — Same as option 2.

**Funding** — Same as option 2.

### OPTION 4

- Create a state management group headed by the Department of Environmental Protection and Energy (DEPE), Division of Parks and Forestry, that would perform the management functions for the New Jersey Coastal Heritage Trail.

**Participants** - The management group would include representatives from state agencies such as the DEPE's Division of Parks and Forestry, the Department of Commerce and Economic Development's Division of Travel and Tourism, the Department of Transportation, and the Pinelands Commission.

**Function and Structure** - Comprised of a trail director, an assistant, and other administrative support staff, this group would coordinate the participation of other state agencies in the trail project. Their office could also be responsible for most of the day-to-day operations affecting the trail, such as the coordination of interpretive training. Within the DEPE, the Office of New Jersey Heritage would be responsible for significance determinations relative to historic resources, and the Natural Lands Management Division would be responsible for significance determinations relative to natural resources. The Division of Parks and Forestry would support trail efforts through site participation in the trail, storage of materials, assistance in field audits of sites, distribution of trail information, and possibly hosting of several trail welcome centers.

The other agencies would each appoint a key person to act as lead within their department. Their general areas of responsibilities would include the following:

New Jersey Department of Transportation: Mapping, sign coordination, sign post acquisition and regional distribution, and sign placement in cooperation with the counties.

Travel and Tourism: Selection and monitoring of official local information centers, review and distribution of brochures, assistance in locating graphics, trail marketing, and visitor contact and information distribution.

Pinelands Commission: General support of trail endeavors, integration of Pinelands interpretive activities with the trail, advice on the selection of the welcome center locations, and study of combining information/interpretive facilities.

County Road Departments: Storage of directional and informational signs for the trail, selection of sign locations in consultation with trail staff and the Department of Transportation, and installation and replacement of signs as necessary.

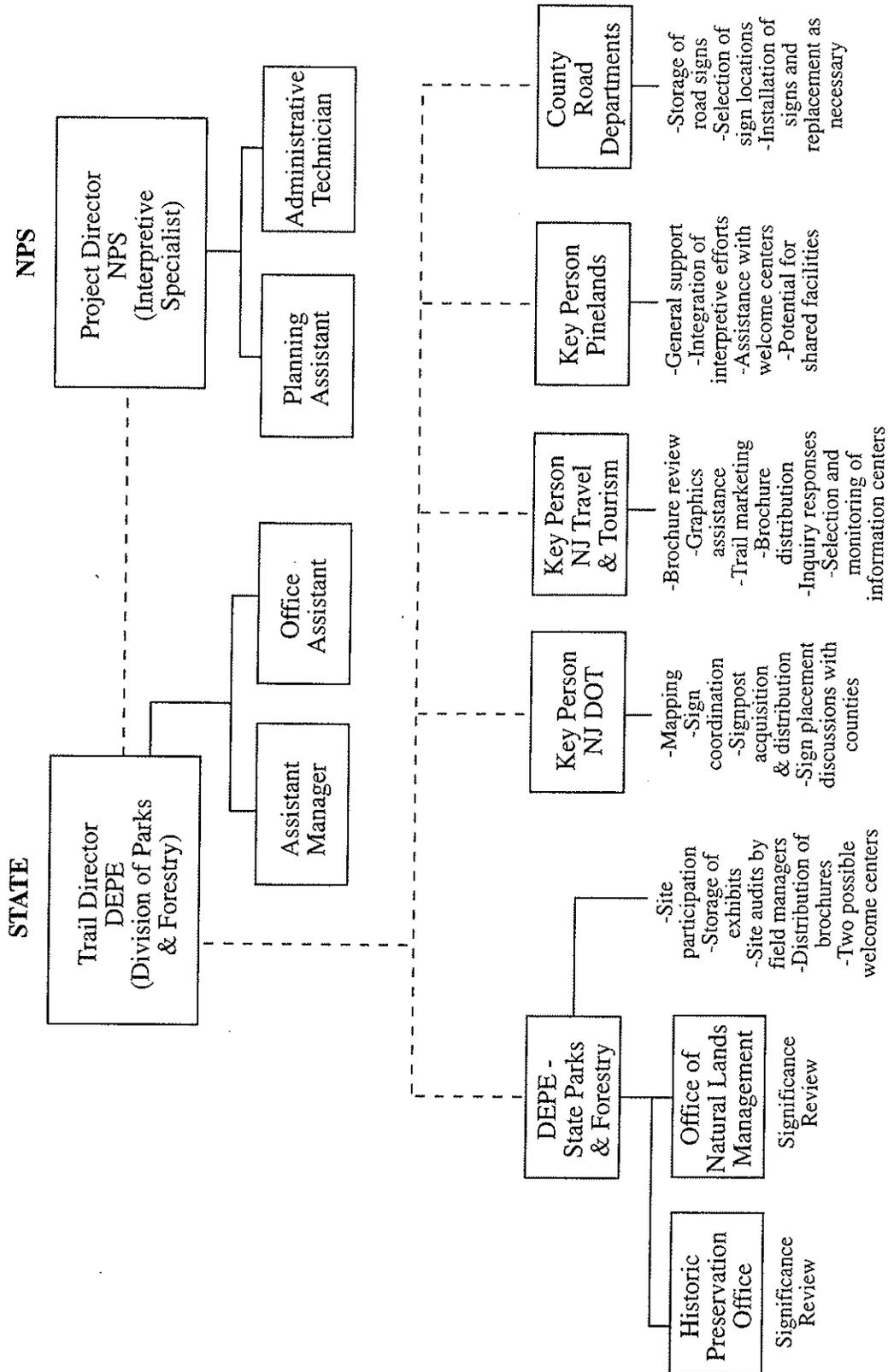
**Staff** - The DEPE would need to appoint at least one full-time staff person to coordinate the activities of the various state offices. Additionally, under state lead, an umbrella coalition of existing organizations would be developed to provide support for the trail. The coalition could develop and/or promote special events related to the trail. It could also assist in securing nonfederal funding for the trail. Potential participants include friends organizations, conservation and wildlife organizations, museum and historical societies, tourism organizations, county heritage commissions, etc.

**Funding** - Same as option 2.

#### **OTHER SUGGESTIONS**

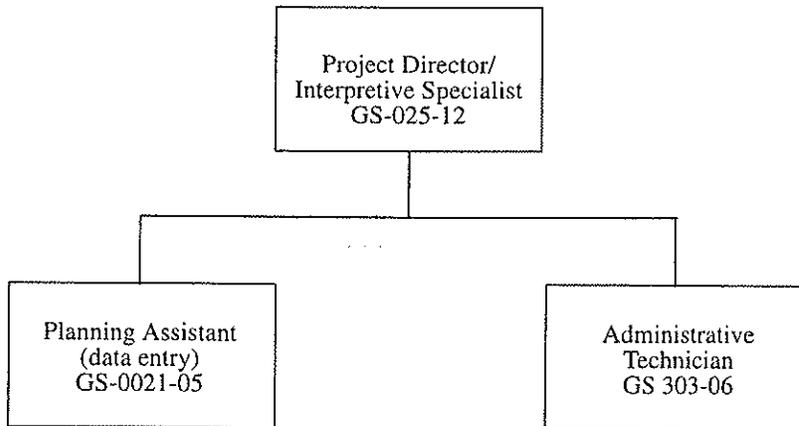
- The state might also want to consider developing other partnerships with the private and nonprofit sectors through establishment of New Jersey Coastal Heritage Trail friends groups and/or booster associations to assist in trail implementation, maintenance, and promotion.
- The state, trail management organization, and/or friends groups might want to consider hosting special events in each region in cooperation with tourism councils, recreation departments, environmental and historic organizations, state parks, chambers of commerce, etc., to highlight the trail and its natural, cultural and recreation resources.

# LONG-TERM ORGANIZATION

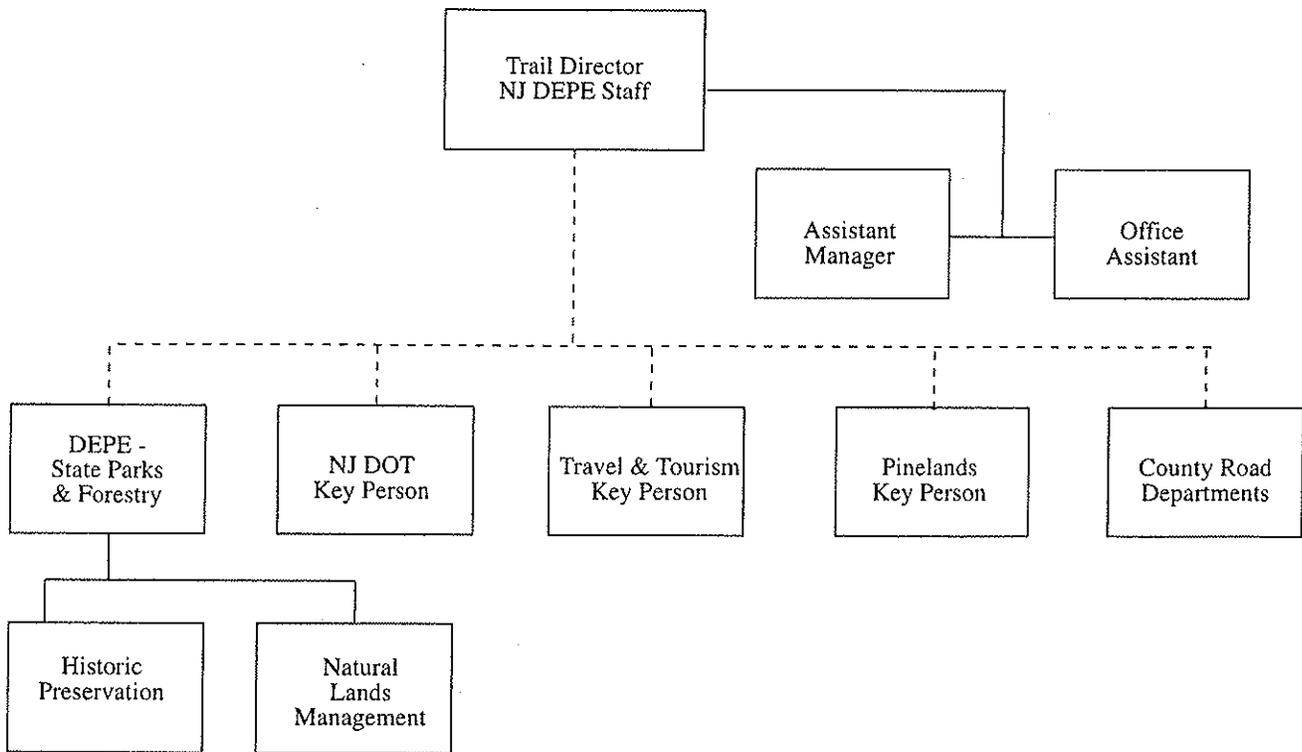


Proposed/Approved NJCHT Organization Chart

**NEW JERSEY COASTAL HERITAGE TRAIL  
NATIONAL PARK SERVICE  
ORGANIZATION CHART**



**NEW JERSEY COASTAL HERITAGE TRAIL  
STATE OF NEW JERSEY  
ORGANIZATION CHART**



Proposed/Approved NJCHT Organization Chart

## APPENDIX E: COOPERATIVE AGREEMENT

10/13/92

### COOPERATIVE AGREEMENT

Between

NATIONAL PARK SERVICE

N J DEPARTMENT OF ENVIRONMENTAL PROTECTION & ENERGY

DIVISION OF TRAVEL AND TOURISM, NJ DEPARTMENT OF COMMERCE  
AND ECONOMIC DEVELOPMENT

THE PINELANDS COMMISSION  
CA 1845-3-0001

#### **Article I. Background and Objectives**

This agreement is made between the National Park Service (hereinafter referred to as NPS) on behalf of the New Jersey Coastal Heritage Trail hereinafter referred to as NJCHT), NJ Department of Environmental Protection & Energy (hereinafter referred to as DEPE), NJ Division of Travel and Tourism (hereinafter referred to as Tourism) and the Pinelands Commission.

Authority to enter into this agreement can be found in PL 100-515 which establishes the NJCHT; in the Historic Sites Act of 1935; and the National Historic Preservation Act of 1966.

The signatories to this agreement will cooperatively develop the plans for and work to insure the long-term implementation of the New Jersey Coastal Heritage Trail, authorized by PL 100-515. The NJCHT, a series of vehicular theme routes, will originate in the vicinity of Sandy Hook to the north and proceed south to Cape May and then northwest along the coast of the Delaware Bay/River to Deepwater.

The NPS prepared a Study of Alternatives presenting five alternative concepts for the development of the trail. After public comment and review, the NPS Director selected an alternative that calls for not more than five routes to interpretively link cultural and natural resources which share common themes. Brochures, markers and wayside exhibits and other interpretive media will be the main methods for these connections. It is expected that the routes will be phased in over a period of up to five years.

The purpose of this agreement is to develop a general framework which will ensure the coordination of efforts among the signatories in the development and management of the NJCHT. Detailed responsibilities, schedules, etc. shall be negotiated and will become the basis for specific work plans which will be addenda to this agreement. The NJCHT is intended to enhance and encourage protection of New Jersey's natural and cultural resources, while complementing and promoting New Jersey's diverse natural and cultural heritage.

#### **ARTICLE II. STATEMENTS OF WORK**

The agencies listed herein agree to work together to produce the development plan and implement the trails development program and to develop a management program. To facilitate coordination of the project, a steering committee will be formed to guide the overall work. An interagency Project Team will be formed to accomplish the production of necessary plans.

**The Steering Committee:**

Interagency coordination will be carried out primarily through a Steering Committee, members of which will be appointed by the cooperators. The Steering Committee will review the progress of the Project Team and recommend the final trail plan to the NPS Director and Secretary of the Interior. The committee will meet as necessary for the duration of the planning and implementation phases of the NJCHT. The goal is for the completed trail to be managed by DEPE with the active technical assistance, support and advice of the National Park Service contingent upon federal appropriations for these purposes. Upon the majority vote of all members present, other organizations may be included as members of the Steering Committee. Efforts will be made to include, by amendment, representatives of New Jersey State Department of Transportation and/or the Governor's Recreation Travel Committee.

**The Project Team:**

Core staff for the Project Team will be provided by the National Park Service complemented with representatives from each of the other cooperating organizations. The role of the Project Team will be to accomplish the necessary research, to analyze and synthesize the research results, to prepare the plans for each route, to generate implementation documents, and generate the final plan as well as form a strategy for financing and managing the NJCHT.

**Public Participation:**

Public participation is an important part of this project, and questions as well as information on pertinent topics are always welcome in the NPS NJCHT project office. The implementation plan will conform to requirements of the National Environmental Policy Act (NEPA) and the Historic Preservation Act of 1966 and will assure public participation throughout the planning process. The responsibility for public involvement will be shared among the participants in the Cooperative Agreement. The NPS will lead most of the workshops, with assistance from relevant state agency personnel. The NPS NJCHT Project Office will be responsible for press releases and general communication about progress of the Trail implementation.

**Resource Inventory and Site Evaluation:**

The NPS has been gathering information and compiling a resource inventory since the inception of the project in 1989. This inventory currently contains over 900 individual listings. The inventory having a dynamic nature, will constantly be updated as resources are identified and deleted. The Resource Inventory and Site Evaluation is integral to development of criteria and routes that will make up the Trail.

**Criteria Determination and Assessment:**

Site selection criteria will be developed to determine which sites from the Inventory will be eligible for inclusion on the Trail routes. Related criteria will also be developed to identify existing right-of-ways that may be listed as Trail routes.

**COOPERATORS WILL PROVIDE THE FOLLOWING:****National Park Service will:**

1. Provide the core staff for the Project Team; members will be from the Denver Service Center and from the Field Office in New Jersey;
2. Provide logistical support for study efforts;
3. Collect and make available information on significant resources within the 275 mile long study area and assist in the resource inventory and evaluation.

4. Program for the assistance, as needed, of the Harpers Ferry Interpretive Design Center in the production of wayside exhibits, information and visitor center exhibits, brochures and similar interpretive media.
5. Seek financial assistance for a period of up to five years for DEPE to manage the day-by trail operations while independent funding sources are established.
6. Be responsible for overall study coordination.
7. Prepare draft and final implementation documents.
8. Assume the primary responsibility for preparing a Special Resource Study of the Delaware Bay Coast of New Jersey and may seek assistance from its cooperators in this endeavor.

**NJ Department of Environmental Protection and Energy will:**

1. Provide team members for the Project Team and input from the following: Office of the Assistant Commissioner for Natural and Historic Resources, Division of Parks and Forestry, Office of New Jersey Heritage, Division of Fish, Game and Wildlife, Office of Green Acres (SCORP Coordinator) and Office of Natural Lands Management. The lead division for DEPE will be the Division of Parks and Forestry.
2. If available, provide access to New Jersey Geographic Information Systems as appropriate for mapping and other determinations needed for the trail as well as the Special Resource Study of the Delaware Bay.
3. Explore the potential joint use of visitor centers by both DEPE and NJCHT.
4. Work with the other cooperators to devise a realistic funding and organizational structure for the long-term management of the trail by DEPE with the assistance of the NPS and other cooperators.
5. Provide general technical assistance, primarily in the form of staff assistance to the Project Team as negotiated.
6. Assist in setting up meetings, workshops, public involvement and other logistical support including such items as supplying meeting space and contact lists, participating in meetings as appropriate, etc.
7. Assist with Site Inventory and Evaluation process.
8. Assist Pinelands Commission and NPS to identify and recommend potential areas of cooperation for interpretive programs and visitor information centers.
9. Through the Division of Parks and Forestry, including the Office of NJ Heritage, Natural Lands Management, State Park Service, Historic Sites and others provide advice and technical assistance relative to the significance of the historic, prehistoric and natural resources within the boundaries of the NJCHT.

**NJ Division of Travel and Tourism will:**

1. Provide a member of their staff to consult with the Project Team on issues relating to tourism and marketing.
2. Provide statistical, economic and other information as needed for use by the Project Team in developing strategies for funding and marketing.
3. Actively participate in sessions related to dig long-term funding strategies for the NJCHT.
4. Explore the use of its information distribution capabilities for the dissemination of information related to the NJCHT.

5. Assist in setting up meetings, workshops, public involvement and other logistical support.
6. Assist in Site Inventory process.

**The Pinelands Commission will:**

1. Designate a member of their staff to act as a Project Team member, to address Pinelands related issues between NJCHT and Pineland interpretation.
2. With NPS and DEPE identify and recommend potential areas of cooperation for interpretive programs and visitor information centers.
3. In conjunction with the NPS and DEPE, Division of Parks and Forestry, including the Office of NJ Heritage, State Park Service, Historic Sites, Natural Lands Management and others, provide advice and technical assistance relative to the significance of the historic, prehistoric and natural resources of the Pinelands.
4. Assist with Site Inventory and Evaluation process.

**ARTICLE III. TERM OF AGREEMENT**

This agreement shall extend for a period of five years from the date of signing. Work plans with specific detailed responsibilities and schedules will be developed jointly as the project progresses. The agreement may be reaffirmed for an additional period upon the agreement of all parties. At the end of the first five year term, all parties herein agree to reconvene and assess the progress of the NJCHT and make necessary revisions for its future direction and operation.

**ARTICLE IV. KEY OFFICIALS & STEERING COMMITTEE MEMBERS**

For the National Park Service is the North Atlantic Regional Director

For the NJ Department of Environmental Protection & Energy is the Commissioner

For the NJ Division of Travel and Tourism is the Director

For the Pinelands Commission is the Executive Director

**ARTICLE V. AWARDS**

The commitment of funds in furtherance of this Cooperative Agreement shall be authorized by individual amendments. When the work to be accomplished and the work program are mutually agreed upon by all parties, an appropriate amendment shall be consummated obligating funds; and

Any additional funds for tasks under this Agreement shall be negotiated.

In accordance with the General Provisions of this Agreement, invoices and other required supporting statements or certificates properly identified will be submitted to the NPS Contracting Officer.

These provisions include the following:

Reimbursement claims should be submitted on Standard Form 1034 (Public Voucher for Purchases and Services other than Personal) and continuation sheet 1035, in an original and three copies. Invoices should be submitted monthly.

Advances of actual funds shall be requested by submittal of a Standard Form 270.

The disposition of advanced funds shall be reported quarterly by submittal of Standard Form 272, Federal Transaction Report. This form must be submitted within 15 days after the end of each calendar quarter in which funds remain outstanding.

#### **ARTICLE VI. PRIOR APPROVALS**

Approval of the NPS Contracting Officer shall be obtained prior to substituting for individuals specified in this Agreement (see Article IV).

#### **ARTICLE VII. REPORTS**

All performing organizations under this Agreement shall follow the reporting procedures set forth in GENERAL PROVISIONS FOR COOPERATIVE AGREEMENTS [Attachment A]. Reports shall be submitted to the NPS Contracting Officer at the address shown on the signature page of this agreement.

#### **ARTICLE VII. PROPERTY UTILIZATION AND DISPOSAL**

Government furnished property will be authorized only under specific work plans. Property management and disposition will be in accordance with the aforementioned General Provisions.

#### **ARTICLE IX. TERMINATION**

Any party to this agreement may terminate the agreement by providing sixty days written notice to the other parties.

#### **ARTICLE X. REQUIRED CLAUSES**

During the performance of this agreement the participants agree to abide by the terms of Executive Order 11246 on nondiscrimination and will not discriminate against any person because of race, color, religion, sex or national origin. The participants will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, sex or rational origin.

No member or delegate to Congress, or resident federal commissioner, shall be admitted to any share or part of this agreement, or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.

This agreement and all of the obligations of the Federal and State Governments hereunder are subject to the availability of federal and state funds. Nothing herein contained shall be construed as binding the NPS or DEPE to expend in any one fiscal year any sum in excess of the appropriation made by Congress, the State, or administratively allocated for the purpose of this agreement for the fiscal year, or to involve the NPS or DEPE in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.

The GENERAL PROVISIONS attached hereto are incorporated herewith and are made part of this Agreement.

This Agreement constitutes the full, complete, and entire agreement between NPS, DEPE, Division of Travel & Tourism, NJ Dept. of Commerce and Economic Development, and the Pinelands Commission. No modification or amendments of the agreement shall be binding on any part hereto unless such modification or amendment shall be in writing, executed in duplicate by all the signatories to this Agreement, and incorporated in and by references made a part of this Agreement.

IN WITNESS THEREOF, the parties to this agreement have caused this Agreement to be signed by their respective duly authorized officers the day and year below written.

**NATIONAL PARK SERVICE**

By: John Burchill Date: 11/23/92  
Acting Regional Director  
North Atlantic Region, National Park Service

By: Marcia Omowaiye Date: 11/24/92  
Regional Contracting Officer  
North Atlantic Region

**NJ DEPARTMENT OF ENVIRONMENTAL PROTECTION AND ENERGY**

By: Scott Weiner Date: 10/22/92  
Commissioner

**NJ DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT,  
DIVISION OF TRAVEL AND TOURISM**

By: Eugene Dilbeck Date: 11/12/92  
Director  
Division of Travel and Tourism

**THE PINELANDS COMMISSION**

By: Terrence D. Moore Date: 11/9/92  
Executive Director  
The Pinelands Commission

**APPENDIX F: STANDARD MEMORANDUM OF UNDERSTANDING**

June 17, 1992

**MASTER SITE AGREEMENT**

**MEMORANDUM OF UNDERSTANDING**

between

**NATIONAL PARK SERVICE**

and

**STATE OF NEW JERSEY**

and

**ORGANIZATION NAME**

**MU 1600 - 2 - 9021**

This agreement is entered into by and between the United States of America, acting by and through the National Park Service, hereinafter referred to as the "Service," the State of New Jersey, acting by and through the Department of Environmental Protection, hereinafter referred to as DEPE and the [organization name], hereinafter referred to as the \_\_\_\_\_.

**ARTICLE 1:**

WHEREAS, the New Jersey Coastal Heritage Trail Route [hereinafter referred to as the NJCHT] has been authorized by the Congress [Public Law 100-515] in order to provide for public appreciation, education, understanding and enjoyment, through a coordinated interpretive program of natural and cultural sites associated with the coastal area of New Jersey;

WHEREAS, the Secretary of the Interior, acting through the Director of the National Park Service, is authorized to designate a vehicular tour route linking outstanding natural and cultural resources in New Jersey's coastal area;

WHEREAS, the SERVICE is authorized, pursuant to Section 4 of PL 100-515 to enter into cooperative relationships to provide technical assistance in the fields of interpretation and conservation, and to work cooperatively with others in the preparation and distribution of informational materials related to the NJCHT.

WHEREAS, the SERVICE in administering 16 USC Sections 461 to 467 is authorized to cooperate with, seek and accept the assistance of any Federal, state or municipal department or agency, or an educational or scientific institution, or any patriotic association, or any individual;

WHEREAS, the SERVICE is authorized to provide technical assistance and work cooperatively with governmental entities and non-Profit organizations for the preservation of the nation's historic resources pursuant to the Historic Sites Act of 1935 and 1966;

WHEREAS, DEPE has an interest in preserving and promoting the unique resources of the State and desires to work cooperatively with the Service in implementing and managing the NJCHT;

WHEREAS, the [organization name] has been established as a [non-profit organization, governmental entity, etc] for the purpose of \_\_\_\_\_

WHEREAS, the objectives of the [organization name] are:

WHEREAS, the [organization name] seeks to build educational and preservation partnerships and seeks relationships for educational purposes; and

WHEREAS, the [organization name], as part of its objectives, desires to work cooperatively with other organizations to preserve and interpret the unique heritage of New Jersey's coastal area;

NOW THEREFORE, pursuant to the authorities specified and laws supplemental thereto and amendatory thereof, it is to the mutual benefit of the ORGANIZATION, DEPE and the SERVICE to work cooperatively to improve educational opportunities and address preservation issues, they hereby agree as follows:

## **ARTICLE II: Statements of Work and Involvement**

The [Organization], SERVICE and DEPE agree to work together to provide for the public appreciation, education, understanding and enjoyment, through a coordinated interpretive program of the unique natural and cultural resources of the coastal area of New Jersey.

As the majority of sites on the trail will be of state or regional significance, and it is in the interest of DEPE to preserve and promote the unique resources in the trail area, the DEPE will manage the trail with the active technical assistance, support, and advice of the National Park Service.

The SERVICE/DEPE will:

1. Provide periodic interpretive training and other training opportunities for employees of official trail sites.
2. Provide directional and trailblazer signs for use from the nearest major intersection to the site location.
3. Warehouse additional copies of same signs and make them available at cost to the [Organization].
4. Accept requests for technical assistance from trail sites in the area of interpretation, conservation, and preservation of resources; assistance will be provided on a priority basis within funding limitations.
5. Provide trail-wide orientation brochures, regional tour brochures, NJCHT exhibits and similar items.
6. Prepare an annual Trail Report based on information and visitor statistics provided by trail sites.
7. Provide interpretive/orientation exhibit panels on the trail to each trail site.

The Organization will:

1. Agree to the continuing long-term preservation of the resources covered by this agreement.
2. Assure that employees have an opportunity to attend the periodic interpretive training offered by the SERVICE/NJ STATE.
3. Provide space for the distribution of general trail-wide brochures, regional trail maps/brochures, and related materials.
4. Agrees to display NJCHT logo/trailblazer on the exterior of the property.
5. Agrees to the display of at least two NJCHT interpretive panels.

6. Be responsible for securing approval for, installing and maintaining directional and trailblazer signs for the site.
7. Provide space for the distribution of local area tour brochures featuring other natural and cultural resources when approved by DEPE or SERVICE management authority.
8. Provide information on visitor use and trail associated activities for the annual report to be prepared by the SERVICE/DEPE.

### **ARTICLE III: Term of Agreement**

This agreement shall be effective when signed by both parties and shall remain in effect for up to three (3) years from that date, subject to the right of either party to terminate in accordance with Article VI hereof.

It is understood that when mutually agreed upon by the [Organization], DEPE and SERVICE, this agreement may be extended by written execution of reaffirmation by the [Organization], DEPE and SERVICE.

### **ARTICLE IV: Key Officials**

The key official for the SERVICE is the Project Director, NJCHT, for DEPE is the Commissioner, and for the [organization] is \_\_\_\_\_

### **ARTICLE V: Property Management and Disposition**

Any tools, equipment, exhibits or signs made available will be assigned in writing and shall be accounted for, returned or replaced upon expiration of this agreement, (reasonable wear and tear excepted).

### **ARTICLE VI: Termination**

Either party may terminate this Agreement by providing sixty (60) days written notice to the other.

### **ARTICLE VII: Required Clauses**

- A. During the performance of this agreement, the participants agree to abide by the terms of Executive Order 11246 on non discrimination and will not discriminate against any person because of race, sex, or national origin. The participants will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, sex or national origin.
- B. No member or delegate to Congress, or resident commissioner shall be admitted to any share or part of this agreement, or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.
- C. Insurance: The federal government and DEPE are self-insured. Under the Federal Tort Claims Acts, the U.S. and State Governments are liable for actions taken by employees of the governments acting on behalf of a federal or state agency in an official capacity in the same manner and to the same extent as a private individual under like circumstances. Individual organizations are responsible for their own insurance coverage.
- D. During the performance of this agreement, the organization agrees to indemnify, save and hold harmless the United States and the State, its servants, agents and employees from any and all fines, claims, damages or actions by any person or persons whatsoever for personal injury, death or property damage arising out of, or connected with the site's inclusion on the NJCHT.
- E. This agreement and all of the obligations of the federal or state governments hereunder are subject to the availability of federal or state funds. Nothing herein contained shall be construed as binding the SERVICE or DEPE to expend in any one fiscal year any sum in excess of the appropriations made

by Congress or the State or administratively allocated for the purpose of this agreement for the fiscal year, or to involve the SERVICE or DEPE in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.

**ARTICLE VIII:**

This agreement constitutes the full, complete, and entire agreement between the SERVICE, DEPE and [the organization]. No modifications or amendments of the agreement shall be binding on any part hereto unless such modification or amendment shall be in writing, executed in duplicate by the SERVICE, DEPE and the [Organization] and attached to this agreement, and incorporated in and by reference made a part of this agreement.

IN WITNESS WHEREOF, the parties to this agreement have caused this agreement to be signed by their respective duly authorized officers the day and year below written.

**NATIONAL PARK SERVICE**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Janet C. Wolf, Project Director NJ Coastal Heritage Trail

**STATE OF NEW JERSEY**

**NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION & ENERGY**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Date: \_\_\_\_\_

Title \_\_\_\_\_

**ORGANIZATION NAME**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Date: \_\_\_\_\_

Title \_\_\_\_\_

**APPENDIX G: SITE APPLICATION FORM**

Name of site/facility: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Nearest major highway intersection(s): \_\_\_\_\_

\_\_\_\_\_

Township and county: \_\_\_\_\_

Organizational sponsor/administrator: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

1. Do you wish to be an officially designated site on the New Jersey Coastal Heritage Trail?  
\_\_\_ Yes. I am interested in being an NJCHT site that is open to the public. **[Please complete all questions, sign and return application.]**  
\_\_\_ No, I not interested in being involved with the NJCHT. **[Please stop here and return application so that you will not be contacted again.]**

2. Please indicate the NJCHT theme(s) that your site/facility interprets. **Check all that apply.**  
\_\_\_ Maritime History  
\_\_\_ Relaxation and Inspiration  
\_\_\_ Coastal Communities  
\_\_\_ Wildlife Migration  
\_\_\_ Coastal Habitats

3. Briefly describe why/how your site is significant to the trail theme(s). Use additional paper if necessary.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. If you are applying under a cultural theme(s), is your facility officially listed or eligible for listing on the National Register of Historic Places?
- Yes, it is on the National Register.
- No, but it meets the criteria to be on the National Register.
- No, it does not meet the criteria to be on the National Register.
5. If you are applying under a natural theme(s), is the site officially designated or eligible to be designated as a federal or state natural area, landmark, etc.?
- Yes, it is a designated federal/state natural area.
- No, but it is eligible to be designated as a federal/state natural area.
- No, it does not meet the criteria to be designated as a federal/state natural area.
6. A wayside exhibit marker (approximately 24"x36") that will describe the importance of your site/facility will be provided by the New Jersey Coastal Heritage Trail staff. Please identify the location you think is the most appropriate for the sign placement. (Visitors should have a clear unobstructed view of your site/facility.)

---

Is parking available nearby for those who wish to read the marker?  Yes  No

7. Please indicate the hours, days of the week, and months of the year that your site/facility is open to the public (example: 9 a.m.-6 p.m., Sunday-Thursday, May-October).
- 

8. Please indicate the type(s) of interpretation that you provide at the site/facility. **Check all that apply.**

- No interpretation
- A sign that describes the importance of the site/facility
- Brochures/pamphlets (Please enclose a sample)
- Exhibits/displays
- Audiovisual program(s)
- Staff conducts interpretive program(s)
- Full-time
- Part-time
- Upon request
- Other \_\_\_\_\_
- 

9. Do you charge a fee to enter your site/facility?

- Yes            Amount:            Adults \$\_\_\_\_\_    Children \$\_\_\_\_\_    Seniors \$\_\_\_\_\_
- No

10. Do you have the following available and accessible to the public at your site?
- |   |                            |  |
|---|----------------------------|--|
| <input type="checkbox"/> Restrooms                                  | Accessible to wheelchairs? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> Water fountain                             | Accessible to wheelchairs? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> Parking                                    | Accessible to wheelchairs? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> On-site <input type="checkbox"/> On-street |                            |  |
| <input type="checkbox"/> Can accommodate tour buses                 |                            |  |
11. Do you provide programs and services that accommodate physically and mentally challenged visitors (for example, sensory programs for visually-impaired people, closed-captioning for hearing-impaired persons)?
- Yes. If yes, please describe below.
- No

---



---



---



---



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All site managers that provide services to the public are reminded that they are subject to applicable health and safety regulations as well as the Americans with Disabilities Act (1990) as determined and enforced by the state of New Jersey. The physical accessibility standards are printed in the Uniform Federal Accessibility Standards (UFAS), which are available in the National Park Service trail office.

**ATTACHMENTS:**

1. Please enclose outside photos of your site/facility and parking areas. The pictures can be B&W or color, or instant prints no larger than 8"x10". They will not be returned.
2. Please enclose a map showing your site/facility and adjacent streets. Be sure that this (or another enclosed) map includes at least one major highway for orientation.
3. Please enclose any available site brochures, pamphlets, etc.

**BEFORE BEING OFFICIALLY DESIGNATED AS A NEW JERSEY COASTAL HERITAGE TRAIL SITE, YOU MUST HAVE YOUR COMMUNITY'S ENDORSEMENT. If this application is approved, are you willing to obtain that endorsement from your local governing body?**

Yes  No

**I HEREBY CERTIFY THAT THE INFORMATION PROVIDED IN THIS APPLICATION IS ACCURATE TO THE BEST OF MY KNOWLEDGE.**

Signed: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

**PLEASE RETURN COMPLETED APPLICATION TO:**

Project Director  
 New Jersey Coastal Heritage Trail  
 P.O. Box 118  
 Mauricetown, NJ 08329

**APPENDIX H: LOCAL INFORMATION CENTER APPLICATION FORM**

Name of local information center: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Contact: \_\_\_\_\_

Phone: \_\_\_\_\_

1. Do you wish to be an officially designated local information center on the New Jersey Coastal Heritage Trail?

\_\_\_ Yes. If yes, please complete entire application and return.

\_\_\_ No. If no, please stop here and return application so that you will not be contacted again.

2. When is the information center open to the public? Please indicate hours, days of the week, and months of the year (example: 9 a.m.-6 p.m., Sunday-Thursday, May-October).

\_\_\_\_\_

\_\_\_\_\_

3. Do you charge a fee to enter your site/facility?

\_\_\_ Yes            Amount:            Adults \$\_\_\_\_\_    Children \$\_\_\_\_\_    Seniors \$\_\_\_\_\_

\_\_\_ No

4. Please indicate the amount of space your information center has available to accommodate NJCHT display materials. **Check all that apply.**

\_\_\_ No space available

\_\_\_ Interior space for Brochure/Pamphlets

Please indicate size of **available or potential** rack space and/or number of brochures that can be displayed

\_\_\_\_\_

\_\_\_\_\_

\_\_\_ Interior space to accommodate 1 or 2 inside 18" x 24" trail display panels (If yes, please indicate 1 or 2 panels.)

\_\_\_ Window space to place a trail logo (no larger than 8" x 10")

\_\_\_ Exterior space to place a trail logo sign (24"x30")

5. Does your local information center meet New Jersey state codes and the 1990 Americans with Disabilities Act (ADA 1990) standards for accessibility. These standards are printed in the Uniform Federal Accessibility Standards [UFAS], which are available in the National Park Service trail office).
- Yes
- No
- Does not apply; please explain
- 
- 

6. Do you have the following available and accessible to the public at your site?
- |   |                            |  |
|---|----------------------------|--|
| <input type="checkbox"/> Restrooms                  | Accessible to wheelchairs? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> Water fountain             | Accessible to wheelchairs? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> Parking                    | Accessible to wheelchairs? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> On-site                    |                            |  |
| <input type="checkbox"/> On-street                  |                            |  |
| <input type="checkbox"/> Can accommodate tour buses |                            |  |

**ATTACHMENTS:**

1. Please enclose inside/outside photos of your site/facility and parking areas. The pictures can be B&W, color, or instant prints no larger than 8" x 10". They will not be returned.
2. Please enclose a map showing your site/facility and adjacent streets. Be sure that this (or another enclosed) map includes at least one major highway for orientation.

**I HEREBY CERTIFY THAT THE INFORMATION PROVIDED IN THIS APPLICATION IS ACCURATE TO THE BEST OF MY KNOWLEDGE.**

Signed: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**PLEASE RETURN COMPLETED APPLICATION TO:**

Director  
 Division of Travel and Tourism  
 Department of Economic Development  
 20 W. State Street  
 CN 826  
 Trenton, NJ 08625

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Blackstone River Valley National Heritage Corridor Commission (PL 99-647)

Delaware and Lehigh Navigation Canal National Heritage Corridor Commission (PL 100-692)

Illinois & Michigan Canal National Historic Corridor Commission (PL 98-398)

## PLANNING TEAM AND CONSULTANTS

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# Appendix C

## Staffing History and Administrative Review Recommendations, 2003

### STAFFING HISTORY AND ADMINISTRATIVE REVIEW RECOMMENDATIONS

FY 02 Staffing	FY 11 Current Staffing	Feb. 2003 Admin. Review Recommendations
Program Director - GS-0025-14	Project Director - GS-0340-13	Park Manager (Supt.), GS-0025-13
Park Ranger (Trail Mgr.)- GS-0025-12		Park Ranger (Trail Mgr.) GS-0025-12
Park Ranger (Chief of Interp.) - GS-0025-12		Park Ranger (Chief of Interp.) - GS-0025-12
Administrative Officer, GS-0341-11		Administrative Officer, GS-0341-11
Park Ranger (Interp. Spec.), GS-0025-09	Program Assistant - GS-0303-07	Park Ranger (Interp. Spec.), GS-0025-09
	NPS Seasonal (1/2 time)	Office Support Clerk, GS-0303-05

#### Excerpt from 2003 Administrative Review

The December 2002 Administrative Review and subsequent February 2003 report resulted from one of the July 2002 T-MAP report recommendations. Below is a brief section of the Administrative Review report summary regarding Trail staffing. Note, however, that the Trail staff has been reduced even further from the 3 FTE the Trail had in FY 2003 to the current 2.5 FTE in FY 11.

*In summary, it is clearly evident the park's existing staff of three (3) Full Time Equivalents (FTE) is inadequate to meet its mission requirements. In order to achieve successful mission accomplishment, it is recommended the park's current staffing level be increased, provided that funding is available, from three (3) FTE to six (6) FTE, as follows:*

Staffing as of FY 2003 Admin. Review	Recommended
Program Director - GS-0340-13	Park Manager (Supt.), GS-0025-13
Administrative Officer, GS-0341-11	Park Ranger (Trail Mgr.) GS-0025-12
Park Ranger (Interp. Spec.), GS-0025-09	Park Ranger (Chief of Interp.) - GS-0025-12
	Administrative Officer, GS-0341-11
	Park Ranger (Interp. Spec.), GS-0025-09
	Office Support Clerk, GS-0303-05

*This increase in workforce is recommended in adherence to the Trail Implementation Guide which was approved in 1993. Specifically, the Guide discussed a long-term plan following initial Trail development which called for six (6) positions to be divided between the National Park Service and the State of New Jersey. Since many budgetary challenges lie ahead for New Jersey, it is imperative that the Service rise above its current financial constraints and provide adequate support for the Trail and its team for the duration. Such action is vital in order to ensure the current workforce shaping initiative being undertaken by the National Park Service results in the Trail's staff remaining effective and efficient in accomplishing its mission.*



# Appendix D

## *Funding History, Construction and Operations*

### FUNDING HISTORY

#### CONSTRUCTION AND OPERATIONS

##### NEW JERSEY COASTAL HERITAGE TRAIL ROUTE

*Legislation, PL 100-515, established an initial ceiling of \$250,000. Legislation PL 103-243 established a second ceiling of \$1,000,000 beginning with FY 94. P.L. 106-18 increased the ceiling to \$4,000,000. P.L. 109-338 authorized "such sums as are necessary to carry out this Act."*

#### CONSTRUCTION/PLANNING LINE ITEMS ADD-ONS:

FY 89: No funds appropriated; Account established for advanced planning

FY 90: (\$125,000, probably 402 planning dollars)

FY 91: \$398,000 to DSC & North Atlantic Region: 1<sup>st</sup> line item appropriation

FY 92: \$300,000 line item specified out of Nat. Rec. and Pres. (NRP)

FY 93: \$205,000 line item construction

**Under authority of first bill, Construction/Planning Line Item Add-on \$903,000**

FY 94: None

FY 95: \$348,000 line item construction

FY 96: None

FY 97: None

FY 98: None

FY 99: \$411,000 line item construction

FY 00: \$92,000 line item construction

FY 01: \$338,000 line item construction

**SUBTOTAL \$ 1,189,000\*\***

*Total Construction (including NRP) \$2,092,000*

**\*\*NOTE: Please note that \$600,000+ in construction funding (the balance when the sunset clause went into effect in May 2004) was taken away and reprogrammed for the FY '03 fire fighting shortfall. This reduces the actual construction and NRP funding total from \$2,092,000. to \$1,492,000.**



# Appendix E

## Budget Analysis–Implementation Plan vs. Actual Appropriations

New Jersey Coastal Heritage Trail Route FY 1993 to FY 2004													
Budget Analysis - Implementation Plan vs Actual Expenditures													
FISCAL YEAR	APPROVED IMPLEMENTATION GUIDE PLAN *				ACTUAL TRAIL BUDGET (APPROVED)				SHORTFALL (Actual less proposed)				
	PROPOSED DEVELOPMENT	PROPOSED OPERATIONS	PROPOSED TOTALS	ACTUAL DEVELOPMENT	ACTUAL STAFF AND SUPPORT	ACTUAL TOTALS	ACTUAL	APPROVED PLAN (IG)	SHORTFALL	APPROVED PLAN (IG)	SHORTFALL		
FY 93	303,300	488,000	791,300	205,000	FY 93	196,000	401,000	401,000	791,300	(390,300)			
FY 94	365,400	417,000	782,400	0	FY 94	196,000	196,000	196,000	782,400	(586,400)			
FY 95	700,700	467,000	1,167,700	348,000	FY 95	196,000	544,000	544,000	1,167,700	(623,700)			
FY 96	1,493,850	550,000	2,043,850		FY 96	196,000	196,000	196,000	2,043,850	(1,847,850)			
					FY 97	196,000	196,000	196,000	550,000	(354,000)			
					FY 98	202,000	202,000	202,000	405,000	(203,000)			
					FY 99	207,000	618,000	618,000	425,250	192,750			
					FY 2000	212,000	304,000	304,000	446,500	(142,500)			
					FY 2001	217,000	555,000	555,000	468,800	86,200			
					FY 2002	222,000	222,000	222,000	492,250	(270,250)			
					FY 2003	223,000	224,000	224,000	516,900	(292,900)			
					FY2004	226,000	226,000	226,000	542,745	(316,745)			
FY 97 and Future Years	Lump	2,235,000	2,235,000						0	2,235,000	(2,235,000)		
TOTALS		5,098,250	10,867,695	1,394,000		2,489,000	3,884,000	3,884,000	10,867,695	(6,983,695)			
50% non government match required per project.		2,549,125											

\* Dollar amounts as approved in Trail Implementation Guide (IG) -1993

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# Appendix F

## List of Trail Partner Destinations

### New Jersey Coastal Heritage Trail Route

<b>Destination</b>	<b>Region</b>	<b>County</b>	<b>Type</b>
Allaire State Park	Sandy Hook	Monmouth	Site
Alloway Creek Watershed Wetland Restoration Site	Delsea	Salem	Point of Interest
Barnegat Lighthouse State Park	Barnegat	Ocean	Site
Bayshore Discovery Project	Delsea	Cumberland	Site
Belford Seafood Cooperative	Sandy Hook	Monmouth	Point of Interest
Belleplain State Forest	Delsea	Cape May	Site
Bridgeton-Cumberland Tourist Association	Delsea	Cumberland	Information Center
Cape May Bird Observatory	Delsea	Cape May	Site
Cape May Lighthouse	Cape May	Cape May	Site
Cape May National Wildlife Refuge	Delsea	Cape May	Site
Cape May Point State Park	Cape May	Cape May	Site
Cape May-Lewes Ferry, DRBA-Cape May	Cape May	Cape May	Information Center
Cape May-Lewes Ferry, DRBA-Lewes	Delaware	Sussex	Information Center
Cattus Island County Park	Barnegat	Ocean	Site
Cheesequake State Park	Sandy Hook	Middlesex	Site
Commercial Township Wetland Restoration Site	Delsea	Cumberland	Point of Interest
Corson's Inlet State Park	Cape May	Cape May	Point of Interest
County Connection, Ocean County Mall	Barnegat	Ocean	Information Center
Delaware River and Bay Authority	Delaware	New Castle	Information Center
Delaware River and Bay Authority, Delaware Memori	Delaware		Information Center
Dennis Creek Wildlife Management Area	Delsea	Cape May	Point of Interest
Dennis Township Wetland Restoration Site	Delsea	Cape May	Point of Interest
Double Trouble State Park	Barnegat	Ocean	Site
East Point Lighthouse	Delsea	Cumberland	Point of Interest
Edwin B. Forsythe National Wildlife Refuge	Absecon	Atlantic	Site
Egg Island Wildlife Management Area (Turkey Point)	Delsea	Cumberland	Point of Interest
Eno's Pond County Park	Barnegat	Ocean	Point of Interest
Finn's Point National Cemetery	Delsea	Salem	Site

<b>Destination</b>	<b>Region</b>	<b>County</b>	<b>Type</b>
Finns Point Rear Range Light	Delsea	Cape May	Point of Interest
Forked River State Marina	Barnegat	Ocean	Point of Interest
Fort Mott State Park	Delsea	Salem	Welcome Center
Fortescue State Marina	Delsea	Cumberland	Point of Interest
Frank S. Farley State Marina	Absecon	Atlantic	Point of Interest
Great Bay Boulevard Wildlife Management Area	Barnegat	Ocean	Point of Interest
Green Swamp Nature Area	Delsea	Cumberland	Point of Interest
Greenwich Tea Burning Monument	Delsea	Cumberland	Point of Interest
Hancock House State Historic Site	Delsea	Salem	Point of Interest
Head of the River M. E. Church and Cemetery	Cape May	Atlantic	Point of Interest
Heislerville Wildlife Management Area	Delsea	Cumberland	Point of Interest
Hereford Inlet Lighthouse	Cape May	Cape May	Site
Hereford Inlet, NJ State Police Marine Law Enforcem	Cape May	Cape May	
Higbee Beach Wildlife Management Area	Cape May	Cape May	Point of Interest
Huber Woods Park	Sandy Hook	Monmouth	Information Center
Island Beach State Park	Barnegat	Ocean	Site
Island Beach State Park, Life Saving Service Station	Barnegat	Ocean	Point of Interest
Leonardo State Marina	Sandy Hook	Monmouth	Point of Interest
Maurice River Township Wetland Restoration Site	Delsea	Cumberland	Point of Interest
Monmouth County Dept. of Economic Development/	Sandy Hook	Monmouth	Information Center
Montvale Information Center		Bergen	Information Center
Mount Mitchell Scenic Overlook	Sandy Hook	Monmouth	Point of Interest
Natural Lands Trust: Glades Wildlife Refuge	Delsea	Cumberland	Point of Interest
Natural Lands Trust: Harold N. Peek Preserve	Delsea	Cumberland	Point of Interest
Naval Weapons Station, Earle	Sandy Hook	Monmouth	
New Jersey Museum of Boating, Inc.	Barnegat	Ocean	Site
New Jersey Turnpike Authority		Middlesex	Information Center
NJ State Police Marine Law Enforcement Bureau (He	Cape May	Cape May	
Ocean County Dept. of Public Affairs/Tourism	Barnegat	Ocean	Information Center
Ocean View Visitor Information Center	Cape May	Cape May	Welcome Center

<b>Destination</b>	<b>Region</b>	<b>County</b>	<b>Type</b>
Office of Leases, Natural & Historic Resources		Mercer	
Peaslee Wildlife Management Area	Delsea	Cumberland	Point of Interest
Perth Amboy Harbor Walk	Sandy Hook	Middlesex	Site
Salem County Chamber Of Commerce	Delsea	Salem	Information Center
Sandy Hook, Gateway National Recreation Area	Sandy Hook	Monmouth	Site
Steamboat Dock Museum, Keyport Historical Society	Sandy Hook	Monmouth	Point of Interest
Stow Creek Viewing Area/Stow Creek State Park	Delsea	Salem	Point of Interest
Supawna Meadows National Wildlife Refuge	Delsea	Cape May	Point of Interest
The Nature Conservancy	Delsea	Cape May	Site
The Nature Conservancy Cape May Migratory Bird R	Cape May	Cape May	Site
The Nature Conservancy Eldora Nature Preserve	Delsea	Cape May	Site
Toms River Seaport Society Maritime Museum	Barnegat	Ocean	Site
Tuckahoe Wildlife Management Area	Cape May	Cape May	Point of Interest
Tuckerton Seaport	Barnegat	Ocean	Site
Turkey Point Nature Drive	Delsea	Cumberland	Point of Interest
Twin Lights State Historic Site	Sandy Hook	Monmouth	Site
U.S. Coast Guard Station, Atlantic City	Absecon	Atlantic	Site
U.S. Coast Guard Station, Barnegat Light	Barnegat	Ocean	Point of Interest
Wetlands Institute	Cape May	Cape May	Site
WheatonArts Information Center	Delsea	Cumberland	Information Center
Wildwood Historical Society, Inc., George F. Boyer	Cape May	Cape May	Information Center



# Appendix G

## ***Public Engagement Process: Meeting Agenda and Organizations / Agencies Represented***

### **New Jersey Costal Heritage Trail Route Strategic Plan Public Meeting Agenda** (same agenda used for all six public meetings)

#### ***Welcome and Introductions***

Phil Correll, Trail Project Director  
Sherry Peck, NPS Community Planner

#### ***History and Background of the Trail***

#### ***GROUP DISCUSSION***

#### ***Accomplishments/Benefits***

- What has worked or not worked in support of resource awareness and conservation, education, tourism, etc.
- Are there audiences not being reached?

#### ***The Future of the Trail***

- Is the mission still valid, or if the mission needs to be changed, what would you change?
- Are there more effective ways to achieve the mission as it relates to resource conservation & protection, tourism & economic development, and public education & awareness?

#### ***The Future of the Partnership***

- How can partners become more involved in planning, development, and administration?
- How to structure a sustainable partnership.

#### ***Next Steps***

# New Jersey Coastal Heritage Trail Route Strategic Plan Public Meetings

## *Organizations / Agencies Represented*

### **September 20, 2010, Cumberland County, New Jersey**

Office of Senator Lautenberg  
Cumberland County  
American Littoral Society  
Association of New Jersey Environmental Commissions  
Salem County  
East Point Lighthouse/Maurice River Historical Society  
New Jersey Audubon  
New Jersey DEP, Division of Parks and Forestry  
Delaware River & Bay Authority  
Bayshore Discovery Project  
Citizens United to Protect the Maurice River and its Tributaries  
The Nature Conservancy  
National Trust for Historic Preservation  
Wetland's Institute  
Public Service Enterprise Group (PSEG)

### **March 1, 2011, Monmouth County, New Jersey**

Monmouth County Park System  
Department of Tourism, Monmouth County  
Planning Board, Monmouth County  
Tom's River Seaport Society  
Cheesequake State Park  
Island Beach State Park  
Double Trouble State Park  
Forked River State Marina  
Office of Representative Frank Pallone, Jr.  
Pinelands Preservation Alliance

### **March 24, 2011, Ocean County, New Jersey**

Double Trouble State Park  
Enno's Pond County Park  
Tuckerton Seaport  
Ocean County Cultural & Heritage Commission  
Ocean County, County Connection  
New Jersey Parks & Forestry  
Wharton State Forest  
Downe Township  
Sandy Hook, Gateway National Recreation Area  
U. S. Fish and Wildlife Service  
Interpretation and Education, NER  
Hancock House State Historic Site  
Cattus Island County Park  
Ocean County Parks and Recreation  
Toms River North Park Stewards Program  
Pinelands Commission  
Office of Senator Lautenberg  
Office of Representative Chris Smith

Office of Representative Frank Pallone  
Toms River Patch  
New Jersey State Park Service  
Bass River State Park  
Atlantic Audubon Society  
Toms River North High School  
Pinelands Commission



## **Appendix H**

### ***Resolutions, Written Comments, and Correspondence***





Approved as to Form and Legality

Date Adopted

Committee

June 22, 2011 Transportation, Agriculture & Cultural Affairs

**RESOLUTION SUPPORTING REAUTHORIZATION AND FUNDING OF THE NEW JERSEY COASTAL HERITAGE TRAIL**

**WHEREAS**, the New Jersey Coastal Heritage Trail was established in 1988 by Public Law 100-515 as amended creating the partnership between the National Park Service and the State of New Jersey to promote awareness and stewardship of natural and cultural resources along the 300 mile coastline of New Jersey; and

**WHEREAS**, the southern end of the Trail begins in Salem County, and designated part of the Delsea Region by the Trail; and

**WHEREAS**, the Trail's southern Welcome Center is located at Fort Mott State Park and directs visitors to natural, recreational and historic resources and sites in the County; and

**WHEREAS**, the themes of *Maritime History*, opened in 1993, *Coastal Habitats* opened in 1997 and *Wildlife migration*, opened in 1998 and the currently under construction, *Historic Settlements and Relaxation and Inspiration* are all important aspects of and support sustainable tourism which contributes to the County's economic base; and

**WHEREAS**, the Trail management is a leader in promoting effective partnerships throughout the state to create public interest and to provide education about our precious coastal heritage; and

**WHEREAS**, the Trail was named New Jersey's "Best Trail" in the April 2004 issue of New Jersey Monthly magazine; and

**WHEREAS**, the Trail staff provides technical assistance to its destination partners, through exhibits, brochures, a web site, films, resource publications and outdoor interpretive wayside exhibits.

**NOW, THEREFORE, BE IT RESOLVED** that the **BOARD OF CHOSEN FREEHOLDERS** of the **COUNTY OF SALEM, STATE OF NEW JERSEY** hereby supports the reauthorization and funding of the New Jersey Coastal Heritage Trail to assure its continuance beyond 2011.

**BE IT FURTHER RESOLVED** that certified copies of this resolution shall be forwarded to the Honorable Chris Christie, the Honorable Frank Lautenberg the Honorable Robert Menendez, the Honorable Frank LoBiondo and the entire New Jersey Congressional Delegation.

*Beth E. Timberman*  
 BETH E. TIMBERMAN, CHAIR  
 Transportation, Agriculture & Cultural Affairs

I hereby certify the foregoing to be a true resolution adopted by the Board of Chosen Freeholders of the County of Salem on Wednesday June 22, 2011.

*Earl R. Gage*  
 EARL R. GAGE  
 Clerk of the Board

RECORD OF VOTE

FREEHOLDER	AYE	NAY	N.V.	ABSENT	RES.	SEC.	FREEHOLDER	AYE	NAY	N.V.	ABSENT	RES.	SEC.
D. Lindermuth	/					/	D. Cross	/					
B. Timberman	/				/		B. Laury	/					
B. Bobbitt	/						L. Ware	/					
J. Acton	/												

X – Indicates Vote

N.V. – Not Voting

Res. – Resolution Moved

Sec. – Resolution Seconded

THE BOARD OF CHOSEN FREEHOLDERS  
OF THE  
COUNTY OF MONMOUTH

ROBERT D. CLIFTON  
DIRECTOR

JOHN P. CURLEY  
DEPUTY DIRECTOR

LILLIAN G. BURRY  
AMY A. MALLET  
THOMAS A. ARNONE



MARION MASNICK  
CLERK OF THE BOARD

HALL OF RECORDS  
1 EAST MAIN STREET  
FREEHOLD, NEW JERSEY 07728  
TELEPHONE: 732-431-7387  
FAX 732-431-6519  
EMAIL: mmasnick@co.monmouth.nj

TRANSMITTAL LETTER

June 27, 2011

TO: Mr. Phillip G. Correll, Project Director  
New Jersey Coastal Heritage Trail Route Headquarters  
389 Fortescue Road  
PO Boc 568  
Newport, NJ 08345-0568

Enclosed for your files please find certified Resolution 11-501 passed by the Monmouth County Board of Chosen Freeholders at its Regular Public Meeting of June 23, 2011.

Sincerely Yours,

Marion Masnick  
Clerk of the Board

MM: pr  
Enclosure(s)

**MONMOUTH COUNTY BOARD OF CHOSEN FREEHOLDERS**

Freeholder Meeting Venue:

Date: Jun 23, 2011 - 7:00 PM

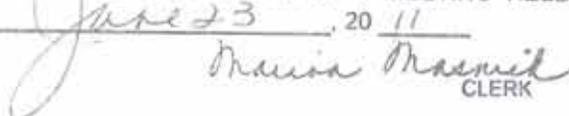
Location: Neptune City Municipal Building  
 Council Chambers  
 106 W. Sylvania Avenue  
 Neptune City, NJ 07753

Agenda: Resolution supporting the reauthorization of the New Jersey Coastal Heritage Trail.

Official Document #	Res# 2011-0501						
Meeting Date	06/23/2011						
Introduced Date	06/23/2011						
Adopted Date	06/23/2011						
Agenda Item	19						
FREEHOLDER	PRES.	ABS.	MOVE	SEC	AYE	NAY	ABST.
Maillet	<			<	<		
Arnone	<				<		
Burry	<		<		<		
Curley	<				<		
Clifton	<				<		

**CERTIFICATION**

I HEREBY CERTIFY THE ABOVE TO BE A TRUE COPY OF A RESOLUTION ADOPTED BY THE BOARD OF CHOSEN FREEHOLDERS OF THE COUNTY OF MONMOUTH AT A MEETING HELD

June 23, 20 11  
  
 CLERK

County Counsel

RESOLUTION SUPPORTING REAUTHORIZATION  
OF THE NEW JERSEY COASTAL HERITAGE TRAIL

WHEREAS, the New Jersey Coastal Heritage Trail was established in 1988 by Public Law 100-515 as amended creating the partnership between the National Park Service and the State of New Jersey to promote awareness, stewardship and protection of natural and cultural resources along 300 miles of New Jersey coastline in the counties of Salem, Cumberland, Cape May, Atlantic, Burlington, Ocean, Monmouth and Middlesex; and

WHEREAS, the United States Congress last reauthorized the New Jersey Coastal Heritage Trail in May 2008 by P.L. 110-229 which included a sunset provision effective September 30, 2011; and

WHEREAS, Monmouth County has over fifty miles of coastline included within the New Jersey Coastal Heritage Trail region; and

WHEREAS, the Trail public education and stewardship objectives coincide with the efforts of the Monmouth County Park System; and

WHEREAS, the County of Monmouth Department of Economic Development/ Tourism serves as an information center for the Trail; and

WHEREAS, the themes of Maritime History, opened in 1993, Coastal Habitats, opened in 1997 and Wildlife Migration, opened in 1998 and the pending, Historic Settlements

Introduced on: June 23, 2011  
Adopted on: June 23, 2011  
Official Resolution#: 2011-0501

and Relaxation & Inspiration themes are all important aspects of and support sustainable tourism which is a major segment of the County's economic base; and

WHEREAS, the Trail management is a leader in promoting effective partnerships throughout the state to create public interest and to provide education about our precious coastal heritage; and

WHEREAS, the Trail staff provides technical assistance to its destination partners through brochures, historic resource publications, Welcome Center exhibits, a website, interpretive training and over 1000 outdoor interpretive wayside exhibits at more than 60 individual destinations.

WHEREAS, the involvement of the National Park Service in the New Jersey Coastal Heritage Trail provides recognition and stature that benefits State and regional tourism and an organizational framework that sustains partner involvement in the project; and

WHEREAS, public meetings regarding the Trail held earlier this year identified potential to use evolving mobile technologies to increase awareness of the Trail and visitation to its destinations; and

WHEREAS, loss of National Park Service management of the Trail will negatively impact efforts to promote resource stewardship and boost tourism within the coastal region of New Jersey.

WHEREAS, the MONMOUTH COUNTY BOARD OF RECREATION COMMISSIONERS has recommended that the BOARD OF CHOSEN

Introduced on: June 23, 2011  
Adopted on: June 23, 2011  
Official Resolution#: 2011-0501

FREEHOLDERS formally support the Federal reauthorization of the New Jersey Coastal Heritage Trail.

NOW, THEREFORE, BE IT RESOLVED that the BOARD OF CHOSEN FREEHOLDERS of the COUNTY OF MONMOUTH, STATE OF NEW JERSEY hereby supports the Federal reauthorization of the New Jersey Coastal Heritage Trail.

BE IT FURTHER RESOLVED that the BOARD OF CHOSEN FREEHOLDERS urges the Senators and Congressional delegation of New Jersey to support Federal reauthorization of the New Jersey Coastal Heritage Trail.

BE IT FURTHER RESOLVED that certified copies of this resolution shall be forwarded to the Honorable Frank Lautenberg, the Honorable Robert Menendez, the Honorable Robert E. Andrews, the Honorable Frank LoBiondo, the Honorable Jon Runyan, the Honorable Chris Smith, the Honorable Scott Garrett, the Honorable Frank Pallone, Jr., the Honorable Leonard Lance, the Honorable Bill Pascrell, Jr., the Honorable Steven Rothman, the Honorable, Donald M. Payne, the Honorable Rodney Frelinghuysen, the Honorable Rush Holt, the Honorable Albio Sires, the Clerks of the Boards of Chosen Freeholders in the Counties of Salem, Cumberland, Cape May, Atlantic, Burlington, Ocean, and Middlesex, the Municipal Clerks in the Townships of Wall, Howell and Middletown and the Boroughs of Keyport, Atlantic Highlands, and Highlands, and New Jersey Coastal Heritage Trail Project Director Philip G. Correll.

Introduced on: June 23, 2011  
Adopted on: June 23, 2011  
Official Resolution#: 2011-0501



## State of New Jersey

MAIL CODE 501-03C

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

DIVISION OF FISH & WILDLIFE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 292-2965 FAX. (609) 984-1414

CHRIS CHRISTIE  
*Governor*

BOB MARTIN  
*Commissioner*

KIM GUADAGNO  
*Lt. Governor*

To Whom It May Concern,

First I would like to state that the NJDEP Division of Fish and Wildlife (DFW) fully supports the NJ Coastal Heritage Trail and has actively participated as a partner since the trail's inception. The Division hosts nine Points of Interest along the trail, most of which fall within the Delsea Region.

The CHT has been important to DFW for raising the awareness of a non-traditional public segment of our Wildlife Management Areas (WMA), the resources they protect and the recreational opportunities available. The CHT enabled DFW to add an interpretive element to our WMAs that would not have been possible without assistance. The variety and quality of interpretive signs available through the CHT program enables us to educate visitors and improve the quality of the visitor experience. CHT signs are used to enlighten visitors with information about the wildlife they encounter, the rich wildlife heritage of our areas, and the importance of the work we do.

CHT staff developed auto trails for four of our Wildlife Management Areas (Points of Interest) to help improve visitor access and increase awareness of wildlife, wildlife habitat and wildlife-related recreation on public lands. Each auto trail leads visitors on an extended drive through a variety of coastal habitats.

In addition, the Division has concentrated improving facilities and infrastructure on the Wildlife Management Areas that serve as Points of Interest, in part because those areas garner additional public visitation due to their inclusion on the CHT. The CHT helps fill an important role in rural communities by enhancing ecotourism areas of New Jersey where the prime assets are natural resources. The CHT is incorporated into local and regional ecotourism planning.

It has been difficult in recent years for the DFW to maintain and/or upgrade exhibits and signs due to staffing issues and I'm sure we're not alone. The only suggestion I have at present is that if NPS has a volunteer corps, it might be helpful to use volunteers to conduct maintenance on signs or put up new signs when necessary. Maintenance only needs to be done once or twice a year and signs are replaced infrequently and no specialized tools are necessary.



**State of New Jersey**

MAIL CODE 501-03C

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

DIVISION OF FISH & WILDLIFE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 292-2965 FAX. (609) 984-1414

CHRIS CHRISTIE  
*Governor*

BOB MARTIN  
*Commissioner*

KIM GUADAGNO  
*Lt. Governor*

I would like to see the CHT reauthorized. I believe the work done by NPS on behalf of the CHT is important in helping raise awareness of New Jersey's amazing history, our rich maritime heritage, our cultural contributions, and our varied and plentiful natural resources.

Sincerely,

Laurie Pettigrew  
Principal Wildlife Biologist,  
Bureau of Land Management



"Phil Broder - Wetlands  
Institute Education"  
<education@wetlandsinstitute.org>

03/01/2011 10:37 AM

To <phil\_correll@nps.gov>

cc

bcc

Subject New Jersey Coastal Heritage Trail Route strategic planning

Phil:

Rather than drive up to Toms River, Jeanne said I could just send you my comments. So here goes....

The NPS has good intentions for the Coastal Heritage Trail, but I don't think it's done enough to make the trail into anything more than a brochure. The brochure is lovely, and you should be proud of it. But this isn't a brochure era anymore. People get their information from other sources now. I wasn't even aware that the trail had a website until today. Looking through the brochure, the first and only mention I can find of that website is on page 39. At the very least, the NPS needs to publicize that site more, and make sure that it's linked to the website of all the organizations along the trail. (Yes, now that we know it exists, we'll set up a link on our website to yours.) I was surprised to find an events calendar on your site, and more surprised that there are no events on it. We've never been asked to contribute to it. Why bother having it if it's just a dead-end?

I've got some good friends in the NPS design shop in Harpers Ferry, working on signage. The Coastal Heritage Trail signage is very generic, not really specific to each stop on the trail. For instance, the comment we hear most often about the Trail sign on our dock is that visitors didn't know that there were muskrats in the marsh. Well, there aren't. But we've been given a generic wetlands sign, and so we spend time correcting it. I know that the Harpers Ferry crew is focused more on parks with a single location, but I think they need to think a little differently about signs for trails. On a sign in Yellowstone, I wouldn't expect to see the website for Yellowstone. But on a Trail sign, showing the URL is important, because it helps link all the sites together. With so many people carrying smartphones now, giving them the means to find the information is easy. As the NPS replaces signs in the future, make sure the Harpers Ferry folk understand that trail signs have different needs than park signs.

The NPS has been slow to adopt new technology. Last I checked, I think only two parks nationwide had downloadable audio tours. The Coastal Heritage Trail is perfect for that! Visitors should be able to go to your website, download an mp3 file with audio information, and listen to it as they drive. To an extent, this could replace the printed brochure – which the vast majority of visitors won't use anyway – with something that's more easily updatable and cheaper overall. It's already been proven effective in a trail setting, with a very successful audio tour of the San Antonio missions.

I know that funding has been an ongoing issue. The battle for dollars has to start with publicity, and how many people even know that the Coastal Heritage Trail exists? There's no publicity for it, no events on it, nothing to put it into the minds of the people who make funding decisions? I'd love to be able to say that the Wetlands Institute is part of a trail visited by \_\_\_\_\_ people each year, but not only have I never seen those statistics, I don't think they even exist. How about for National Trails Day in June, the NPS were to organize something along the Trail? Let's give people a reason to care.

That's enough ranting. The Wetlands Institute would like to help, we're just not sure how we can.

Phil Broder

Wetlands Institute

1075 Stone Harbor Blvd.  
Stone Harbor, NJ 08247  
(609)368-1211

"All I need is a beak, some feathers, and a curriculum." -- Big Bird

PSEG Power L.L.C.  
Power Sustainability  
244 Chestnut St., Salem NJ 08079



March 22, 2011  
EEP11018

Mr. Phil Correll  
New Jersey Coastal Heritage Trail Route  
PO Box 568  
Newport, NJ 08345

Dear Phil,

**NEW JERSEY COASTAL HERITAGE TRAIL ROUTE (NJCHTR) – STRATEGIC PLAN  
PSEG’s ESTUARY ENHANCEMENT PROGRAM (EEP)**

Thank you for providing notice of the public meetings to discuss the New Jersey Coastal Heritage Trail Route (NJCHTR or Trail) strategic plan. As PSEG’s Estuary Enhancement Program (EEP) personnel are unable to attend, we appreciate the opportunity to offer the follow comments.

The Trail offers a valuable service by encouraging visitors to explore the important ecological and cultural resources of coastal New Jersey. Through strategically placed signage, detailed brochures and a well-maintained website, the Trail provides an abundance of information. As five PSEG EEP restoration sites are included as destinations, PSEG appreciates our partnership with the Trail which encourages visitors to explore important ecosystems along the bayshore and to learn about the region’s history.

The current mission statement for the Trail is appropriate and comprehensive. Consistent with the mission, the Trail highlights specific resources associated with each destination. The brochures and website provide adequate detail to allow visitors to easily reach their destination, and identifiable signage is strategically located along the roadways to assist tourists. The interpretive signage located at the destinations appropriately highlights the significance of each location. In fact, as the interpretive signs provide wonderful artwork, photography, and detailed information, the NJCHTR signage is the primary source of information at the EEP Sites. Because the EEP recognizes the educational value the interpretive displays, PSEG purchases replacement panels for the restoration sites, thereby minimizing expenditures by the Trail.

As the Internet has become a primary source for information, additions to the current NJCHTR website may be beneficial. While the current website offers information regarding each site, it may be useful to provide links to destinations by theme selection. For example, people interested in visiting locations with the Maritime History theme could select that theme which would link to a listing of destinations such as Fort Mott, Finn’s Point, the Hancock House, Greenwich Tea Burning Monument, etc.

As you are aware, PSEG's EEP provides public use facilities at the restoration sites, and it is challenging to determine the usage of these facilities. A better understanding of site interest and visitation could be useful in planning and prioritizing facility upgrades at each location. Currently our only public use estimates are based on our land stewards' observations during periodic site inspections and an occasional evaluation of website usage. Based on discussions with visitors to our sites, many have acquired information by visiting our website. If the Trail evaluates website usage, this information may be helpful to the EEP as well as other partners.

We continue to enjoy the partnership with the Trail.

Sincerely,

Brenda Evans  
Sr. Project Scientist



# COMMENT SHEET



## New Jersey Coastal Heritage Trail Route

Strategic Plan Public Meeting  
Ocean County Library, Toms River, NJ

March 24, 2011

If you have comments or additional thoughts about the New Jersey Coastal Heritage Trail Route and its current activities or its future, please complete this comment form and return it to:

NJCHTR Strategic Plan  
P.O. Box 568  
Newport, NJ 08345

I attended the 2 pm meeting  the 6 pm meeting

Comment:

If not for the NJCHTR signs at Double Trouble State Park, there would be no interpretive signs. I would not have such a successful program without these signs.

Thank you for all your assistance over the years

Andrew Anderson  
Your Name (optional) Andrew Anderson  
Double Trouble State Park

03/24/2011  
Date

Comments can also be submitted electronically via email to: njchtr\_strategic\_plan@nps.gov  
Thank you.



# COMMENT SHEET



## New Jersey Coastal Heritage Trail Route

Strategic Plan Public Meeting  
Ocean County Library, Toms River, NJ

March 24, 2011

If you have comments or additional thoughts about the New Jersey Coastal Heritage Trail Route and its current activities or its future, please complete this comment form and return it to:

NJCHTR Strategic Plan  
P.O. Box 568  
Newport, NJ 08345

I attended the 2 pm meeting \_\_\_\_\_ the 6 pm meeting

Comment:

Reauthing trail for a limited time  
to show that the historic components  
can be developed in fixed amount of  
time by a number of coastal sites

Your Name (optional)

Date

Comments can also be submitted electronically via email to: njchtr\_strategic\_plan@nps.gov  
Thank you.



# COMMENT SHEET



## New Jersey Coastal Heritage Trail Route

Strategic Plan Public Meeting  
Ocean County Library, Toms River, NJ

March 24, 2011

If you have comments or additional thoughts about the New Jersey Coastal Heritage Trail Route and its current activities or its future, please complete this comment form and return it to:

NJCHTR Strategic Plan  
P.O. Box 568  
Newport, NJ 08345

I attended the 2 pm meeting  the 6 pm meeting

Comment:

*I believe that Crossroads of the American Revolution should assume management of the entire Coastal Heritage trail to improve the historic and environmental awareness, and educational interpretation, and protection.*

Your Name (optional)

Date

Comments can also be submitted electronically via email to: [njchtr\\_strategic\\_plan@nps.gov](mailto:njchtr_strategic_plan@nps.gov)

Thank you.



**COUNTY OF OCEAN**  
**DEPARTMENT OF PARKS & RECREATION**

March 25, 2011

Phillip G. Correll, Project Director  
New Jersey Coastal Heritage Trail  
National Park Service  
US Dept. of the Interior  
389 Fortescue Road  
PO Box 568  
Newport, NJ 08345-0568

Dear Mr. Correll,

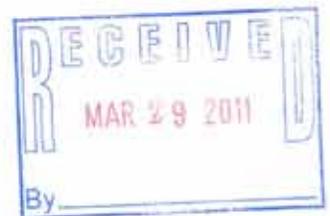
Thank you for bringing a public information meeting regarding the future of the New Jersey Coastal Heritage Trail to Ocean County.

We believe this trail has provided the public a unique learning experience regarding the history and environment of the Jersey Shore. It has worked well because of the cooperation and partnerships of all levels of government and many non-profits. Despite limited resources, the trail has accomplished much since its inception. Ocean County Parks hosts two of the sites within the Barnegat Bay Region. The trail has brought many new visitors to both Cattus Island County Park and Enos Pond County Park.

Please accept this letter as a recommendation that the trail be authorized as a permanent program of the National Park Service. The program is run professionally under the leadership of the NPS. The interpretive signage is high quality and very informative. With the current economic climate, if the trail is not reauthorized, it is unlikely the partners and sites will be able to continue the trail. The partnerships forged by NPS have leveraged the limited resources and allowed a large geographical area to be covered by the trail. This model authorized on a permanent basis would be the best option for the future of the trail. Thank you.

Sincerely,

Michael T. Mangum, Director  
Ocean County Department of Parks & Recreation



*ADMINISTRATIVE OFFICES*  
*1198 Bandon Road, Toms River, NJ 08753*  
*(732) 506-9090 FAX (732) 270-9464*  
*or TOLL FREE: 1-877-OC PARKS*



SPECIAL ASSISTANCE/ACCOMMODATIONS available upon request.



# COUNTY OF OCEAN

## DEPARTMENT OF PARKS & RECREATION

March 25, 2011

Phillip G. Correll, Project Director  
New Jersey Coastal Heritage Trail  
National Park Service  
US Dept. of the Interior  
389 Fortescue Road  
PO Box 568  
Newport, NJ 08345-0568

Dear Mr. Correll,

Currently, Cattus Island County Park and Eno's Pond County Park are sites on the New Jersey Coastal Heritage Trail. I would like to recommend two additional county park sites be included on the trail.

Wells Mills County Park is located just west of the Garden State Parkway in Ocean Township. The County has acquired over 3,000 acres of pinelands in this area. Wells Mills has a rich history dating from the Revolutionary War. The park hosts a nature center, miles of trails and Wells Mills Lake. In addition, the park is the gateway to the Forked River Mountain area.

Jakes Branch County Park is one of Ocean County's newest parks. It offers easy access to the Garden State Parkway. Jakes Branch features a nature center with a tower and excellent views of the pinelands, hiking and nature trails. In addition to adding Jakes Branch as a site, you may want to consider the nature center for a welcome center or local information center.

Should you be interested, I would be happy to discuss this with you,

Thank you.

Sincerely,

Michael T. Mangum, Director  
Ocean County Department of Parks & Recreation

*ADMINISTRATIVE OFFICES*  
1198 Bandon Road, Toms River, NJ 08753  
(732) 506-9090 FAX (732) 270-9464  
or TOLL FREE: 1-877-OC PARKS



SPECIAL ASSISTANCE/ACCOMMODATIONS available upon request.



"Wharton Superintendent"  
<wharton.superintendent@o  
ptistreams.net>

04/02/2011 12:13 PM

To "Phil Correll" <Phil\_Correll@nps.gov>

cc "THOMAS C. KECK, JR." <SRORSupt@comcast.net>

bcc

Subject NJCHTR meeting

History:

 This message has been replied to.

Phil -

I apologize for leaving the meeting early last week. I felt I was leaving just as the real discussion was about to start. If you can send me the 4 'what if' scenarios, I would appreciate it. I only saw number one.

Below are some comments regarding the general topics of discussion:

1. What has worked?

The NJCHTR connects individual sites' stories with sites that would not otherwise interact with each other. "The whole is greater than the sum of its parts."

Funding for interpretive wayside exhibit panels.

Expertise in the development of wayside exhibit panels and general interpretive planning practices.

Local sites are connected to the NPS. This generates a greater sense of interest, professionalism, and significance from the general public, and therefore encourages visitation.

The NJCHTR facilitates networking and communication between local sites.

The NJCHTR has turned a 1-hour visit at an individual site into a day-trip for visitors.

2. What has not worked?

(I struggle to find anything to fit this question.)

Development of regional welcome centers...?

3. Mission?

I believe that the NJCHTR has exceeded its mission. The mission as written does not fully demonstrate the positive effect on our sites. In today's reality, many of our sites no longer have full-time (or part-time) staff. The placement of NJCHTR exhibits and site specific NJCHTR exhibits may be the only interpretation that is provided. The mission should include the "delivering of interpretation and information", not just the development of exhibits.

4. 'What if' Options...?

If you could send me these 4 slides I would appreciate it.

The loss of the NJCHTR at any level would be devastating to the individual sites and to the general public. I have seen the benefit from the NJCHTR both in my professional career and personal life. I applaud you and your staff's efforts, and look forward to continuing our long-standing relationship. If I can be of assistance in any other way, please do not hesitate to ask. Thanks.

-Rob

Rob Auermuller  
Superintendent  
Wharton State Forest  
telephone: 609-561-0024  
fax: 609-567-8116  
[www.njparksandforests.org](http://www.njparksandforests.org)



Sherry  
Peck/PHILADELPHIA/NPS  
05/05/2011 05:01 PM

To Phil Correll/NEJE/NPS@NPS  
cc  
bcc  
Subject Fw: NJ Coastal Heritage

----- Forwarded by Sherry Peck/PHILADELPHIA/NPS on 05/05/2011 05:00 PM -----



mikeh@doowopusa.org  
05/01/2011 11:57 PM

To NJCHTR\_strategic\_plan@nps.gov  
cc  
Subject NJ Coastal Heritage

Hi-

The Cape May Coastal Heritage trail could be updated from the Hereford Lighthouse location, if you drive south we now have 2 motels listed on the National Register of Historic Places. Recently, the Caribbean Motel was listed by the Historic Hotels of America. The first motel ever listed, and the first 2 in NJ are the Caribbean Motel and the Chalfonte Hotel in Cape May.

Best regards-

Michael Hirsch  
Doo Wop Preservation League



Phil Correll/NEJE/NPS  
05/18/2011 11:34 AM

To "Alicia M. Bjornson" <ambjornson@mac.com>  
cc "John G. Trontis" <John.Trontis@dep.state.nj.us>, robert\_fudge@nps.gov, Tom Keck <srorsupt@comcast.net>, Sherry  
bcc  
Subject Re: Fwd: heritage trail letter

Alicia,

We received in today's mail a group of 16 letters of support for the NJ Coastal Heritage Trail Route and the Hancock House State Historic Site (a Trail destination) from the 4th grade class at the Lower Alloways Creek Elementary School in Canton, NJ (Salem County.) The text is close to identical in many of the letters (all but one handwritten.) I have attached one particularly heart-felt letter from Michael Miller. Very cute!

Phil



Letter of support LAC student May 2011 pdf.pdf

Philip G. Correll

Project Director

NJ Coastal Heritage Trail Route

Pinelands National Reserve Interpretive Program

Tel. 856-447-0103

Fax 856-447-0108

phil\_correll@nps.gov

[Tell Us How We Are Doing!](#)

The National Park Service cares for special places saved by the American people so that all may experience our heritage.

-EXPERIENCE YOUR AMERICA-

967 main street-canton  
Salern, NJ 08079  
May 6, 2011

National park service  
U.S. Department of the interior

New Jersey Coastal Heritage trail Route  
389 Fortescue Road  
P.O. Box 968  
Newport, NJ 08345

To whom It may concern,  
Please, Please, Please, Please, Please  
Keep the heritage trail Route open  
for visitors of new Jersey. I love  
to walk around the money island trail.  
Especially keep the Hancock House  
open. So many people stop at the  
Hancock House as they travel on  
their way. I would be a heartbreaker  
to see the Hancock House shut  
down especially since I live next  
to it. Please keep the Heritage  
trail open so I feel better. Dont let me  
cry and cry

Sincerely,  
Michael Miller



967 Main Street  
Salmon, NJ cant  
08079, May 6,  
2011

National Park Service  
U.S. Department of the Interior

New Jersey Coastal Heritage  
Trail route  
349 Fortescue road  
P.O. Box 568  
Newport, NJ 08345

To Whom It may concern:

Please keep the Heritage  
route open for visitors of New Jersey.  
Soooooo many people stop at  
the Hancock House. It is an  
important historical site for our  
township. We would like everyone  
to come and visit.

Thank you.

Sincerely,  
John T. Galasso

----- Forwarded by Phil Correll/NEJE/NPS on 07/08/2011 09:23 AM -----



THart@co.ocean.nj.us

06/14/2011 05:14 PM

To Phil\_Correll@nps.gov

cc pwh1911@yahoo.com

Subject Re: IMPORTANT UPDATE: NJ Coastal Heritage Trail  
Route--Strategic Plan and Sunset (closing South Jersey field  
office)

Dear Phil:

The best choice is that the congress sees fit in a timely fashion to continue your operation. In the event this does not happen, has there been any thought to having someone else take over such as the Pinelands Commission, or maybe each section is monitored (coordinated) by a group Tuckerton Seaport for the Barnegat Region, MAC for the Southern Section, Meerwald for the Delaware section? I think as time approaches, we should have a continuants meeting.

This reminds me of the lighthouse challenge - as you may know the original sponsoring organization chose not to continue, but the individual lighthouses joined together to take over the function.

Sincerely Tim

Timothy G. Hart, Division Director  
Ocean County Cultural and Heritage Commission,  
a division of the Department of Parks and Recreation  
14 Hooper Avenue, PO Box 2191  
Toms River, NJ 08754-2191  
732-929-4779 Fax 732-288-7871  
thart@co.ocean.nj.us  
<http://www.co.ocean.nj.us/Cultural/index.htm>



# Appendix I

## Meeting Announcements and Media Coverage

National Park Service  
U.S. Department of the Interior



### Quicklinks:

- [Directions](#)
- [Operating hours & seasons](#)
- [Fees & Reservations](#)
- [Trail Themes](#)
- [Trail Regions](#)
- [Destinations on the Trail](#)
- [Welcome Centers](#)

### Take the time, explore this Trail of discovery.

The Trail will show you roads less traveled where you can find historic villages, migrating eagles, and boardwalks on miles of sandy beaches. This auto-trail stretches nearly 300 miles along New Jersey's shore and bays. Explore the Trail's five regions and you'll find the nation's oldest operating lighthouse; the town where revolutionaries burned British tea; and the state's official tall ship.

### How's the Trail doing?

#### The Trail needs your input about its future.

The National Park Service is inviting public comments and suggestions about the activities of the New Jersey Coastal Heritage Trail Route and options to improve the services it provides in working with other organizations to protect New Jersey's important coastal heritage.

If the coastal areas of New Jersey are important to you, please share your knowledge, your concerns, and your ideas. Your experience, input, and suggestions are needed.

Please send your comments to [NJCHTR\\_strategic\\_plan@nps.gov](mailto:NJCHTR_strategic_plan@nps.gov) or NJ Coastal Heritage Trail Route Strategic Plan, 389 Fortescue Road, P.O. Box 568, Newport, NJ 08345.

Or better yet, please join us at one or all of the following public meetings:

<b>Tuesday, March 1, 2011</b> 2-4 pm or 6-8 pm  Thompson Park Visitor Center 805 Newman Springs Road (Rt. 520) Lincroft, NJ 07738  Directions: <a href="http://www.monmouthcountyparks.com">www.monmouthcountyparks.com</a> 732-842-4000 x4312	<b>Thursday, March 24, 2011</b> 2-4 pm or 6-8 pm  Ocean County Library 101 Washington Street Toms River, NJ 08753  Directions: <a href="http://www.theoceancountylibrary.org">www.theoceancountylibrary.org</a> 732-349-6200
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### Background

The New Jersey Coastal Heritage Trail Route was established in 1988 through federal legislation to raise awareness about and support public stewardship and protection of

natural and cultural resources along 300 miles of New Jersey coastline. The Trail's project area includes the coastal region along the Raritan Bay from Perth Amboy to Sandy Hook, the entire Atlantic coast of New Jersey south to Cape May, and the Delaware Bay and River from Cape May to Deepwater near the Delaware Memorial Bridge.

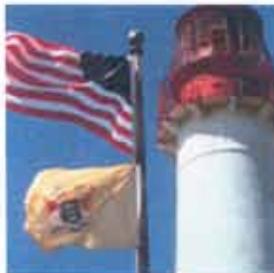
The New Jersey Coastal Heritage Trail Route works through partnerships with federal, state, and local agencies and nonprofit organizations. There are nearly sixty cooperating locations that serve as Trail destinations.



### Beautiful environments and awesome migrations

You can see vast migrations of birds every spring and fall or watch resident birds in their native habitat. Bird watchers can see bald eagles, osprey, and heron in the wetlands. Kayaks and canoes can take you through freshwater streams, forests, and white cedar bogs.

**Wildlife Migration Theme**  
**Coastal Habitats Theme**



### Discover how New Jersey's towns evolved from their unique coastal resources.

Small villages grew into prosperous towns by providing produce and products to big city markets. Lighthouses were built to help sailors safely reach those markets. Take a drive today and you can see schooners on the bays, fresh produce in farm markets, and lighthouses guiding the mariner.

**Historic Settlements Theme**  
**Maritime History Theme**



### Fishing is fun for the entire family.

You can enjoy the coastal habitats by fishing, canoeing, hiking, and boating. New Jersey's coast has long been a place for recreation, and artistic or spiritual inspiration. Visitors with disabilities can find **accessible** viewing platforms and boardwalk trails. Contact our individual **destinations** for details.

**Coastal Habitats Theme**  
**Relaxation & Inspiration Theme**

### Highway Signs and Maps

<http://www.nps.gov/neje/index.htm>



National Park Service  
U.S. Department of the Interior

New Jersey Coastal  
Heritage Trail Route

389 Fortescue Road  
P.O. Box 568  
Newport, NJ 08345

856-447-0103 phone  
856-447-0108 fax

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## New Jersey Coastal Heritage Trail Route News Release

September 3, 2010

For Immediate Release

Philip Correll 856-447-0103

### **SAVE THE DATE: September 20, 2010 Public Meetings on the future of the New Jersey Coastal Heritage Trail Route**

The National Park Service is inviting public comments and suggestions about the activities of the New Jersey Coastal Heritage Trail Route and options to improve the services it provides in working with other organizations to protect New Jersey's important coastal heritage. Meetings will be scheduled this fall for three locations throughout the Trail's project area. Meetings will be held in Cumberland County, Ocean County, and Monmouth County. Initial public meetings are scheduled for Monday, September 20, 2010 at the Luciano Conference Center at Cumberland County College, 3322 College Drive, Vineland, New Jersey 08360.

There will be two sessions: one workshop session at 2:00 p.m. and a second at 6:00 p.m. The public is invited to attend either session. Directions to Cumberland County College and parking information for the September 20<sup>th</sup> meetings are available at [www.cccnj.edu/CEC](http://www.cccnj.edu/CEC).

If the coastal areas of New Jersey are important to you, please attend one or more of the public meetings to share your knowledge, your concerns, and your ideas. Your experience, input, and suggestions are needed.

#### Desired Project Results:

- More participation by Trail stakeholders.
- Ideas for creating a stronger identity for the Trail.
- Increased cooperation and support for stewardship, interpretation, and education.
- Ideas for a management structure or agreements for improved management and coordination among Trail partners.

If you are unable to attend these or future meetings about the New Jersey Coastal Heritage Trail Route, please send your comments to [NJCHTR\\_strategic\\_plan@nps.gov](mailto:NJCHTR_strategic_plan@nps.gov) or NJ Coastal Heritage Trail Route Strategic Plan, 389 Fortescue Road, P.O. Box 568, Newport, NJ 08345.

#### BACKGROUND

The New Jersey Coastal Heritage Trail Route was established in 1988 through federal legislation to raise awareness about and support public stewardship and protection of natural and cultural resources along 300 miles of New Jersey coastline. The Trail's project area includes the coastal region along the Raritan Bay from Perth Amboy to Sandy Hook, the entire Atlantic coast of New Jersey south to Cape May, and the Delaware Bay and River from Cape May to Deepwater near the Delaware Memorial Bridge.

-more-

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#### EXPERIENCE YOUR AMERICA

The National Park Service cares for special places saved by the American people so that all may experience our heritage.



**SAVE THE DATE: September 20, 2010 Public Meetings on the future of the New Jersey Coastal Heritage Trail Route**

**page 2 of 2**

The New Jersey Coastal Heritage Trail Route works through partnerships with federal, state, and local agencies and nonprofit organizations. There are nearly sixty cooperating locations that serve as Trail destinations. Go to [www.nps.gov/neje](http://www.nps.gov/neje) for more information about the Trail.

**-NPS-**

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National Park Service  
U.S. Department of the Interior

New Jersey Coastal  
Heritage Trail Route

389 Fortescue Road  
P.O. Box 568  
Newport, NJ 08345

856-447-0103 phone  
856-447-0108 fax

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## New Jersey Coastal Heritage Trail Route News Release

February 15, 2011

For Immediate Release

Philip Correll 856-447-0103

### **SAVE THE DATES: March 1 and March 24, 2011 Public Meetings: Future of the New Jersey Coastal Heritage Trail Route**

**NEWPORT, NJ**—The National Park Service is inviting the public to attend one or more of four public meetings held on March 1 and March 24, 2011, to share its concerns and suggestions about the role of the New Jersey Coastal Heritage Trail Route (the Trail) in working with other organizations to protect New Jersey's important coastal heritage.

**On March 1, 2011, 2-4 pm and repeated at 6-8 pm**, public meetings will take place in the **Beech Room, Thompson Park Visitor Center, 805 Newman Springs Road (Route 520), Lincroft, NJ 07738**. For directions, call 732-842-4000 x4312 or check online at [www.monmouthcountyparks.com/page.aspx?Id=2539](http://www.monmouthcountyparks.com/page.aspx?Id=2539).

**On March 24, 2011, 2-4 pm and repeated at 6-8 pm**, the last two public meetings will take place in the **Home Town Dairy Conference Room (elevator available), Ocean County Library, Toms River Branch, 101 Washington Street, Toms River, NJ 08753**. For directions, call 732-349-6200 or check online [www.theoceancountylibrary.org/Branches/tr/tr.htm](http://www.theoceancountylibrary.org/Branches/tr/tr.htm).

“Public input is welcomed and needed to evaluate and improve the effectiveness of the New Jersey Coastal Heritage Trail Route in supporting public stewardship and protection of important natural and cultural resources along the New Jersey coast,” said Project Director Philip Correll.

Topics for discussion will include:

- Increased support for stewardship, interpretation, and education.
- Ideas for creating a stronger identity for the Trail.
- Options for more participation by Trail stakeholders.
- Ideas for a new management structure or agreements for improved management and coordination among Trail partners.

If you are unable to attend a meeting and would like to participate, please send your comments to [NJCHTR\\_strategic\\_plan@nps.gov](mailto:NJCHTR_strategic_plan@nps.gov) or NJ Coastal Heritage Trail Route Strategic Plan, 389 Fortescue Road, P.O. Box 568, Newport, NJ 08345. Go to [www.nps.gov/nejc](http://www.nps.gov/nejc) for more information about the Trail.

#### **BACKGROUND**

The New Jersey Coastal Heritage Trail Route was established in 1988 through federal legislation to raise awareness about and support public stewardship and protection of natural and cultural resources along 300 miles of New Jersey coastline. The Trail's project area includes the coastal region along the Raritan

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#### **EXPERIENCE YOUR AMERICA**

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**SAVE THE DATES: March 1 and March 24, 2011**  
**Public Meetings: Future of the New Jersey Coastal Heritage Trail Route**

page 2 of 2

Bay from Perth Amboy to Sandy Hook, the entire Atlantic coast of New Jersey south to Cape May, and the Delaware Bay and River from Cape May to Deepwater near the Delaware Memorial Bridge.

The New Jersey Coastal Heritage Trail Route works through partnerships with federal, state, and local agencies and nonprofit organizations. There are nearly sixty cooperating locations that serve as Trail destinations.

-NPS-

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## National Park Service Holds Public Meetings

NEW JERSEY - The National Park Service is inviting the public to attend one or more of four public meetings held on March 1 and March 24 to share its concerns and suggestions about the role of the New Jersey Coastal Heritage Trail Route (the Trail) in working with other organizations to protect New Jersey's important coastal heritage.

On March 1 from 2 to 4 p.m. and 6 to 8 p.m., public meetings will take place in the Beech Room, Thompson Park Visitor Center, 805 Newman Springs Road (Route 520), Lincroft. For directions, call 732-842-4000, ext. 4312 or check online at [www.monmouthcountyparks.com/page.aspx?id=2539](http://www.monmouthcountyparks.com/page.aspx?id=2539).

On March 24 from 2 to 4 p.m. and 6 to 8 p.m., the last two public meetings will take place in the Home Town Dairy Conference Room (elevator available), Ocean County Library, Toms River branch, 101 Washington Street, Toms River. For directions, call 732-349-6200 or check online at [www.theoceancountylibrary.org/Branches/tr/tr.htm](http://www.theoceancountylibrary.org/Branches/tr/tr.htm).

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"Public input is welcomed and needed to evaluate and improve the effectiveness of the New Jersey Coastal Heritage Trail Route in supporting public stewardship and protection of important natural and cultural resources along the New Jersey coast," said Project Director Philip Correll.

Topics for discussion will include increased support for stewardship, interpretation and education; ideas for creating a stronger identity for the Trail; options for more participation by Trail stakeholders; and ideas for a new management structure or agreements for improved management and coordination among Trail partners.

If you are unable to attend a meeting and would like to participate, please send your comments to [NJCHTR\\_strategic\\_plan@nps.gov](mailto:NJCHTR_strategic_plan@nps.gov) or NJ Coastal Heritage Trail Route Strategic Plan, 389 Fortescue Road, P.O. Box 568, Newport, NJ 08345. Go to [www.nps.gov/neje](http://www.nps.gov/neje) for more information.

## National Park Service Holds Public Meetings

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"Public input is welcomed and needed

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02/17/2011

Atlanticville

Long Branch, N.J.  
5145  
Weekly 0

GARDEN STATE  
PRESS CLIPPING  
Phone 732-842-1616



## Public meetings on future of Heritage Trail

The National Park Service is inviting the public to attend public meetings on March 1 and March 24 to share concerns and suggestions about the role of the New Jersey Coastal Heritage Trail route to protect New Jersey's important coastal heritage.

Four public meetings will be held: Locally, meetings will take place March 1, 2-4 p.m. and again at 6-8 p.m. in the Beech Room, Thompson Park Visitor Center, 805 Newman Springs Road (Route 520), Lincroft. For directions, call 732-842-4000, ext. 4312, or check online at [www.monmouthcountyparks.com/page.aspx?Id=2539](http://www.monmouthcountyparks.com/page.aspx?Id=2539).

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According to project director Philip Correll, "Public input is welcomed and needed to evaluate and improve the effectiveness of the New Jersey Coastal Heritage Trail Route in supporting public stewardship and protection of important natural and cultural resources along the New Jersey coast."

Topics for discussion will include:

- Increased support for stewardship, interpretation, and education;
- Ideas for creating a stronger identity for the trail;
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The New Jersey Coastal Heritage Trail Route was established in 1988 through federal legislation to raise awareness about and support public stewardship and protection of natural and cultural resources along 300 miles of New Jersey coastline. The trail's project area includes the coastal region along the Raritan Bay from Perth Amboy to Sandy Hook, the entire Atlantic coast of New Jersey south to Cape May, and the Delaware Bay and River from Cape May to Deepwater near the Delaware Memorial Bridge.

The New Jersey Coastal Heritage Trail Route works through partnerships with federal, state and local agencies and non-profit organizations. There are nearly 60 cooperating locations that serve as trail destinations.

02/17/2011

The Hub

(Red Bank)  
Freehold, N.J.  
Weekly 15295

GARDEN STATE  
PRESS CLIPPING  
Phone 732-842-1616



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02/17/2011

Independent

Middletown

Freehold, N.J.

Weekly 39000

GARDEN STATE  
PRESS CLIPPING  
Phone: 732-842-1618



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02/17/2011

Atlanticville Extra

Long Branch, N.J.

Weekly 34000

GARDEN STATE  
PRESS CLIPPING  
Phone: 732-842-1618



## Public meetings on future of Heritage Trail

The National Park Service is inviting the public to attend public meetings on March 1 and March 24 to share concerns and suggestions about the role of the New Jersey Coastal Heritage Trail route to protect New Jersey's important coastal heritage.

Four public meetings will be held. Locally, meetings will take place March 1, 2-4 p.m. and again at 6-8 p.m., in the Beech Room, Thompson Park Visitor Center, 805 Newman Springs Road (Route 520), Lincroft. For directions, call 732-842-4000, ext. 4312, or check online at [www.monmouthcountyparks.com/page.aspx?id=2539](http://www.monmouthcountyparks.com/page.aspx?id=2539).

On March 24, 2-4 p.m. and 6-8 p.m., two public meetings will take place in the Home Town Dairy Conference Room (elevator available), Ocean County Library, Toms River Branch, 101 Washington St. For directions, call 732-349-6200 or check online [www.theoceancountylibrary.org/Branches/tr/tr.htm](http://www.theoceancountylibrary.org/Branches/tr/tr.htm).

According to project director Philip Correll, "Public input is welcomed and needed to evaluate and improve the effectiveness of the New Jersey Coastal Heritage Trail Route in supporting public stewardship and protection of important natural and cultural resources along the New Jersey coast."

Topics for discussion will include:

- Increased support for stewardship, interpretation, and education;
- Ideas for creating a stronger identity for the trail;
- Options for more participation by trail stakeholders;
- Ideas for a new management structure or agreements for improved management and coordination among trail partners.

Those unable to attend a meeting can send comments to [NJCHTR\\_strategic\\_plan@nps.gov](mailto:NJCHTR_strategic_plan@nps.gov) or NJ Coastal Heritage Trail Route Strategic Plan, 389 Fortescue Road, P.O. Box 568, Newport, NJ 08345. Go to [www.nps.gov/nejc](http://www.nps.gov/nejc) for more information about the trail.

The New Jersey Coastal Heritage Trail Route was established in 1988 through federal legislation to raise awareness about and support public stewardship and protection of natural and cultural resources along 300 miles of New Jersey coastline. The trail's project area includes the coastal region along the Raritan Bay from Perth Amboy to Sandy Hook, the entire Atlantic coast of New Jersey south to Cape May, and the Delaware Bay and River from Cape May to Deepwater near the Delaware Memorial Bridge.

The New Jersey Coastal Heritage Trail Route works through partnerships with federal, state and local agencies and non-profit organizations. There are nearly 60 cooperating locations that serve as trail destinations.

# THE COUNTY TODAY

## Input sought on future of Coastal Heritage Trail route

### Special to the Sunbeam

tsnelis@newsco.com

The National Park Service is inviting the public to attend open public meetings on Thursday to share its concerns and suggestions about the role of the New Jersey Coastal Heritage Trail Route (the Trail) in working with other organizations to protect New Jersey's important coastal heritage.

On Thursday, from 2 to 4 p.m. and repeated at 6 to 8 p.m., the last two public meetings will take

place in Mancini Hall, Ocean County Library, Toms River Branch, 101 Washington Street, Toms River, NJ 08753. For directions and parking information, call (732) 349-6200 or check online at [www.theoceancountylibrary.org/Branches/tr/tr.htm](http://www.theoceancountylibrary.org/Branches/tr/tr.htm).

"Public input is welcomed and needed to evaluate and improve the effectiveness of the New Jersey Coastal Heritage Trail Route in supporting public stewardship and protection of important natural and cultural

resources along the New Jersey coast," said Project Director Philip Carrell.

Topics for discussion will include:

- Increased support for stewardship, interpretation, and education.
- Ideas for creating a stronger identity for the trail.
- Options for more participation by trail stakeholders.

Ideas for a new management structure or agreements for improved management and coordination among trail partners.

If you are unable to attend a meeting and would like to participate, please send your comments to [NJCHTR\\_strategic\\_plan@nps.gov](mailto:NJCHTR_strategic_plan@nps.gov) or NJ Coastal Heritage Trail Route Strategic Plan, 389 Fortescue Road, P.O. Box 568, Newport, NJ 08345. Go to [www.nps.gov/njsctr](http://www.nps.gov/njsctr) for more information about the Trail.

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## Changes to coastal path could affect 5 stops in Salem County

# HERITAGE TRAIL FUTURE UNCERTAIN

By Phil Dunn

[pdunn@sjnewsco.com](mailto:pdunn@sjnewsco.com)

The New Jersey Coastal Heritage Trail is expected to go through major changes soon that could potentially impact the five Salem County stops along the 300-mile coastline route.

Project Director for the New Jersey Coastal Heritage Trail Philip G. Correll said the National Park Service (NPS), which oversees the trail, is expected to release an extensive strategic plan for public review in the coming weeks.

But Correll said a more pressing concern is the looming sunset date on NPS involvement in managing the trail. If no new legislation is put into place by Sept. 30, the NPS will no longer oversee the Coastal Heritage Trail.

"If the federal legislation is not renewed the trail route will not go away, but there could potentially be no promotion of the trail," said Correll.

He said they currently work to promote every destination of the trail on the NPS website. The deletion of the website could provide a crushing blow.

"This will likely be shut-down," said Correll. "During public meetings we have heard the public talk about the credibility the website brings to the different destinations along the route."

Amore drastic after-effect  
(See STOPS, Page A-5)



Above, pictured is the Alloway Creek Watershed Wetland Restoration Site stop on the New Jersey Coastal Heritage Trail, on Money Island Road in Elsinboro Township. At left, Fort Mott State Park is one stop on the New Jersey Coastal Heritage Trail in Pennsville Township.

Staff photos by  
Britney Lillya

# Stops: Future of trail uncertain

(Continued from Page A-1)

of the lack of management by NPS is the potential layoffs of NPS workers.

"There could be potential job loss," said Correll. "It is policy, however, that permanent employees of the National Park Service be placed elsewhere."

Any part-time or seasonal positions dealing with the Coastal Heritage Trail could come to an end by Sept. 30.

Two of the most visited points on the Coastal Heritage Trail in Salem County include Fort Mott State Park and the Hancock House.

Fort Mott State Park acts as a welcome center to the New Jersey Coastal Heritage Trail and provides exhibits on maritime history.

Fort Mott was built for the federal government's post-Civil War plan of defending Delaware River ports. It was part of a three-fort coastal defense system which also included Fort Delaware on Pea Patch Island and Fort DuPont in Delaware City, Del.

The Hancock House was built in 1734 by Judge William Hancock, the house is the site of a massacre that took place during the American Revolution on the morning of March 21, 1778.

A British force of nearly 300 men surprised and bayoneted a small band of 30 colonial militiamen who were sleeping there.

The five Coastal Heritage Trail locations in Salem County include: Fort Mott State Park, Finn's Pt. National Cemetery, Finns Point Rear Range Light, Alloway Creek Watershed WRS, and Hancock House State Historic Site.

The Stow Creek Viewing Area is right on the border of Salem and Cumberland counties.



Correll is hopeful that information in the strategic plan will help in the Coastal Heritage Trail's future.

"The strategic plan hopes to establish greater involvement of public and private interest in the development and administration of the Coastal Heritage Trail," he said.

Freeholder Beth Timberman also does not wish for the trail to diminish as it provides a viable link to tourism in Salem County.

Correll said the strategic plan is scheduled to be released soon and during that time the public will have a chance to comment and make suggestions.



Staff photos by Britney Lillya.

Above and below, the Hancock House State Historic Site is one stop on the New Jersey Coastal Heritage Trail in Lower Alloways Creek Township.