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Chapter 5

Alternatives



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5. Alternatives

5.1 Introduction

This chapter of the joint comprehensive management plan and corridor management plan (CMP) describes alternatives for future management of the Star-Spangled Banner National Historic Trail and Scenic Byway. Two alternatives are described and compared and a preferred alternative is identified. When the plan is approved the NPS and its partners would implement the preferred alternative as the framework for future planning, development, and management of the trail. Data used to compare the alternatives are summarized from the environmental impact analysis presented in chapter 6 below, prepared pursuant to the National Environmental Policy Act.

During the CMP planning process the NPS planning team, in collaboration with its partners and the public, developed and evaluated two trail management alternatives:

- Continuation of Current Management (alternative 1)
- War of 1812 in the Chesapeake (1812 – 1815) (Alternative 3)

An additional alternative – Chesapeake Campaign of Summer 1814 (alternative 2) – was developed and presented to the public for review and comment but was dismissed from further consideration (section 5.3 below).

Common to the two alternatives retained for further consideration is the trail management framework described in chapter 3.0 above. The framework provides the overarching management principles that the NPS and its partners would implement in each region of the trail. The framework summarizes broad guidance for management decision-making related to visitor experience, resource protection, land route enhancements, high potential route segments and historic sites, tourism and marketing, connecting or side trails, and carrying capacity.

Regional focus area studies (section 5.6 below) completed as part of the CMP planning process identify a range of additional projects that are consistent with the CMP that could be implemented, if and when funding is available. Future programming and implementation plans, describing

specific actions – such as design and construction of facilities along a water trail – that the NPS and/or its partners intend to undertake and accomplish along the trail, would also build on the desired conditions and long-term goals set forth in the CMP. More detailed environmental documentation and consultations would be completed, as appropriate, before such specific actions identified in the selected alternative could be carried out. All construction and staffing proposals under the alternatives would be subject to funding limitations and priorities of the NPS and its partners and are anticipated to be staged over the 20-year life of the CMP.

5.2 Development of Alternatives

Development of the CMP alternatives occurred through a progression of planning steps used by the NPS to prepare long-range management plans for national trails and for units of the National Park System (NPS 2005 and 2008b) and for units of the National Scenic Byways System (FHWA May 18, 1995). The planning process also addressed requirements for preparation of comprehensive management plans for national historic trails as stated in section 5(f) of the National Trails System Act, as amended. The CMP planning team led the process, conducting many internal planning workshops, and hosting frequent collaborative work sessions with other interested parties, including the Star-Spangled Banner National Historic Trail Advisory Council, the Star-Spangled Banner Scenic Byway Advisory Committee, staff of the NPS Chesapeake Bay Office (CHBA), the trail partners, the general public, local governments, civic organizations, trail user groups, and various federal, state, and local agencies (see chronology of public involvement and agency coordination activities in section 8.1 below).

The process initially focused on the legislative mandates and policy requirements for trail planning, development, and management (sections 1.3.4 and 1.3.5 above). This included developing an understanding of the purpose and significance of the trail, associated resources (intrinsic qualities) and values, legislative and other special mandates, interpretive themes, and related plans and programs. The planning process then concentrated on identifying management issues and concerns and developing a long-term vision for the trail.

The NPS invited the public to assist with these tasks at a set of seven workshops with stakeholders and the public, held in communities along the trail in October 2010 (appendix F). Five categories of issues emerged related to trail administration, trail land and water routes, resources and stewardship, interpretation and visitor experience, and trail coordination and management (section 1.5.2 above).

The CMP planning team subsequently considered strategies to address the planning issues and to accomplish the long-term vision for the trail. From this emerged the management concepts for the alternatives considered in the CMP. In the

spring of 2011 the CMP planning team circulated a newsletter that summarized the alternatives and hosted a second set of workshops with stakeholders and the public held in communities along the trail to obtain public comment on the alternatives. Public comments received at the meetings (appendix F) provided guidance for further refinement of the alternatives that are described and compared in the CMP. Later in the process, the planning team developed and applied criteria for designation of high potential historic sites and high potential route segments (section 2.3 above).

Table 5.1 Summary of Management Alternatives Considered¹

	Continuation of Current Management (Alternative 1)	War of 1812 in the Chesapeake (Alternative 3)
Visitor Experience Focus	<p>Visitors would follow the land route from Solomons to North Point.</p> <p>Existing water trails and access on the Patuxent and Potomac Rivers would provide views of some War of 1812 sites.</p> <p>Trail partners would be encouraged to provide 1812 interpretation independently or in collaboration with nearby partner sites.</p> <p>The visitor center at Fort McHenry National Monument and Historic Shrine would be the primary visitor hub on the trail.</p>	<p>Visitors would learn about the people, places, events, and untold stories of the War of 1812 to 1815 time period, the commercial and social context of the war, the war’s legacy, and the bay’s natural ecology, as they explore and recreate along a shared trail land route.</p> <p>Water trails would provide new and enhanced interpretive media and public access beyond the extent of the Patuxent, Patapsco, and Potomac Rivers to the Upper Bay, Eastern Shore, Southern Maryland, and neighboring Virginia War of 1812 Heritage Trail.</p> <p>Guided and self-guided itineraries and other interpretive media would provide new opportunities to explore the cultural and natural history of the Chesapeake Bay while recreating along intersecting hiking, biking, or water trails, including the Captain John Smith Chesapeake National Historic Trail and Potomac Heritage National Scenic Trail.</p> <p>The visitor center at Fort McHenry National Monument and Historic Shrine would be the primary visitor hub on the trail. Visitor contact would also occur at contact facilities in each region of the trail, and at facilities shared with other national trails.</p>
Resource Protection Focus	<p>Protection would focus on significant trail resources, landscapes, and viewsheds through existing protection programs.</p>	<p>Protection would focus on significant resources, viewsheds, and landscapes evocative of the early 19th century along land and water routes, including the Potomac River, Chesapeake Bay, and existing and proposed water trails that link sites and stories from the 1812 – 1815 time period.</p> <p>Potential would be limited for NPS financial and technical assistance through cultural and natural resources, recreation, and collaborative conservation programs.</p>
Partnerships	<p>Partnerships would focus on developing products and programs that support trail interpretive themes and link sites.</p>	<p>Partnerships would emphasize integration of regional trail planning efforts that would provide recreational experiences and enhance visitor understanding and appreciation of the Chesapeake Bay.</p> <p>A non-profit friends organization would facilitate expansion of recreation opportunities and public access, land protection, and integration of related history and recreation initiatives, including national trails.</p> <p>Limited NPS technical and financial assistance would be available to coordinate regional efforts relative to recreation, landscape protection, interpretation, and heritage tourism.</p>

¹ Alternative 2 – Chesapeake Campaign of Summer 1814 – was considered and dismissed from further consideration (section 5.9 below).

5.3 Alternative 1 – Continuation of Current Management

5.3.1 VISITOR EXPERIENCE – ALTERNATIVE 1

■ Focus of the Experience

In alternative 1 the visitor experience would be focused at existing partner sites and trails where visitors would learn about the military events, stories of individuals, and cultural context of the War of 1812 (figure 5.1). Visitors would travel the trail by following a marked land route on state and local roads from Solomons to North Point. Visitors would be encouraged to use existing access sites along the Patuxent and Potomac Rivers to view some War of 1812 sites and landscapes from the water.

■ Interpretation and Education

The interpretive plan for the trail (NPS 20011e) would provide the framework for public appreciation of trail resources and for a wide range of partnership activities that would facilitate public use and understanding of trail history. Trail partners along the land route from Solomons to North Point would be encouraged to work collaboratively to develop new products and programs that support trail interpretive themes and that link sites, consistent with the objectives of the interpretive plan.

Interpretive media and programming along the trail would not be expanded. The NPS would continue to provide grants and technical assistance, as funding allows, to partners for projects that interpret the trail resources and promote and interpret conservation stewardship of bay-related natural and cultural resources. While the interpretive plan would guide the partners and the NPS in making decisions about what projects to propose and fund, there would continue to be no management framework in place to focus interpretive programming on how visitors would experience the trail, what stories would be emphasized, and where those experiences would be provided.

■ Visitor Orientation and Visitor Contact Facilities

The trail website would continue to provide the public with information about the trail, how to visit the trail, and things

to do. Visitor orientation would occur primarily at Fort McHenry National Monument and Historic Shrine where visitors would learn about interpretive programs and events in the Baltimore area, as well as opportunities for complementary learning and recreation experiences in downtown Baltimore and in other regions of the trail. The trail map, periodic updates to the *Maryland Byways (Map and Guide)* (MD SHA 2007), and the trail travel guide would provide additional orientation information.

■ Wayfinding

Two types of signs will guide visitors and provide orientation to the trail route and partner sites:

- route marking along highways and public roads
- site identifier and directional signs (for use at trail partner sites)

Route marking along highways and public roads will work within the existing roadway signage system used by each state. Along the Patuxent and Potomac River water trails, site identifier and directional signage will be placed at access sites, as funding allows.

■ Interpretive Signage

In advance of the bicentennial commemoration interpretive signs will be placed at many historic sites and scenic areas through the existing grant from the FHWA Scenic Byways Program. These will provide specific information relative to the trail's four interpretive themes, to help visitors understand the relevance and significance of the historic and evocative features within their view. After the bicentennial commemoration period, the NPS would support replacement of existing interpretive signs through grants and technical assistance, as funding allows.

■ Visitor Facilities and Services

Facilities and Services at Partner Sites. Visitors would learn about the War of 1812 and enjoy a variety of existing recreation activities at partner sites along the trail from Solomons to North Point and along the Patuxent and Potomac River water trails. Partners would be encouraged to provide appropriate visitor facilities and services. These would vary from partner site to partner site, potentially

Figure 5.1

Alternative 1 – Continuation of Current Management

Focal Areas for Star-Spangled Experiences

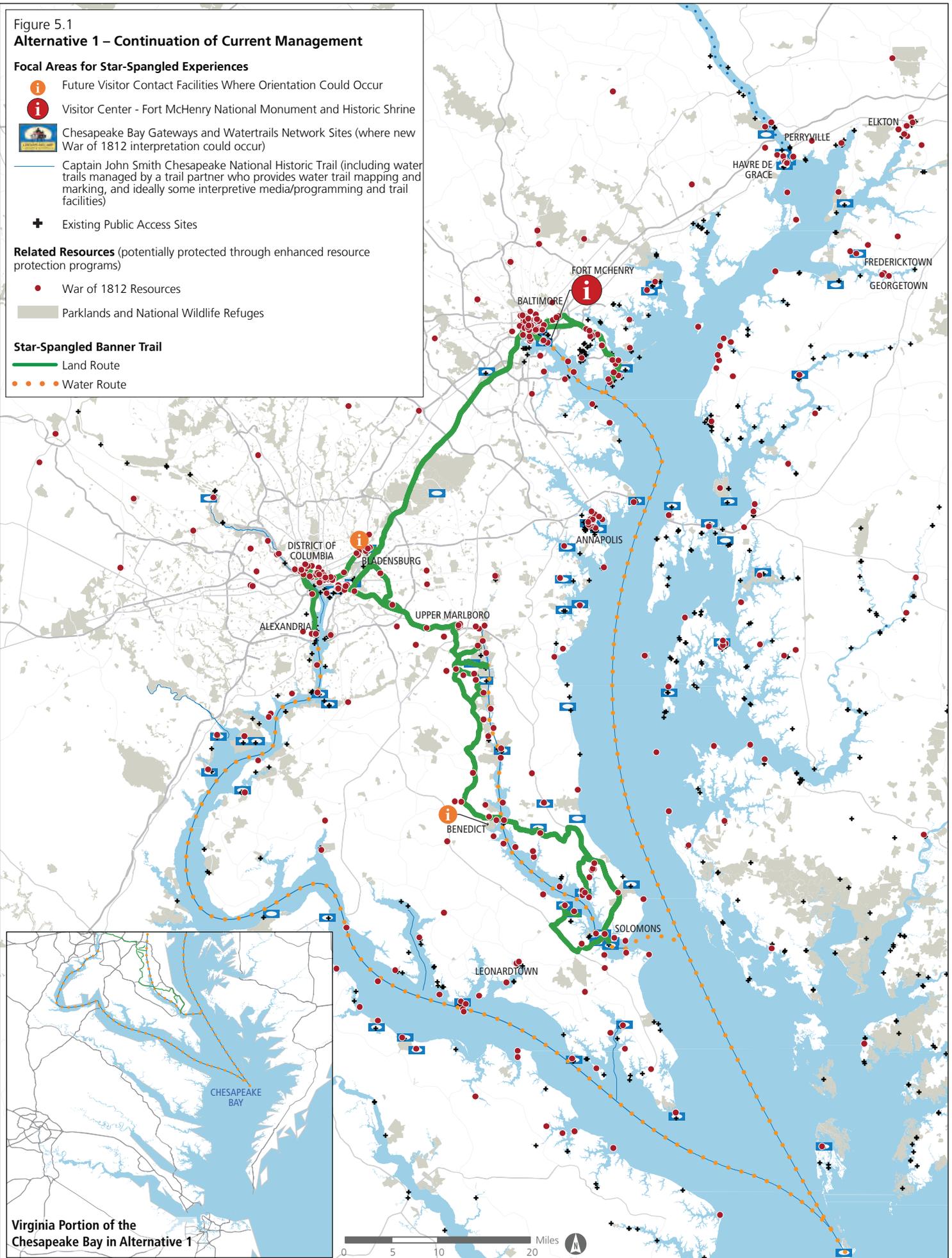
-  Future Visitor Contact Facilities Where Orientation Could Occur
-  Visitor Center - Fort MCHENRY National Monument and Historic Shrine
-  Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
-  Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
-  Existing Public Access Sites

Related Resources (potentially protected through enhanced resource protection programs)

-  War of 1812 Resources
-  Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

-  Land Route
-  Water Route



Virginia Portion of the Chesapeake Bay in Alternative 1

including parking, interpretive media, restrooms, land trails, picnicking facilities, docks, piers, observation points, access facilities, etc. The MOU between the NPS and each partner would outline how partners would collaborate with respect to providing visitor facilities and services.

Land Trails. Existing land trails from Solomons to North Point – including auto routes, scenic byways, greenways, bike routes, and hiking trails – would provide recreation opportunities and access to sites where visitors could learn about the War of 1812. In the future, the NPS and its partners would continue to expand the network of land trails if and when partners identify new projects and secure funding for implementation.

Water Trails. Existing water trails on the Patuxent and Potomac Rivers would provide visitors with opportunities to view some War of 1812 sites and landscapes from the water.

Access Facilities. Public access sites throughout the Bay currently offer opportunities to get onto the trail’s water routes on the Patuxent, Potomac, and Patapsco Rivers and in the Chesapeake Bay or to view these routes from the shore (figure 1.8). Visitors would continue to have access to the trail through these existing sites, located at local, state, and federal parks and existing water trail routes. In the future, the NPS and its partners would continue to expand the network of trail access facilities if and when partners identify new projects and secure funding for implementation.

Camping Facilities. Opportunities for multi-day trips along water segments of the trail would continue to be very limited. Few opportunities for camping would be available along the trail. These would primarily be located at a small number of partner sites that have small primitive camping facilities and at state parks along the trail. In the future, the NPS and its partners would continue to expand the network of camping facilities if and when partners identify new projects and secure funding for implementation.

Trail Access via Alternative Transportation. Outside of the Washington, D.C, Alexandria, and Baltimore areas, very limited access to the trail via alternative modes of

transportation would continue to be available through a small number of facilities and services. The NPS and its partners would continue to explore means of enhancing access to the trail via alternative modes of transportation.

Connecting or Side Trails. The NTSA provides for designation of connecting or side trails that provide additional benefits to a national historic trail and that connect the trail to other resources and visitor experience (section 4.4 above and appendix Q below). In alternative 1 the NPS would not pursue designation of any connecting or side trails.

5.3.2 RESOURCE PROTECTION – ALTERNATIVE 1

■ Identification of Trail Resources

The NPS and its partners would continue to develop a better understanding of trail resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunities they offer for visitors to experience the trail and to tell its stories. Information would be obtained through studies by the trail partners if and when there is partner interest and funding is available through matching grants and/or other sources.

The NPS would not actively pursue identification of additional high potential route segments or high potential historic sites beyond those initially designated

■ Resource Protection at Partner Sites

Partner sites would agree to protect trail resources and to promote and interpret conservation stewardship of related resources through site management, programming, marketing, and citizen involvement (appendix O).

■ Land Protection

NPS would continue to support local and state agencies with protecting trail resources. Resource protection would continue to be at the discretion of local and state agencies, as appropriate for the individual or agency’s or organization’s mission. NPS would support federal, state, local, and non-for-profit organizations in their efforts to protect trail resources and to conserve open space along the trail, particularly where it would protect the setting of high

potential historic sites and landscapes evocative of the early 19th century.

Conservation and land protection along the trail would continue to be at the discretion of public agencies or private organizations, consistent with their mission and as funding permits. There would be no potential for federal land acquisition.

- **Historic Preservation**

NPS would continue to take actions as appropriate to enforce Section 106 of the National Historic Preservation Act to protect trail-related resources from potential adverse impacts of development actions.

- **High Potential Route Segments and High Potential Historic Sites**

NPS technical assistance and funding for projects would place higher priority on actions that protect trail resources designated as high potential historic sites and/or that would enhance the trail experience at sites that are designated high potential historic sites.

5.3.3 MANAGEMENT FRAMEWORK – ALTERNATIVE 1

- **Overall Trail Coordination**

In alternative 1, the NPS Chesapeake Bay Office (CHBA) would continue to have responsibility for overall trail coordination in cooperation with the Maryland State Highway Administration (MD SHA) and the Maryland Office of Tourism Development (MD OTD). NPS would also act as a clearinghouse for War of 1812 information through its website and would assist with special events that promote the trail, particularly during the bicentennial commemoration period (2012 to 2015). NPS staff would continue to be based in the NPS CHBA Office in Annapolis, MD.

- **Partnerships**

Partnerships would continue to focus on existing partner sites, existing land and water trails, and existing recreation opportunities. Trail development would occur

opportunistically as partnerships are forged or enhanced with traditional and non-traditional partners and as partners propose and implement projects at individual sites.

Trail partners along the land route from Solomons to North Point would continue to be encouraged to work collaboratively to implement proposed land trails and infrastructure and to develop new products and programs that support trail interpretive themes and that link sites. Table 5.2 summarizes the ongoing general types of partnerships that would continue.

5.3.4 COSTS – ALTERNATIVE 1

Estimates of annual operating costs and one-time costs associated with alternative 1 have been prepared using NPS and industry cost estimating guidelines (section 5.7 and table 5.5 below). These costs are presented for comparison purposes only and would be refined at a later date based upon final design of facilities and other considerations. Actual costs would vary depending on if and when specific actions are implemented and on contributions by the trail partners and volunteers.

- **Operating Costs**

In alternative 1 the NPS would maintain the existing level of funding in its Chesapeake Bay Office (CHBA). CHBA would continue to coordinate the Chesapeake Bay Gateways and Watertrails Network, the Star-Spangled Banner Trail, and the Captain John Smith Chesapeake National Historic Trail. Approximately two full-time equivalent staff (FTEs) would be assigned to the Star-Spangled Banner Trail.

NPS annual operating costs associated with alternative 1 are estimated to be \$249,000 (2011 dollars). This includes the anticipated cost for staff salaries and benefits, utilities, supplies, leasing, and other materials needed for trail planning, development, and management. Funding for the annual operating costs would be provided by the base operating budget of the NPS. No increases in base funding to meet the needs outlined in alternative 1 would be anticipated.

Table 5.2 Alternative 1 – General Types of Partnership Actions

Partner Category	Partner Action
Bicentennial Commemoration Partners	<ul style="list-style-type: none"> ▪ Bicentennial commemoration partners would plan and oversee implementation of actions to enhance trail access and to provide new interpretive opportunities at War of 1812 sites. ▪ Events would be planned and coordinated by bicentennial commemoration partners. ▪ Some bicentennial commemoration partners would fundraise to support trail projects and events.
Maryland Heritage Area Partners	<ul style="list-style-type: none"> ▪ Heritage areas would assist with implementing proposed water trails, bike trails, and infrastructure and with developing new products and programs that support trail interpretive themes and link sites.
State and Local Tourism Offices	<ul style="list-style-type: none"> ▪ State and local tourism offices would generally assist with developing new products and programs that support trail interpretive themes and link sites. ▪ During the bicentennial period Maryland OTD would facilitate discussion and planning among regional marketing interests in Maryland, Virginia, and the District of Columbia. ▪ After the bicentennial period, trail marketing would continue to be a general function of state and local tourism offices done without the benefit of trail-wide coordinated planning among regional marketing interests.
State Resource Management and Resource Protection Agencies	<ul style="list-style-type: none"> ▪ State resource management agencies would be encouraged to protect trail resources, landscapes, and viewsheds through existing protection programs.
State Parks	<ul style="list-style-type: none"> ▪ State parks would be encouraged to implement proposed land and water trails, bike trails, and infrastructure and to develop new products and programs that support trail interpretive themes.
State Historic Preservation Offices	<ul style="list-style-type: none"> ▪ State historic preservation entities would continue to assist with identifying and understanding War of 1812 resources.
State and Local Transportation Agencies, Public Works Departments, and State Scenic Byways Programs	<ul style="list-style-type: none"> ▪ Trail marking would be designed, installed, and maintained in coordination with state and local transportation agencies. ▪ State transportation agencies would work with local public works departments to address roadway safety along the travel route.
National Park Service Partners	<ul style="list-style-type: none"> ▪ The visitor center at Fort McHenry National Monument and Historic Shrine would be the primary visitor hub on the trail; trail-related interpretive programs, educational programs, and special events would occur at the fort. ▪ Other national trails would be encouraged to develop new products and programs that support trail interpretive themes and link partner sites. ▪ NPS units would be encouraged to provide interpretive products and programs.
Site Managers	<ul style="list-style-type: none"> ▪ CBGN partners would be encouraged to develop new products and programs that support trail interpretive themes and link partner sites. ▪ Site managers might provide visitor services in existing facilities to orient visitors and provide War of 1812 interpretation. ▪ Site managers would be encouraged to work collaboratively to strengthen physical and interpretive connections among trail resources and to protect trail resources, landscapes, and viewsheds through existing resource protection programs.
Land and Water Trail Partners	<ul style="list-style-type: none"> ▪ CBGN partners would be encouraged to develop new products and programs that support trail interpretive themes and link partner sites. ▪ Existing land and water trail partners would manage component land and water trails and where possible provide views of some War of 1812 sites.
Businesses	<ul style="list-style-type: none"> ▪ Local businesses would support the trail by providing visitor services, such as lodging, food, recreational equipment sales and rentals, guided tours, and shuttle services.

■ **One-Time Costs**

Total one-time costs associated with alternative 1 over the 20-year life of the plan are estimated to be \$7,111,000 (2011 dollars), including one-time facilities costs and non-facilities costs. Facilities costs are those required for development of public access and recreation facilities along the trail. Non-facilities costs are those required for interpretive media, signage, and special studies. The NPS share of these one-time costs is estimated at approximately 10 percent or \$745,000. Total one-time partner costs are estimated at approximately 90 percent or \$6,366,000. Trail access would also serve national trails, other byways, and other land and water trails.

■ **Land Protection Costs**

In alternative 1 there would be no potential for federal land acquisition and no land acquisition by partners. As a result there would be no land protection costs associated with alternative 1.

5.4 **Alternative 3 – War of 1812 in the Chesapeake (1812 – 1815) (Preferred Alternative)**

5.4.1 **VISITOR EXPERIENCE – ALTERNATIVE 3**

■ **Focus of the Experience**

In alternative 3 the visitor experience would be focused at existing partner sites and along an enhanced network of recreational trails on the land and on the water (figure 5.2). Visitors would learn about the people, places, events, and stories of the War of 1812 time period, the commercial and social context of the war, as well as the war’s legacy and the natural history of the Chesapeake Bay. Visitors would experience the trail by following a marked land route on local and state roads from Solomons to North Point or by following nearby recreational trails on land – such as the proposed North Point Heritage Greenway Trail. Visitors would also enjoy enhanced access and interpretation of War of 1812 sites on the Patuxent, Anacostia, and Potomac Rivers, as well as on the Patapsco, Sassafras, and Chester Rivers and in the upper Chesapeake Bay. Thematically-related lands – such as the Virginia War of 1812 Heritage Trail and Southern

Alternative 3 War of 1812 in the Chesapeake (1812 – 1815) (Preferred Alternative)

Illustrative Concepts for Trail Segments

The following figures 5.2 through 5.10 illustrate alternative 3. Figure 5.2 shows alternative 3 trailwide. Figures 5.3 through 5.10 provide more detailed illustrative concepts for segments of the trail, including:

- Figure 5.3 Lower Patuxent
- Figure 5.4 Upper Patuxent
- Figure 5.5 Bladensburg
- Figure 5.6 District of Columbia and Alexandria
- Figure 5.7 Baltimore City
- Figure 5.8 North Point
- Figure 5.9 Upper Bay
- Figure 5.10 Middle Potomac

Maryland 1812 Trail – would guide people by land to locations along the trail’s water route, such as Alexandria, Tangier, Caulk’s Field, and Leonardtown. Full integration with the Captain John Smith Chesapeake National Historic Trail would enhance outdoor recreation opportunities. The Potomac Heritage National Scenic Trail and state heritage areas and greenways would provide physical connections among resources from different historical time periods.

■ **Interpretation and Education**

In alternative 3 there would be a major increase in interpretive media and programming along the trail. Media and programs would be developed by partners, with limited NPS technical and financial assistance. The interpretive plan (NPS 2011e) would continue to provide the framework for public appreciation of resources and for a wide range of partnership activities to facilitate public use and understanding of trail history. The CMP management framework would guide the partners and the NPS in making decisions about what types of interpretation projects to produce and fund. Interpretive experiences would be focused in the vicinity of War of 1812 sites and evocative landscapes, especially where an interpretive experience could be associated with recreation opportunities along the trail. Guided and self-guided itineraries and other

Figure 5.2

Alternative 3 - War of 1812 in the Chesapeake (1812 - 1815)

Focal Areas for Star-Spangled Experiences

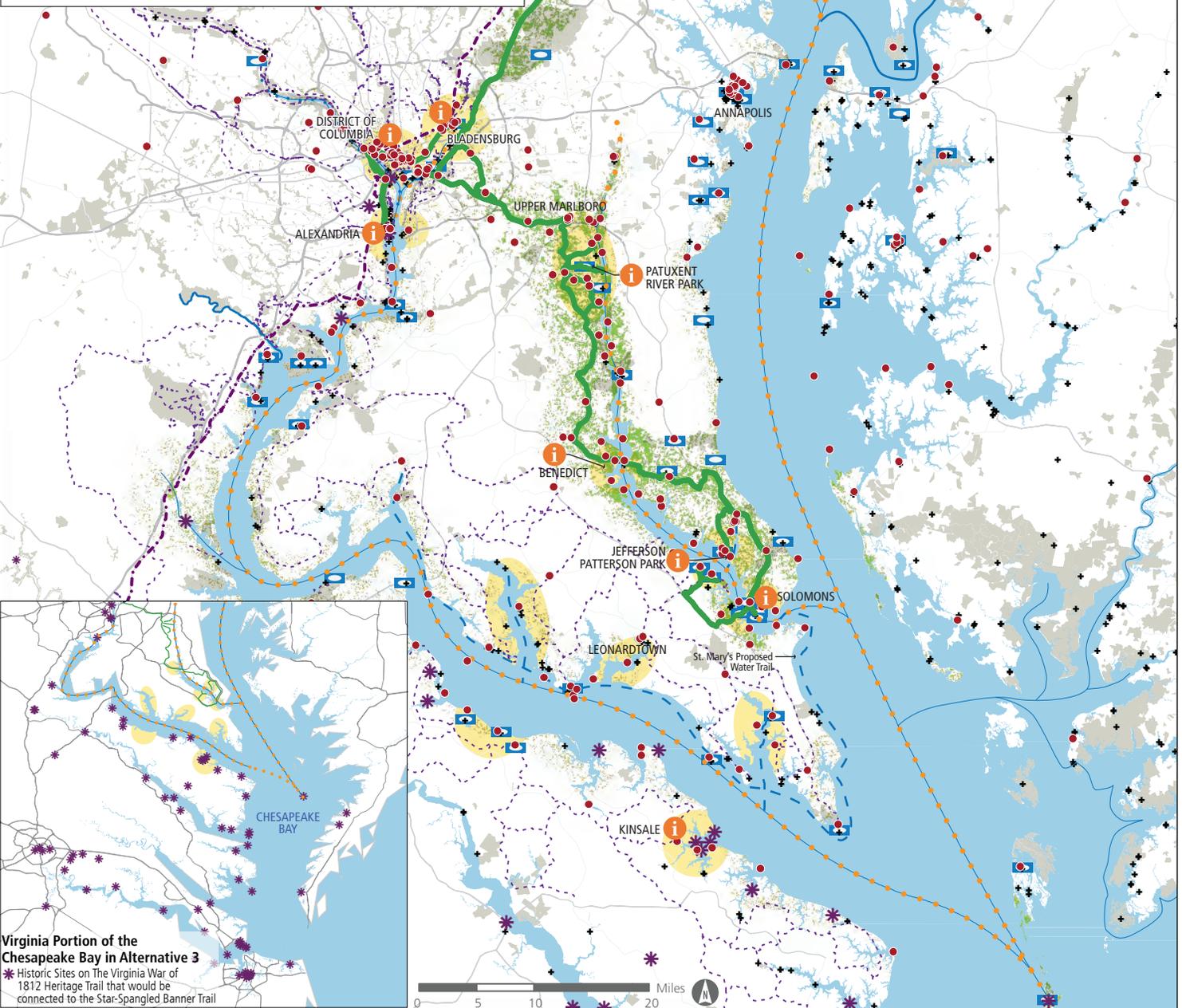
- Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
- i Visitor Center - Fort Mchenry National Monument and Historic Shrine
- i Future Visitor Contact Facilities Where Orientation Could Occur
- Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
- + Existing Public Access Sites
- Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
- Other Water Trails
- - - Water Trails (Planned)
- - - Potomac Heritage National Scenic Trail
- - - Washington-Rochambeau Revolutionary Route National Historic Trail

Related Resources (potentially protected through enhanced resource protection programs)

- War of 1812 Resources
- * Historic Sites on The Virginia War of 1812 Heritage Trail
- Landscapes Evocative of the Early 19th Century
- Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

- Land Route
- Water Route



Virginia Portion of the Chesapeake Bay in Alternative 3

* Historic Sites on The Virginia War of 1812 Heritage Trail that would be connected to the Star-Spangled Banner Trail

Figure 5.3

Alternative 3 – Lower Patuxent

Opportunities for Star-Spangled Experiences

- Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
- i Future Visitor Contact Facilities Where Orientation Could Occur
- Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
- Water Trail Priority Project Areas (from MD Star-Spangled Banner Water Trails Plan, 2010)
- Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
- - - Water Trails (Planned)
- + Existing Public Access Sites
- - - Potomac Heritage National Scenic Trail

Related Resources (potentially protected through enhanced resource protection programs)

- War of 1812 Resources
- Cultural Landscapes - Landscapes Evoking a Sense of the Early 19th Century that are Visible from the Trail and Byway
- Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

- Land Route
- Water Route

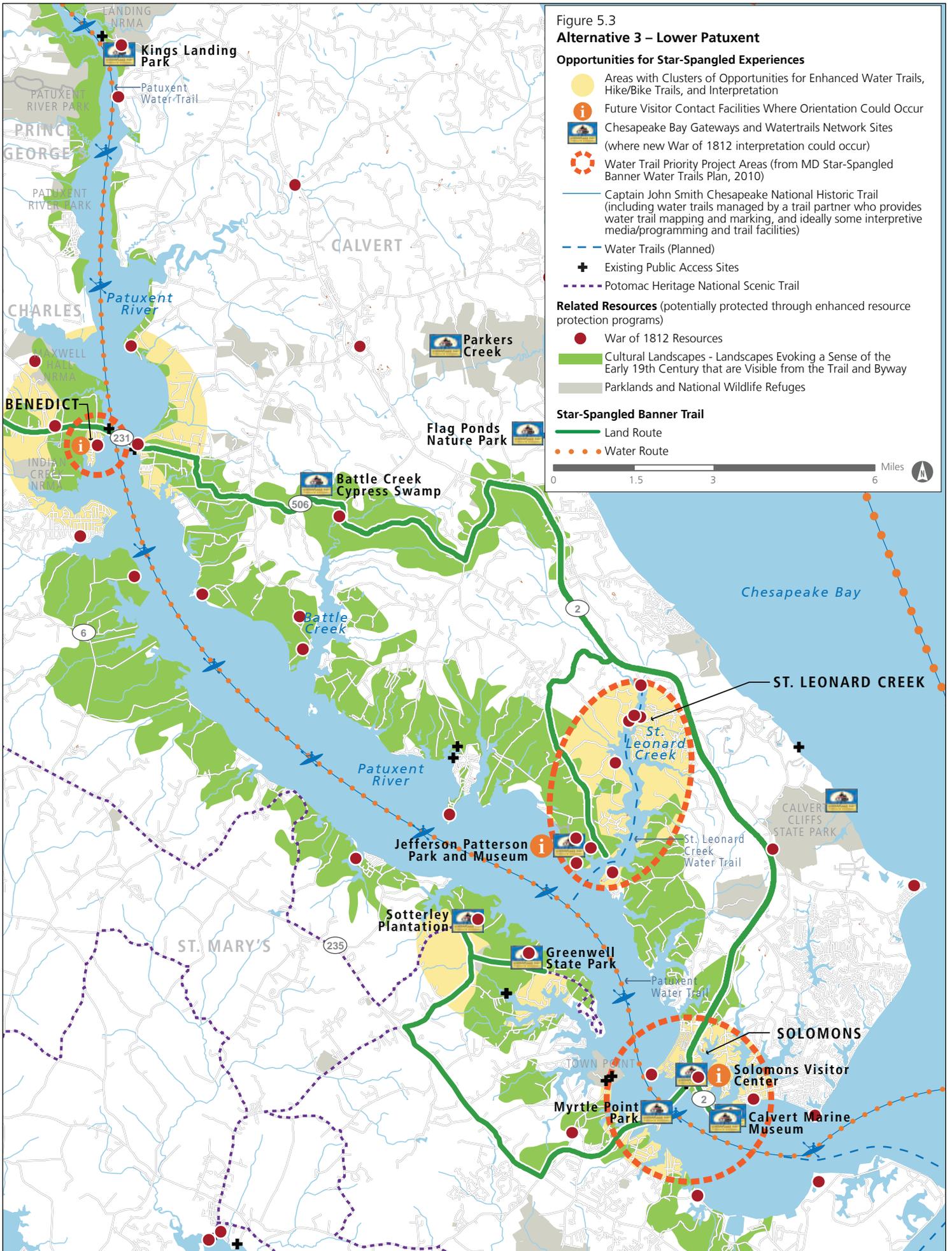


Figure 5.4

Alternative 3 – Upper Patuxent

Opportunities for Star-Spangled Experiences

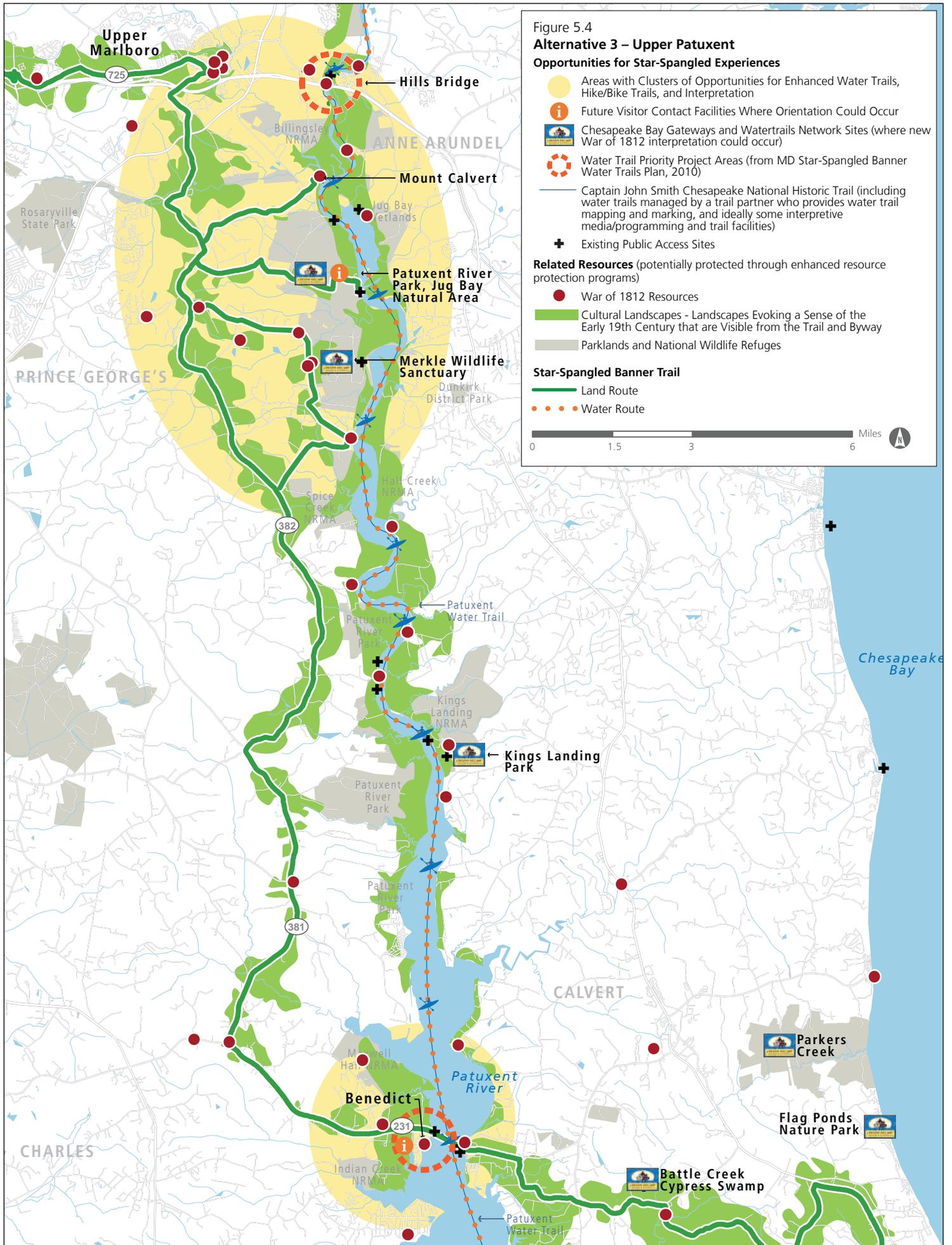
- Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
- ⓘ Future Visitor Contact Facilities Where Orientation Could Occur
-  Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
-  Water Trail Priority Project Areas (from MD Star-Spangled Banner Water Trails Plan, 2010)
- Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
- ⊕ Existing Public Access Sites

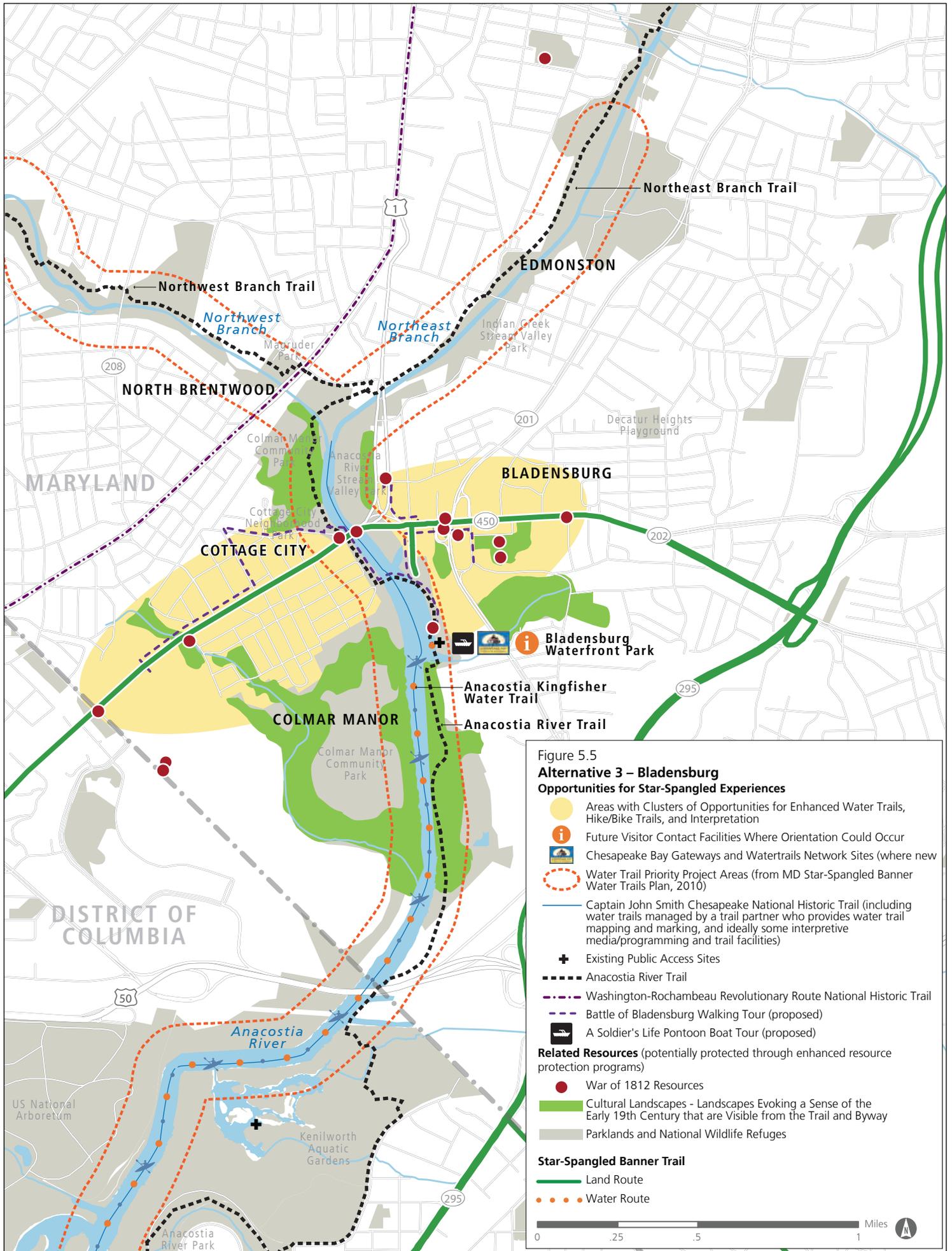
Related Resources (potentially protected through enhanced resource protection programs)

- War of 1812 Resources
- Cultural Landscapes - Landscapes Evoking a Sense of the Early 19th Century that are Visible from the Trail and Byway
- Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

- Land Route
- Water Route





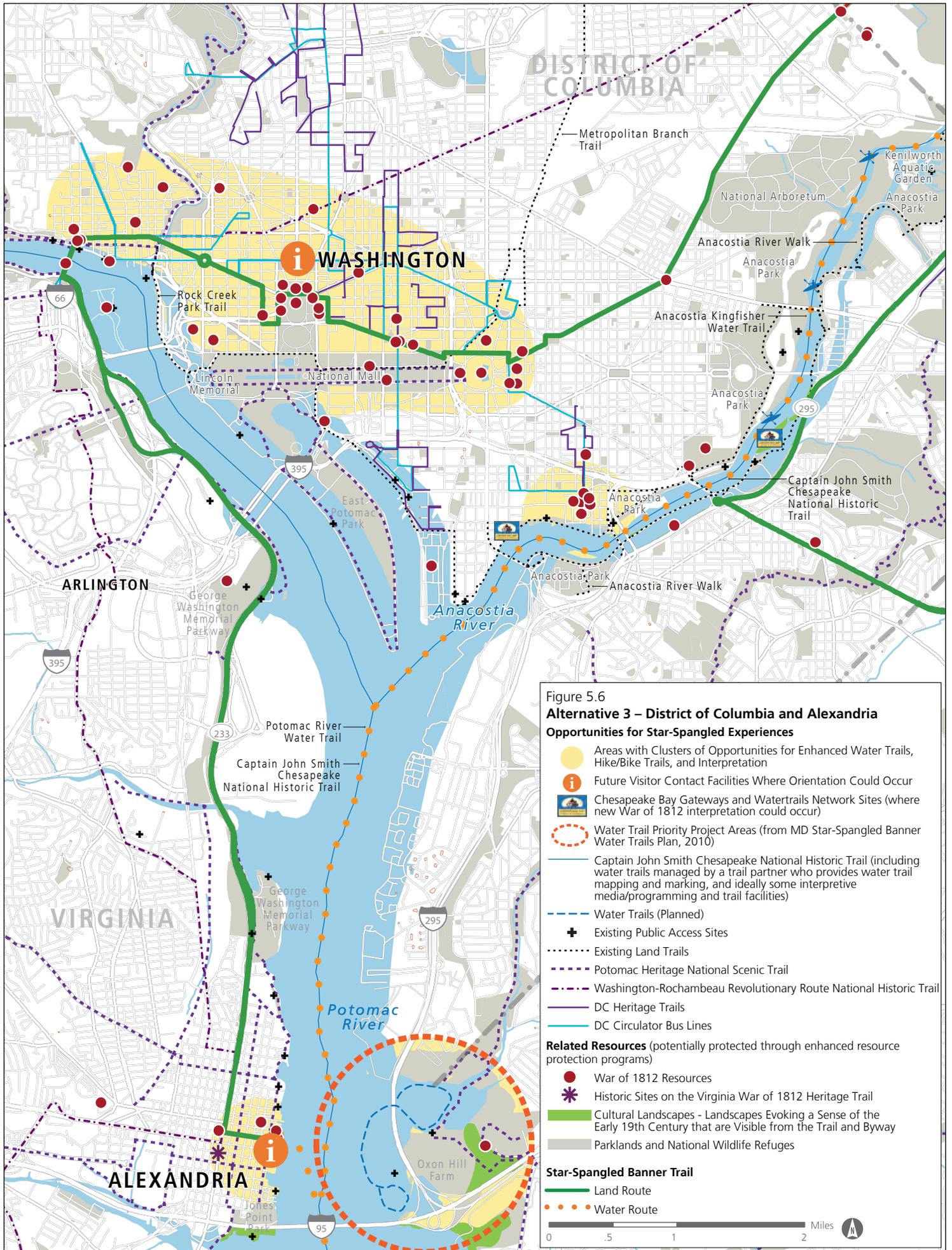


Figure 5.6
Alternative 3 – District of Columbia and Alexandria
Opportunities for Star-Spangled Experiences

- Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
- Future Visitor Contact Facilities Where Orientation Could Occur
- Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
- Water Trail Priority Project Areas (from MD Star-Spangled Banner Water Trails Plan, 2010)
- Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
- Water Trails (Planned)
- Existing Public Access Sites
- Existing Land Trails
- Potomac Heritage National Scenic Trail
- Washington-Rochambeau Revolutionary Route National Historic Trail
- DC Heritage Trails
- DC Circulator Bus Lines

Related Resources (potentially protected through enhanced resource protection programs)

- War of 1812 Resources
- Historic Sites on the Virginia War of 1812 Heritage Trail
- Cultural Landscapes - Landscapes Evoking a Sense of the Early 19th Century that are Visible from the Trail and Byway
- Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

- Land Route
- Water Route

0 .5 1 2 Miles

Figure 5.7

Alternative 3 – Baltimore City

Opportunities for Star-Spangled Experiences

- Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
- Visitor Center - Fort McHenry National Monument and Historic Shrine
- Future Visitor Contact Facilities Where Orientation Could Occur
- Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
- Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
- ⊕ Existing Public Access Sites
- ⊕ Existing Marinas

- Water Taxi Stops
- Baltimore Waterfront Promenade
- Fort McHenry Greenway Trail
- Washington-Rochambeau Revolutionary Route National Historic Trail

Related Resources (potentially protected through enhanced resource protection programs)

- War of 1812 Resources
- Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

- Land Route
- Water Route

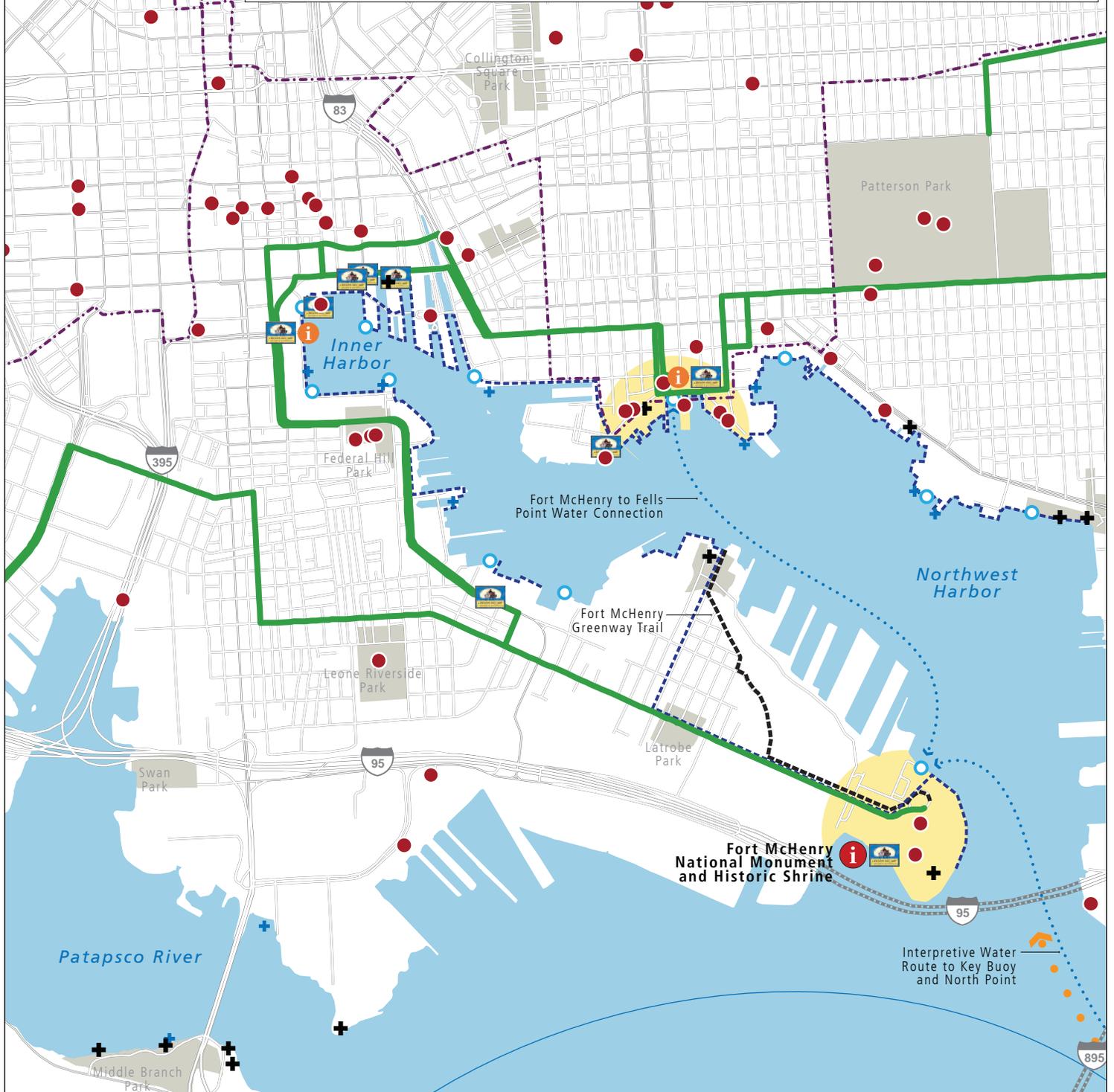


Figure 5.8
Alternative 3 – North Point

Opportunities for Star-Spangled Experiences

-  Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
-  Future Visitor Contact Facilities Where Orientation Could Occur
-  Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)

 Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)

-  Water Trails (Planned)
-  Existing Public Access Sites

 Proposed Land Trails

Related Resources (potentially protected through enhanced resource protection programs)

-  War of 1812 Resources
-  Cultural Landscapes - Landscapes Evoking a Sense of the Early 19th Century that are Visible from the Trail and Byway
-  Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

-  Land Route
-  Water Route

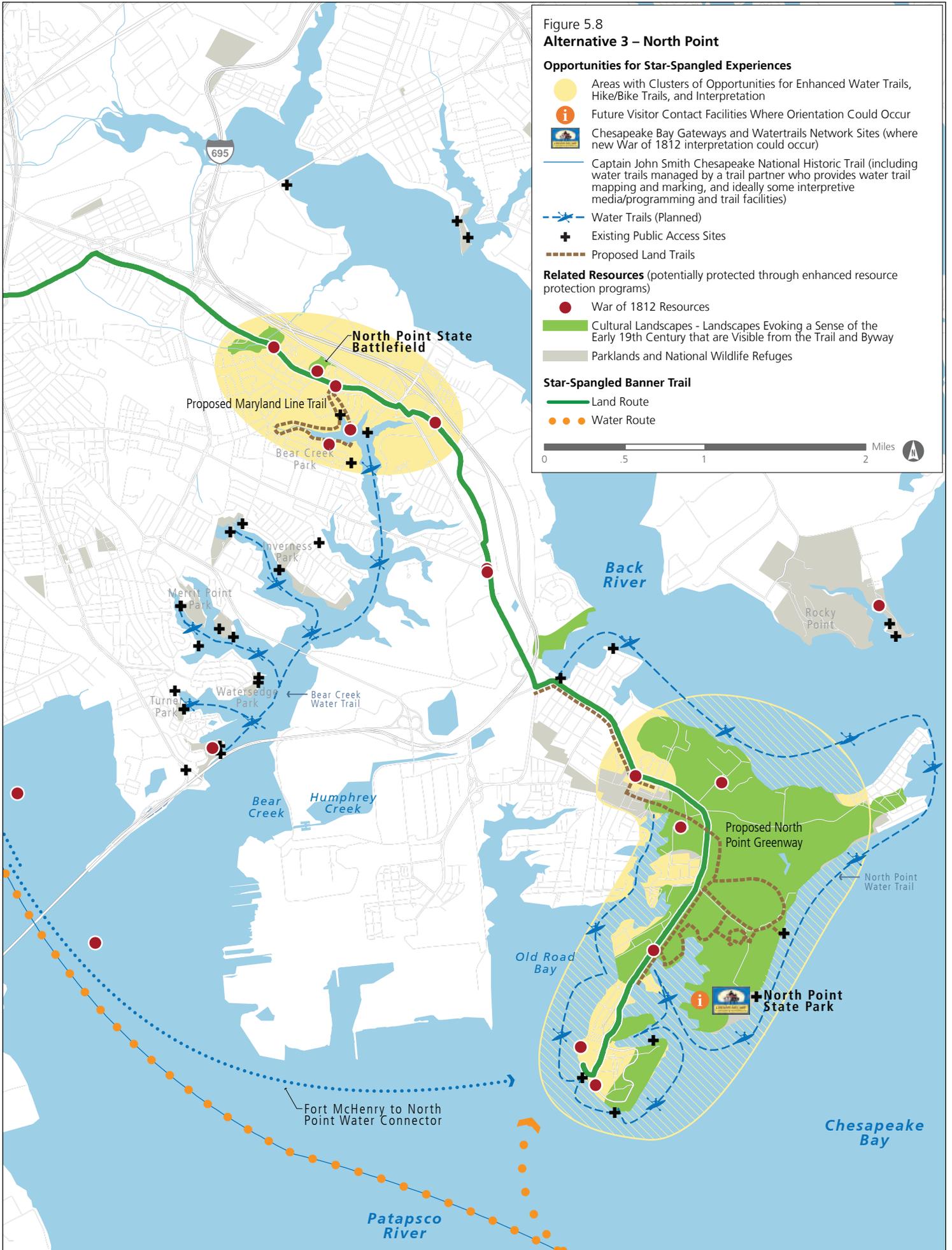


Figure 5.9
Alternative 3 – Upper Bay

Opportunities for Star-Spangled Experiences

-  Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
-  Future Visitor Contact Facilities Where Orientation Could Occur
-  Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
-  Water Trail Priority Project Areas (from MD Star-Spangled Banner Water Trails Plan, 2010)
-  Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)
-  Other Water Trails
-  Water Trails (Planned)
-  Existing Public Access Sites
-  Washington-Rochambeau Revolutionary Route National Historic Trail

Related Resources (potentially protected through enhanced resource protection programs)

-  War of 1812 Resources
-  Cultural Landscapes - Landscapes Evoking a Sense of the Early 19th Century that are Visible from the Trail and Byway
-  Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

-  Water Route

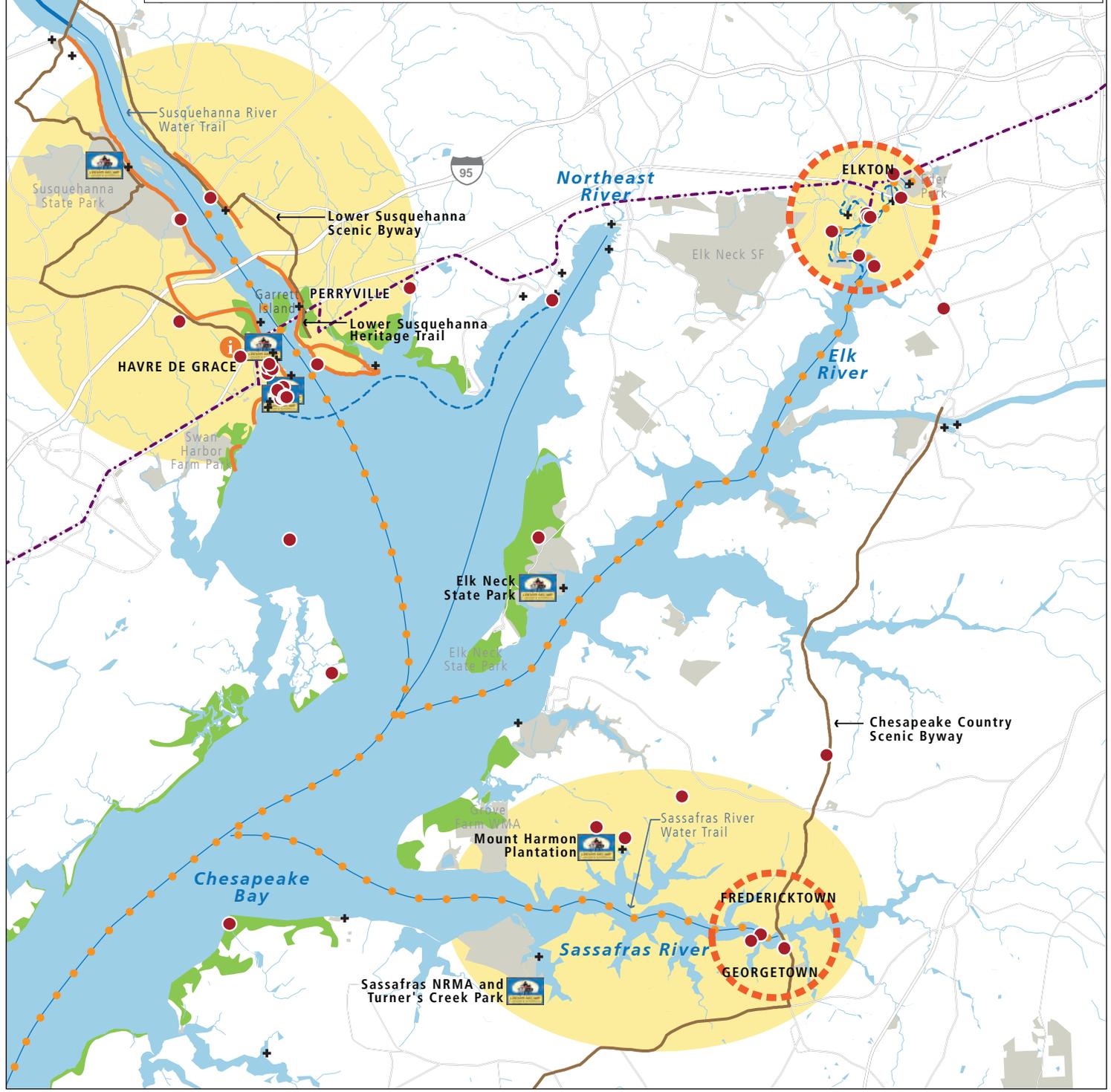


Figure 5.10
Alternative 3 – Middle Potomac

Opportunities for Star-Spangled Experiences

-  Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
-  Future Visitor Contact Facilities Where Orientation Could Occur
-  Chesapeake Bay Gateways and Watertrails Network Sites (where new War of 1812 interpretation could occur)
-  Water Trail Priority Project Areas (from MD Star-Spangled Banner Water Trails Plan, 2010)
-  Captain John Smith Chesapeake National Historic Trail (including water trails managed by a trail partner who provides water trail mapping and marking, and ideally some interpretive media/programming and trail facilities)

 Water Trails (Planned)

 Existing Public Access Sites

 Potomac Heritage National Scenic Trail

 Proposed Land Trails

Related Resources (potentially protected through enhanced resource protection programs)

-  War of 1812 Resources
-  Historic Sites on the Virginia War of 1812 Heritage Trail
-  Cultural Landscapes - Landscapes Evoking a Sense of the Early 19th Century that are Visible from the Trail and Byway
-  Parklands and National Wildlife Refuges

Star-Spangled Banner Trail

-  Land Route
-  Water Route



interpretive media would provide new opportunities to explore the cultural and natural history of the Chesapeake Bay while recreating along intersecting hiking, biking, or water trails including the Captain John Smith Chesapeake National Historic Trail and the Potomac Heritage National Scenic Trail. Expanded and new educational programs at their sites along the trail would tell the stories of the War of 1812 as well as the natural history of the Chesapeake Bay. Existing programs would be expanded for teacher training and outreach to youth. Geocache tours would provide additional interpretive and educational experiences. Virtual media would provide orientation and interpretation to visitors traveling the trail’s land and water routes.

■ **Visitor Orientation and Visitor Contact Facilities**

As in alternative 1, the trail website would continue to provide the public with information about the trail, how to visit the trail, and things to do. The website focus would be expanded to highlight recreation opportunities along the trail. The trail map, periodic updates to the *Maryland Byways (Map and Guide)* (MD SHA 2007), and the trail travel guide would provide additional orientation information.

Visitor orientation on the trail would occur primarily at Fort McHenry National Monument and Historic Shrine – the primary visitor hub on the trail – where visitors would learn about interpretive programs and events in the Baltimore area and about opportunities for complementary learning and recreation experiences in downtown Baltimore. Visitors would be encouraged to visit other regions of the trail, including a stop at one of many regional visitor contact facilities for orientation and information regarding site specific learning and education opportunities.

Regional visitor contact facilities would be located at one existing partner site within each of the other regions of the trail. The existing facility would be enhanced to provide exhibits that orient visitors to the overall trail, with a focus on the opportunities for trail experiences within the region.

Trail orientation kiosks would be placed at visitor contact facilities and at other trail gateways. New signage, itineraries, maps and virtual media would orient and strengthen

connections within the trail’s regions. Visitors would be directed from each region to thematically-related trails, such as the Virginia War of 1812 Heritage trail and other national historic and scenic trails, byways, and greenways that provide additional opportunities to experience the Chesapeake Bay.

■ **Wayfinding**

In alternative 3, route marking along highways and public roads would be expanded to provide connections with other national trails, thematically-related trails (such as the Virginia War of 1812 Heritage Trail and the Southern Maryland 1812 Trail), state heritage areas, and greenways. Wayfinding would also provide connections by land to thematically-related lands along the trail’s water routes, such as Caulk’s Field, Leonardtown, Tangier, and Alexandria.

As in alternative 1, as part of the sign program funded through the FHWA Scenic Byways Program – and in anticipation of the bicentennial commemoration – site identifier signs and directional markers will be placed to identify some trail partner sites and to provide directions within sites. In alternative 3, after the commemoration period, as funding allows, site identifier and directional markers would be placed at additional partner sites, with priorities as noted below for placement of interpretive signage.

As in alternative 1, along the Patuxent and Potomac Rivers water trails site identifier and directional signage will be placed at access sites, as funding allows. In alternative 3, additional signage would be placed as funding allows at access sites along existing water trails on the Anacostia, Susquehanna, Sassafras, and Chester Rivers, as well as along new water trails in eleven areas as recommended in the *Access, Stewardship and Interpretive Opportunity Plan* (MD DBED 2010a).

■ **Interpretive Signage**

As in alternative 1, as part of the sign program funded through the FHWA Scenic Byways Program – during the bicentennial commemoration – interpretive signs will be placed at many historic sites and scenic areas. These will

provide specific information relative to the trail's four interpretive themes, to help visitors understand the relevance and significance of the historic and evocative features within their view.

After the bicentennial commemoration period, the NPS would support placement of additional interpretive signs by providing grants and technical assistance, as funding allows. Priority would be placed on:

- sites where interpretive signage is recommended in focus area studies completed in conjunction with the CMP and in future focus area studies (section 5.5 below)
- sites where interpretive media are recommended in the *Access, Stewardship and Interpretive Opportunity Plan* (MD DBED 2010a)
- sites in the District of Columbia and Virginia

Outside of these areas, trail marking would emphasize War of 1812 resources, evocative landscapes, and recreation sites by placing markers at:

- sites that provide visual access to War of 1812 resources and evocative landscapes
- day-use facilities, boat launches, and other recreation sites in the vicinity of War of 1812 resources and evocative landscapes
- trailheads from which trails provide access to War of 1812 resources, evocative landscapes, or to the waterfront of the Bay or its tributary rivers along the trail water routes
- waterways

■ **Visitor Facilities and Services**

Facilities and Services at Partner Sites. Visitors would learn about the War of 1812 and enjoy a variety of recreation activities at partner sites along the trail from Solomons to North Point, along thematically-related trails, along existing water trails on the Patuxent, Potomac, Anacostia, Susquehanna, Sassafras, and Chester Rivers, and along new water trails in eleven areas as recommended in the *Access, Stewardship and Interpretive Opportunity Plan* (MD DBED 2010a) (section 3.5.2 above). Partners would be encouraged to provide appropriate visitor facilities and services. These

would vary from partner site to partner site, potentially including parking, interpretive media, restrooms, land trails, picnicking facilities, docks, piers, observation points, access facilities, etc. The MOU between the NPS and each partner would outline how partners would collaborate with respect to providing visitor facilities and services.

Land Trails. Existing land trails from Solomons to North Point, and thematically-related land trails that guide visitors by land to historic sites and evocative landscapes along the trail's water routes, would provide recreation opportunities and access to sites where visitors could learn about the War of 1812 and the natural environment of the Chesapeake Bay in the early 19th century. New land trails would be implemented as recommended in the *Access, Stewardship and Interpretive Opportunity Plan* (MD DBED 2010a). Full integration with the Captain John Smith Chesapeake National Historic Trail, Potomac Heritage National Scenic Trail, state heritage areas, and greenways would provide physical connections among resources from different historical time periods and enhance outdoor recreation opportunities.

Water Trails. An expanded network of water trails would provide new and enhanced interpretive media and public access to the Chesapeake Bay and its tributaries along the trail. As in alternative 1, existing water trails on the Anacostia, Susquehanna, Sassafras, and Chester Rivers would provide visitors with opportunities to view some War of 1812 sites and landscapes from the water. In alternative 3, additional opportunities would become available over time as partners develop new water trails and enhancements to existing water trails in eleven areas as recommended in the *Access, Stewardship and Interpretive Opportunity Plan* (MD DBED 2010a) (section 3.5.2 above).

Access Facilities. In alternative 3, there would be an emphasis on providing new access facilities along the trail, including a mix of pull-offs, trails to the water, day-use facilities near the water, and "frontcountry" soft put-ins/take-outs. Some sites would also offer recreation opportunities, such as day-use facilities for picnicking, fishing, hiking and, at some sites, primitive camping. In addition, a

few “backcountry” soft landings (paddlers waysides) would be developed which would not have vehicular access.

In general, future investment in new access sites would include actions recommended in the *Access, Stewardship and Interpretive Opportunity Plan* (MD DBED 2010a) (section 3.5.2 above). To the maximum extent possible, new facilities would be developed to jointly access the Star-Spangled Banner Trail and the Captain John Smith Chesapeake National Historic trail.

Camping Facilities. Opportunities for multi-day trips along water segments of the trail would be expanded in coordination with development of camping facilities along the Captain John Smith Chesapeake National Historic Trail. A small network of primitive campsites would enable visitors traveling by canoes or kayaks along existing and new water trails. Primitive campsites would be developed in conjunction with “frontcountry” soft put-in/take-out facilities as well as at “backcountry” soft landings which do not have vehicular access. Frontcountry campsites would have tables, fire rings, and a vault toilet; backcountry campsites would have no facilities.

Trail Access via Alternative Transportation. In alternative 3 alternative transportation system (ATS) enhancements would focus on making alternative modes of transportation – such as bus service, outfitters transit service, and bike routes – available to high potential historic sites and recreation sites, as well as to public access points on the trail’s water routes. It would also focus on making available shuttle services for visitors traveling the trail by canoe and kayaks, making one-way day trips or multi-day trips. In coordination with planning for the Captain John Smith Chesapeake National Historic Trail, the NPS would seek to complete a detailed corridor study for one or more of the seven areas identified as potential ATS sub-regions in the *Alternative Transportation Study – Captain John Smith Chesapeake NBT* (US DOT 2010). Recommendations would be implemented, if suitable partners and funding are available.

Connecting or Side Trails. The NTSA provides for designation of connecting or side trails that provide additional benefits to

a national historic trail and that connect the trail to other resources and visitor experience. Section 4.4 above and appendix Q below summarize criteria and a process for designating connecting and side trails along the trail. If and when an existing or prospective partner proposes consideration of a connecting or side trail the NPS would collaborate with its partners to actively pursue identification and designation of the proposed connecting or side trails.

5.4.2 RESOURCE PROTECTION – ALTERNATIVE 3

■ Identification of Trail Resources

As in alternative 1, the NPS and its partners would continue to develop a better understanding of trail resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunities they offer for visitors to experience the trail and to tell its stories. Information would be obtained through studies by the trail partners and the NPS if and when there is partner interest and funding is available through matching grants and/or other sources.

In alternative 3 the NPS would also actively pursue identification of additional high potential historic sites and high potential route segments beyond those initially designated. Investigations would focus on identifying evocative landscapes along the trail that would support further designation of high potential route segments and high potential historic sites.

■ Resource Protection at Partner Sites

As in alternative 1, partner sites would agree to protect trail resources and to promote and interpret conservation stewardship of related resources through site management, programming, marketing, and citizen involvement (appendix O).

■ Land Protection

As in alternative 1, the NPS and its partners would continue to support local and state agencies with protecting trail resources. In alternative 3 the protection emphasis would be on actions that protect all trail-related resources, but particularly those that are along high potential route

segments and that are designated as high potential historic sites.

Long-term protection of trail resources would occur through cooperative efforts by the NPS and its partners using a variety of land protection strategies (appendix N). Priority for land protection would be placed on protecting War of 1812 historic resources that are designated high potential historic sites (section 2.3 above). Priority would also be placed on protecting evocative landscapes that adjoin high potential historic sites along the land routes of the trail. NPS would also provide technical assistance to partners with education of landowners regarding stewardship, planning, partner acquisition, and identification of funding sources.

There would be potential for federal land acquisition. Lands of primary protection interest that would be potentially acquired if they cannot be otherwise protected. Where acquisition occurs it would only be where there is a willing seller and a site is important to the implementation of the trail CMP.

■ **Historic Preservation**

As in alternative 1, NPS would continue to take actions as appropriate to enforce Section 106 of the National Historic Preservation Act to protect trail-related resources from potential adverse impacts of development actions. In alternative 3 the NPS would also provide technical assistance to owners of trail-related resources that would encourage private preservation actions (section 2.4.3 above). NPS would also work with local governments to promote awareness of trail resources and to implement procedures and/or local ordinances that would protect trail-related resources from loss and impact during the land development process (section 2.4.3 above).

■ **High Potential Route Segments and High Potential Historic Sites**

As in alternative 1, NPS technical assistance and funding for projects would place higher priority on actions that protect trail resources designated as high potential historic sites and/or that would enhance the trail experience at sites that are designated high potential historic sites.

5.4.3 MANAGEMENT FRAMEWORK – ALTERNATIVE 3

■ **Overall Trail Administration**

As in alternative 1, the NPS Chesapeake Bay Office (CHBA) would continue to have overall responsibility for administration of the trail in cooperation with the Maryland State Highway Administration (MD SHA) and the Maryland Office of Tourism Development (MD OTD). Trail administration would emphasize increasing opportunities for visitors to learn about the events and times of the War of 1812 and the natural history of the Chesapeake Bay while traveling the trail visiting historic sites and enjoying recreational experiences that are linked and integrated through cooperative trail planning and development. NPS staff would continue to be based in the NPS CHBA Office in Annapolis, MD.

■ **Partnerships**

Partnerships with traditional partners and business partners would continue to develop and operate in support of the trail. Table 5.3 summarizes some of the partnership actions that would occur in alternative 3. CMP management actions would initially provide a common agenda to guide the collective group of partners. The NPS would continue to encourage groups of partners within regions of the trail to work together. Grants from the NPS would require projects to be consistent with the CMP and focus area studies, or other plans consistent with the CMP. Grants would favor public access and trail planning, development, and management consistent with the CMP, findings of the focus area studies (section 5.5 below), and any other tiered planning efforts.

Partnerships would emphasize integration of regional trail planning efforts. Trail partners, a non-profit trail-wide friends group, CBGN partners, the Captain John Smith Chesapeake National Historic Trail (CAJO), the Potomac Heritage National Scenic Trail (POHE), and the Washington-Rochambeau Revolutionary Route National Historic Trail (W3R) would fully collaborate on projects, programs, and infrastructure, including shared facilities that provide recreational experiences and enhance visitor understanding of the Chesapeake Bay. The NPS would sign MOUs with

Table 5.3 Alternative 3 – General Types of Partnership Actions

Partner Category	Partner Action
Bicentennial Commemoration Partners <i>(also see section 1.6.5 above)</i>	<ul style="list-style-type: none"> ▪ bicentennial commemoration partners would plan and oversee implementation of actions to enhance trail access and to provide new interpretive opportunities at War of 1812 sites. ▪ Events would also be planned and coordinated by bicentennial commemoration partners. ▪ Some bicentennial commemoration partners would fundraise to support trail projects and events.
Regional Coordinators <i>(also see section 4.3.4 above)</i>	<ul style="list-style-type: none"> ▪ One partner in each trail region would become a regional coordinator who would assist the NPS with overall trail coordination. ▪ The regional coordinator would be the lead coordinator in each region for trail marking, programming, marketing, and establishing resource priorities. ▪ The regional coordinators would facilitate matching of proposed projects with funding opportunities.
Friends of the Trail <i>(also see section 4.3.3 above)</i>	<ul style="list-style-type: none"> ▪ A non-profit trail-wide friends group would work closely with the NPS, states, and regional coordinators with trail development through advocacy, fundraising, marketing, and staff support. ▪ The friends group would support public access, recreation, interpretation, and connections with related history and recreation initiatives including national trails.
Maryland Heritage Area Partners <i>(also see section 4.3.3 above)</i>	<ul style="list-style-type: none"> ▪ Heritage areas would assist other partners with implementing proposed land and water trails, bike trails, and infrastructure, and developing new products and programs that support trail interpretive themes and that enhance visitor appreciation of the Chesapeake Bay. ▪ Some heritage areas would become regional coordinators.
State and Local Tourism Offices <i>(also see section 4.3.6 above)</i>	<ul style="list-style-type: none"> ▪ State and local tourism offices would generally assist with developing new products and programs that support trail interpretive themes and link sites. ▪ During the bicentennial period Maryland OTD would facilitate discussion and planning among regional marketing interests in Maryland, Virginia, and the District of Columbia. ▪ State and local tourism offices would participate in a trail-wide marketing team initially focused on the bicentennial period and later on transitioning bicentennial period resources to long-term promotion and marketing of the trail.
State Resource Management and Resource Protection Agencies <i>(also see section 4.3.7 above)</i>	<ul style="list-style-type: none"> ▪ State resource management agencies would be encouraged to protect trail-related resources, landscapes, and viewsheds through existing protection programs. ▪ State resource management agencies would assist with documentation and protection of trail resources, cooperative conservation, and recreation development with assistance from NPS, if available.
State Parks <i>(also see section 4.3.7 above)</i>	<ul style="list-style-type: none"> ▪ State parks would be encouraged to implement proposed land and water trails, bike trails, and infrastructure, and to develop new products and programs that support trail interpretive themes and that enhance visitor appreciation of the Chesapeake Bay. ▪ State parks would assist with documentation and protection of trail resources, cooperative conservation, and recreation development with assistance from NPS, as available.
State Historic Preservation Offices <i>(also see section 4.3.7 above)</i>	<ul style="list-style-type: none"> ▪ State historic preservation entities would continue to assist with identifying and understanding War of 1812 resources, supporting research and archeological investigations, and providing technical reviews.
State and Local Transportation Agencies, Public Works Departments, and State Scenic Byways Programs <i>(also see</i>	<ul style="list-style-type: none"> ▪ Trail marking would be designed, installed, and maintained in coordination with state and local transportation agencies. ▪ State transportation agencies would work with local public works departments to address roadway safety along the travel route.

Table 5.3 Alternative 3 – General Types of Partnership Actions (continued)

Partner Category	Partner Action
<i>section 4.3.7 above)</i>	<ul style="list-style-type: none"> ▪ State transportation agencies would work with local public works departments to manage trail roadways to achieve and maintain a high quality travel experience.
National Park Service Partners <i>(also see section 4.3.8 above)</i>	<ul style="list-style-type: none"> ▪ The visitor center at Fort McHenry National Monument and Historic Shrine would be the primary visitor hub on the trail; trail-related interpretive programs, educational programs, and special events could occur at the fort. ▪ Partnering would occur with the Captain John Smith Chesapeake National Historic Trail, the Potomac Heritage National Scenic Trail, and the Washington-Rochambeau Revolutionary Route National Historic Trail for cost containment and development of joint facilities and visitor programming. ▪ NPS units in Maryland, the District of Columbia, and Virginia would support and provide trail programming and trail orientation. ▪ NPS cultural resource programs and recreation and conservation assistance programs could assist with documentation and protection of trail resources, cooperative conservation, and recreation development, as funding is available.
Local Governments <i>(also see section 4.3.9 above)</i>	<ul style="list-style-type: none"> ▪ Local governments would be encouraged to implement proposed land and water trails, bike trails, and infrastructure, and to support local development of new products and programs that support trail interpretive themes and that enhance visitor appreciation of the Chesapeake Bay. ▪ Where the trail route follows local roads, local road managers would assist with trail marking, with addressing roadway safety issues, and managing trail roadways to achieve and maintain a high quality travel experience. ▪ Local governments would assist with documentation and protection of trail resources, cooperative conservation, and recreation development with assistance from NPS, if available. ▪ Work with residents, businesses, and others on projects and initiatives that support the trail purpose.
Trail Sites <i>(also see section 4.3.10 above)</i>	<ul style="list-style-type: none"> ▪ Site managers would continue to collaborate to provide War of 1812 interpretive and educational programming, visitor facilities and services, resource protection, trail marking, and other functions. ▪ Trail sites would assist with documentation and protection of trail resources, cooperative conservation, and recreation development with assistance from NPS, if available. ▪ CBGN partners would be encouraged to develop new products and programs that link sites and that support trail interpretive themes and visitor understanding of the Chesapeake Bay, with the possibility of NPS grants and/or technical assistance, as funding allows.
Water and Land Trail Coordinators <i>(also see section 4.3.11 above)</i>	<ul style="list-style-type: none"> ▪ Land and water trail partners would manage component land and water trails including land and water trail maps and trail markers, as funding allows. ▪ CBGN partners would be encouraged to develop new products and programs that link sites and that support trail interpretive themes and visitor understanding of the Chesapeake Bay, with the possibility of NPS grants and/or technical assistance, as funding allows. ▪ Main Street Managers in communities along the trail would assist with trail development and management, as appropriate.
Businesses <i>(also see section 4.3.12 above)</i>	<ul style="list-style-type: none"> ▪ Local businesses would support the trail by providing visitor services, such as lodging, food, recreational equipment sales and rentals, guided tours, and shuttle services. ▪ Business owners would receive assistance from heritage areas regarding opportunities for providing and marketing services for trail visitors. ▪ Business owners would receive assistance from state and local tourism offices regarding opportunities for providing and marketing services for trail visitors.

appropriate agencies and local partners in Virginia and co-brand and market the Virginia War of 1812 Heritage Trail in association with the Star-Spangled Banner Trail. The NPS and state and local trail partners would co-develop infrastructure and programming, including water trails, bicycle routes, and interpretive media and programs that enhance the visitor experience and appreciation of the Chesapeake Bay. Limited NPS technical and financial assistance would be available to coordinate regional efforts relative to recreation, landscape protection, interpretation, and heritage tourism.

Trail partners along the land route from Solomons to North Point would be encouraged to work collaboratively to implement proposed land trails and infrastructure and to develop new products and programs that support trail interpretive themes and link sites. CBGN partners and other national trails would be encouraged to develop new products and programs that support trail interpretive themes and that link partner sites, with possible NPS technical and financial assistance. Grants from the NPS would tend to favor projects that involve multiple partners over those that do not.

5.4.4 COSTS – ALTERNATIVE 3

Estimates of annual operating costs and one-time costs associated with alternative 3 have been prepared using NPS and industry cost estimating guidelines (section 5.7 and table 5.5 below). These costs are presented for comparison purposes only and will be refined at a later date based upon final design of facilities and other considerations. Actual costs would vary depending on if and when specific actions are implemented and on contributions by the trail partners and volunteers.

■ Operating Costs

In alternative 3, the NPS Chesapeake Bay Office (CHBA) would continue to coordinate the Chesapeake Bay Gateways and Watertrails Network, the Star-Spangled Banner Trail, and the Captain John Smith Chesapeake National Historic Trail. Approximately 5 FTEs would be assigned to the Star-Spangled Banner Trail.

NPS annual operating costs associated with alternative 3 are estimated to be \$568,000 (2011 dollars). This includes the anticipated cost for staff salaries and benefits, utilities, supplies, leasing, and other materials needed for trail planning, development, and management. Funding for the annual operating costs would be provided by the base operating budget of the NPS. It is anticipated that the trail friends group would support trail operations by providing volunteer help.

■ One-Time Costs (including land protection costs)

Total one-time costs associated with alternative 3 over the 20-year life of the plan are estimated to be \$22,656,000 (2011 dollars), including one-time facilities costs and non-facilities costs. Facilities costs are those required for development of public access and recreation facilities along the trail. Non-facilities costs are those required for interpretive media, signage, and special studies. The NPS share of these one-time costs is estimated at approximately 16 percent or \$3,534,000. Total one-time partner costs are estimated at approximately 84 percent or \$19,043,000. Trail access would also serve national trails, other byways, and other land and water trails.

■ Land Protection Costs

Land protection costs associated with alternative 3 are estimated to be \$1,447,000, including costs for fee simple land acquisition and purchase of conservation easements. The NPS and federal, state, non-profit, and private partners would work together to acquire land and conservation easements (section 2.4.2 above and appendix N below). The NPS share of land protection costs is estimated at approximately 45 percent or \$647,000. Land protection cost estimates are preliminary and intended solely for general planning purposes. Actual land acquisition costs would be determined by detailed appraisals when specific lands are considered for acquisition.

5.5 Focus Area Studies – Alternative 3

As part of the CMP planning process, the NPS has established a baseline for identifying trail development and management priorities in six focus areas, including:

- Bladensburg
- North Point peninsula
- Alexandria
- District of Columbia
- Baltimore
- Upper Bay

A review of state and local plans, projects and programs, provided an inventory of trail-related actions ongoing or under development by local communities and trail partners, such as bicentennial commemoration plans. Trail partners and other stakeholders including local government agencies, non-profit organizations, for-profit organizations, historians, and interested members of the public helped identify relevant plans, projects, and programs. They also helped to identify the full range of recreation and learning opportunities under consideration and the short-, medium- and long-term priorities to achieve a regional trail identity. Many of the partners and stakeholders are already planning War of 1812-themed commemorative events and programs independently of NPS involvement, and are interested in coordinating with the trail.

Study findings for each focus area include an illustrative concept, a trail development approach, and a list of priority projects (appendix S). Implementing these in each focus area could accomplish the following four principal objectives:

- make the trail immediately visible and visitor-ready for the bicentennial period (2012 to 2015)
- protect resources important to the trail for the enjoyment of the local community and visitors
- provide a variety of learning and recreation experiences
- leverage bicentennial period investments and successes to sustain the trail as a legacy of bicentennial efforts

Priority projects include new and enhanced infrastructure, water access and water-based tours, interpretative media, and programming to support guided and self-guided tours

and recreation opportunities. In general, local entities through partnerships with state and local governments, bicentennial organizations, heritage areas, tourism entities and individual sites, and potentially the NPS, would lead the efforts to implement projects. NPS could provide assistance as available to leverage partner-led projects.

Appendix S contains the completed studies. The following sections 5.5.1 through 5.5.6 of the CMP/EA summarize the vision and priorities for each focus area. The Bladensburg and North Point concepts include cost estimates for the highest priority, short-term projects under consideration; for the other focal areas, additional planning could further clarify the scope and costs associated with individual projects.

5.5.1 BLADENSBURG

■ The Concept

At Bladensburg visitors would learn about the stories, places and people and untold stories of the War of 1812 with emphasis on the events of the summer of 1814 when the British marched into Bladensburg, defeated the American troops at the Battle of Bladensburg, and continued on to the nation's capital.

Orientation. Bladensburg Waterfront Park would be a major attraction where the existing visitor center would become the primary visitor contact facility for the trail in the Bladensburg area. The trail website and new directional signage in the area would direct visitors to the waterfront park for orientation to the trail. There, visitors would obtain information about the opportunities for learning and recreation in the Bladensburg area. New exhibits at the visitor contact facility would tell stories of the War of 1812, the Battle of Bladensburg, civilian life, as well as stories about nature and wildlife, Native Americans and Captain John Smith, and the Chesapeake Bay.

Interpretation. Visitors would participate in interpretive programs focused on trail themes. These would be offered at Bladensburg Waterfront Park, and at historic and archeological resource sites that are open for visitors and are staffed in some fashion, such as George Washington House.

Other partners would offer periodic special interpretive programs for visitors. M-NCPPC would continue to host most events at Bladensburg Waterfront Park. Additional events could be developed and promoted to engage visitors with the trail.

Places to Visit along the Trail. Visitors would follow the trail from the visitor contact facility to the various attractions along the trail where the events of the War of 1812 occurred or are commemorated. Interpretive media and programming would be focused at the sites of the American First Line, Dueling Grounds, American Second Line (Fort Lincoln Cemetery), Barney’s Battery, Bostwick House, Magruder House, Market Square and Market Master’s Store, and George Washington House. Visitors would be encouraged to follow the Battle of Bladensburg Walking/Driving Tour following the land routes used by the British and American military during the battle. Visitors would also follow the Dueling Creek Heritage Walk along Dueling Creek from Colmar Manor Park to Fort Lincoln Cemetery and the Bladensburg American Second Line site overlooking surrounding communities. Mobile applications and brochures developed for self-guided tours would describe sites along the walking and driving tours.

Recreation. Trail visitors would have access to the extensive network of existing recreational trails in the Anacostia Tributary Trail System. Accessing the Anacostia River Trail at Bladensburg Waterfront Park, visitors would be able to walk or bike upstream several miles to Wheaton or Greenbelt Park. Along the way they would have access to numerous local parks offering diverse opportunities for active recreation. In years to come, visitors to the trail would be able to walk downstream on the Anacostia River Walk to Anacostia Park and the Potomac River.

From Bladensburg Waterfront Park visitors would also access the Anacostia River for paddling. Following the tidal section of the river below the park, they would paddle the Anacostia Kingfisher Water Trail downstream to explore Kenilworth Marsh, stop for a rest and visit to Kenilworth Aquatic Gardens, and then continue downstream past Kingman Island to a take-out facility at Anacostia Park near the

Potomac River. Visitors without boats would explore the river on a free pontoon trip with a guide who would share stories about the natural history of the Anacostia River – a tributary to the Chesapeake Bay – and about the Battle of Bladensburg.

Resource Protection. Resource protection at Bladensburg would focus on resources from the 1812 to 1815 period and restoration of the Anacostia River. Partners would assume primary responsibility for protection and the NPS would provide technical assistance with education of landowners regarding stewardship, planning, land acquisition, and identification of potential funding sources.

Partnerships. The trail would develop as partnerships are forged or enhanced with traditional partners and business partners who would collaborate to generally emphasize programs, media, and facilities to tell the stories of the War of 1812 at Bladensburg. Collaboration with the Captain John Smith Chesapeake NHT would support joint development of projects, programs, and facilities that provide recreational experiences and that would enhance visitor appreciation of the Anacostia River as a tributary to the Chesapeake Bay.

■ Priority Actions in Bladensburg

To make the trail a success in the Bladensburg area during the bicentennial period highest priority would be placed on implementing the following six projects:

- Trail Visitor Contact Facility at Bladensburg Waterfront Park
- Battle of Bladensburg Walking and Driving Tours
- sidewalk improvements along Battle of Bladensburg Walking/Driving Tour
- mobile application supporting trail routes
- parking and safe pull-offs for cars and buses
- Joshua Barney Monument (“Undaunted”) and enhancements at the Balloon Park

5.5.2 NORTH POINT PENINSULA

■ The Concept

On the North Point peninsula, from Fort Howard to Dundalk, visitors would learn about the stories, places and people and untold stories of the War of 1812 with emphasis on the events of the summer of 1814 when the British landed near Fort Howard and were delayed in their march to Baltimore at the ensuing Battle of North Point.

Orientation. In the short-term, North Point State Park would be a major attraction where the existing visitor center would become the primary visitor contact facility for the trail in the North Point area. The trail website and new directional signage in the area would direct visitors to the state park for orientation to the trail. There visitors would obtain information about the opportunities for learning and recreation in the North Point area. New exhibits at the visitor center would tell stories of the War of 1812, the Battle of North Point, and civilian life, as well as stories about nature and wildlife, Native Americans and Captain John Smith, and the Chesapeake Bay shore.

Secondary visitor contact facilities would be available at Todd's Inheritance and at the North Point State Battlefield.

Places to Visit along the Trail. Visitors would follow the trail from the visitor center to the various attractions where the events of the War of 1812 occurred or are commemorated. Interpretive media and programming would highlight Fort Howard, Todd's Inheritance, the Shaw House Foundation and Cemetery, Gorsuch Farm and the Ross Death Site, the Aquila Randall Monument, North Point State Battlefield, Battle Acre Park, and the Methodist Meeting House. New signage, itineraries, maps, and virtual media would strengthen connections among these sites. At Fort Howard, future access and interpretation would be coordinated with the site developers.

Recreation. Visitors would enjoy enhanced opportunities for recreation at state and local parks – on both land and water. New water trails would enable boaters to explore the waters around the North Point Peninsula and in the Bear Creek area.

Water trail guides would be produced for the North Point Water Trail and the Bear Creek Water Trail. Several new canoe and kayak soft launches would be developed, along with paddlers waysides along the water trail routes where paddlers can stop, get out of their boats for a rest and where interpretive media would be available.

Enhanced opportunities for day-use, walking, biking, and site-seeing would be available at local parks along the trail, such as Fort Howard Park, Fort Howard Veterans Park, and parks along the shoreline of Bear Creek (such as Charlesmont, Bear Creek, and Stansbury Parks). Connecting land trails would also link many parks and attractions. North Point Heritage Greenway would provide a safe connection for hikers and bikers from Edgemere to Fort Howard Veterans Park (with a possible future extension to the Patapsco River at North Point Landing). The new Maryland Line Trail would connect visitors to recreational and interpretive opportunities along Bear Creek, with a connection to Battle Acre Park and North Point State Battlefield. In the future a Star-Spangled Banner Hiker/Biker Trail could be developed that connects Edgemere (the north endpoint of the North Point Heritage Greenway) to Patterson Park in Baltimore City, making it possible to safely hike or bike from Fort Howard to Baltimore.

Resource Protection. Resource protection at North Point would focus on resources from the 1812 to 1815 period and landscapes evocative of the early 19th century that are on, or in close proximity to the land and water routes of the trail. Partners would assume primary responsibility for protection and the NPS would provide technical assistance with education of landowners regarding stewardship, planning, partner acquisition, and identification of potential funding sources.

Partnerships. The trail would develop as partnerships are forged or enhanced with traditional and business partners who would collaborate to generally emphasize programs, media, and facilities to tell the stories of the War of 1812 time period at North Point. Collaboration with the Captain John Smith Chesapeake NHT would support joint development of projects, programs, and facilities that

provide recreational experiences and that would enhance visitor appreciation of the Chesapeake Bay.

■ **Priority Actions in North Point**

To make the trail a success in the North Point area during the bicentennial period highest priority would be placed on implementing the following six projects:

- North Point State Battlefield and Battle Acre Park (with enhanced connection between the two)
- North Point Heritage Greenway Trail
- War of 1812 Exhibit at North Point State Park Visitor Center
- North Point Water Trail
- British Troop Landing Site at Fort Howard
- Proposed Bear Creek Water Trail and Maryland Line Trail (*subject to further study and planning*)

5.5.3 ALEXANDRIA

■ **The Concept**

The concept for the trail in Alexandria is “orient and disperse.” The existing visitor orientation center and proposed facility for the city’s historical attractions are both at the waterfront. They are a significant draw for visitors to Alexandria, easily accessible on public transportation via trolley and water taxi, and a base for orientation, interpretive media, tour departures, and information on outfitters and related trail programs.

Over the long-term, Alexandria could utilize the “trail town” model originally piloted along the Great Allegheny Trail in Pennsylvania (trailtowns.org) to capitalize on its location at the confluence of four national historic and scenic trails. Projects supporting marking, interpretation, stewardship, and local economic development at the intersection of these four national trails might include a national trails visitor contact facility, joint marking and marketing, annual celebrations on National Trails Day, and coordination of visitor services for long-distance trail users, including bicycle services and bicycle-friendly accommodations.

Orientation. The Historic Alexandria History Center & Museum Shop (or alternatively the City Archaeology Visitor

Center) would become the primary visitor contact facility for the trail in the city of Alexandria. The trail website and new directional signage in the area would direct visitors between the waterfront and sites along the trail.

The existing Alexandria Visitor Center at Ramsay House [221 King Street] would become the primary visitor contact facility for trail information and orientation. The Archaeology Museum and History Center and Museum Store on North Union Street could direct visitors who begin their visit at the Alexandria waterfront to the Ramsey House. As waterfront revitalization efforts progress, the proposed Waterfront History Center could be explored as the primary location for trail information and orientation.

Places to Visit along the Trail. Visitors would follow the trail from the visitor center to the various attractions along the trail where the events of the War of 1812 occurred or are commemorated. Interpretive media and programming would be focused at the Alexandria Waterfront, the Lyceum, Carlyle House, the Apothecary, and Shuter’s Hill. New signage, itineraries, maps, and virtual media would strengthen connections among these sites.

Land and Water Travel. Armed with information, visitors could experience a taste of the Star-Spangled Banner and early 19th century history while taking part in related land and water-based excursions and activities through:

- Potomac Heritage National Scenic Trail
- Captain John Smith Chesapeake National Historic Trail
- Washington-Rochambeau Revolutionary Route National Historic Trail
- Water taxi service to National Harbor
- Bicycle and boat rental outfitters
- Commercial tour boat operators

Resource Protection. While resource protection would likely be the focus of other historic preservation efforts, continued preservation of trail-related historic resources would support a quality visitor experience.

Partnerships. The trail would develop as partnerships are forged or enhanced with traditional and business partners

who would collaborate to generally emphasize programs, media, and facilities to tell the stories of the War of 1812 in Alexandria. Collaboration with the Captain John Smith Chesapeake NHT would support joint development of projects, programs, and facilities that provide recreational experiences and that would enhance visitor appreciation of the Chesapeake Bay.

■ **Priority Actions - Alexandria**

To make the trail a success in Alexandria during the bicentennial period, highest priority would be placed on implementing the following five projects):

- orientation and War of 1812 at the Alexandria waterfront
- interpretive signs (at the foot of the King Street trolley stop and the King Street waterfront)
- interpretive signs and programs at place-based trail learning experiences (King Street Waterfront, Carlyle House, Lyceum, Apothecary, and Shuter’s Hill)
- guided and self-guided walking tours (beginning at the waterfront and connecting place-based trail learning experiences)
- identification and marketing of land- and water-based recreation opportunities

5.5.4 DISTRICT OF COLUMBIA

■ **The Concept**

This concept establishes a framework for developing a range of trail experiences and aims to organize partners and the NPS around the highest and short-term priorities for developing and connecting the trail route in the District of Columbia.

Orientation. Visitor orientation would occur at existing visitor centers at the U.S. Capitol, the White House, and the Smithsonian Institution (the Castle). An additional visitor contact facility could be located at the National Society United States Daughters of 1812 Museum or Dumbarton House. The trail website would direct visitors to the three visitor centers for orientation to the trail. Websites for the National Mall

and Memorial Parks and Cultural Tourism DC would also provide trail orientation information. The trail would be included as a feature on NPS mobile apps for the National Mall and Memorial Parks and the Chesapeake Bay.

Places to Visit along the Trail. Visitors would follow the trail from a visitor center to various attractions where the events of the War of 1812 occurred or are commemorated. Interpretive media and programming would be focused at the Smithsonian (American History), White House, Dumbarton House, Navy Yard Museum, Octagon House, Congressional Cemetery, and Francis Scott Key Memorial. New signage, itineraries, maps, and virtual media would strengthen connections among these sites.

Land and Water Travel. Armed with information, visitors could experience a taste of the Star-Spangled Banner and early 19th century history while taking part in related land and water-based excursions and activities through:

- Potomac Heritage National Scenic Trail
- Captain John Smith Chesapeake National Historic Trail
- Washington-Rochambeau Revolutionary Route National Historic Trail
- water taxi service to National Harbor
- bicycle and boat rental outfitters in Georgetown and along the Anacostia
- commercial tour boat operators

Resource Protection. While resource protection would likely be the focus of other historic preservation efforts, continued preservation of trail-related historic resources would support a quality visitor experience.

Partnerships. The trail would develop as partnerships are forged or enhanced with traditional and non-traditional partners who would collaborate to generally emphasize programs, media, and facilities to tell the stories of the War of 1812 in the District of Columbia. Collaboration with Captain John Smith Chesapeake National Historic Trail would support joint development of projects, programs, and facilities that provide recreational experiences and that would enhance visitor appreciation of the Chesapeake Bay.

■ Priority Actions – District of Columbia

To make the trail a success in the District of Columbia during the bicentennial period, highest priority would be placed on implementing the following eight projects:

- 1812-themed guided and self-guided interpretive walking tours (connecting the US Capitol, White House, Octagon House, Georgetown, Congressional Cemetery, and Washington Navy Yard)
- new interpretation on existing mobile apps (for National Mall and Memorial Parks and the Chesapeake Bay)
- enhanced ranger-led tours and talks (by rangers from the National Mall and Memorial Parks, National Capital Parks – East, and George Washington Memorial Parkway)
- coordinated marketing of 1812 themes (areawide)
- enhanced water trail access and interpretation (for the Anacostia Kingfisher Water Trail)
- enhanced water-based connections (from DC to Alexandria)
- interpretive signage at War of 1812 sites
- wayfinding (along land route within DC)

5.5.5 BALTIMORE CITY

■ The Concept

In Baltimore, trail visitors would learn about the places, people, and events of the War of 1812 with emphasis on the events of the summer of 1814 when the citizens of Baltimore successfully defended the city from invasion by British forces on the land and from the water. The trail experience would be concentrated along the roads and waterways that comprise the trail route, with a strong visual and interpretive identity connecting sites by land between Patterson Park and Fort McHenry National Monument and Historic Shrine (NMHS). On-water interpretation would link Fort McHenry NMHS, Fell's Point, Tide Point, the Inner Harbor, and the Patapsco River. Interpretive and physical connections would encourage visitors to explore the greater Baltimore area, including Hampton National Historic Site and the North Point peninsula. Trail improvements, marking, and interpretive

development would focus on enhancing and strengthening a network of land and water routes and excursions.

Orientation. Visitor orientation would occur primarily at Fort McHenry NMHS – the trail's primary visitor hub. Visitors would also be oriented to the trail at visitor contact facilities at the Inner Harbor Visitor Center, the Fell's Point Visitor Center, and at the Fell's Point orientation kiosk/hub (at Thames and Broadway). Additional signage along the Baltimore Waterfront Promenade and throughout Fell's Point would provide visual orientation to other parts of Baltimore and historical events, as well as directional signage to points off the promenade.

The trail website (starspangledtrail.net) would outline the trail route, historic sites, and visitor contact facilities, and direct visitors to Fort McHenry NMHS and nearby places for further orientation and up-to-date information. Websites for Fort McHenry NMHS, Baltimore National Heritage Area, and Visit Baltimore would also provide trail orientation and information on events and programs. The trail would be featured on NPS mobile apps for Fort McHenry NMHS and the Chesapeake Bay. Information could also be distributed at marinas and public boat launches.

Places to Visit along the Trail. Interpretive media and programming, exhibits, and guided and self-guided tours would encourage visitation to familiar and off-the-beaten path destinations where the events of the War of 1812 occurred or are commemorated:

- Baltimore *Federal Republican* Newspaper Office
- Battle Monument
- Canton
- Clifton Mansion
- Federal Hill
- Fell's Point
- Ferry Point Redoubt Site
- Fort McHenry NMHS
- Hampstead Hill
- Indian Queen Tavern Site
- McElderry's Wharf Site
- Pickersgill Grave and Monument
- Price Shipyard Site

- Pride of Baltimore II
- Star-Spangled Banner Flag House and Museum
- Wells and McComas Monument

Interpretive Media and Programming. Meaningful experiences on the trail would be supported by programs, exhibits and events interpreting key stories and engaging visitors in the trail and its themes. Interpretive media and programming would be focused at Fort McHenry NMHS, the Maryland Historical Society, the Flag House, and the Fell’s Point Visitor Center where there would be permanent 1812 exhibits. Temporary exhibits would rotate among the Inner Harbor Visitor Center, Patterson Park, city libraries, and other public spaces. Programming would occur at sites along the trail, with a calendar coordinated through Visit Baltimore (www.starspangledbaltimore.com). The Maryland Historical Society, Fort McHenry NMHS, University of Baltimore and others could expand their existing lecture series to include other venues and topics of interest solicited by trail partners. Expanded NPS ranger-led tours would occur at Fell’s Point.

Tall ships in Fell’s Point could provide a visual reminder of the community’s roots in shipbuilding and privateering, and a visitor attraction. *Pride of Baltimore, II*, or a duplicate of this replica schooner and Maryland ambassador, could establish a regular presence at popular events such as Privateer Day and Fun Fest.

Fort McHenry NMHS would expand interpretation and school programming to include Star-Spangled Banner Trail stories and places through existing programs including:

- “Fighting for Freedom,” a series of plays currently through Baltimore School for the Arts
- “Hold the Fort!” interactive online game sponsored by the Friends of Fort McHenry
- Coordination with the NPS tall ship *Friendship* and *Pride of Baltimore II* to dock ships at the Fort
- Interactive kiosk about the Star-Spangled Banner Trail at the Fort McHenry NMHS visitor center
- Musical programs through the Fort McHenry NMHS Fife and Drum Corps, which engages youth 8 years and older in performances at the fort, throughout the Chesapeake region, and as far away as Canada

- New exhibit dedicated to Battle of North Point and events leading up to Battle of Baltimore
- New waysides at Fort McHenry NMHS highlighting trail themes
- Youth mentoring programming for ages 16 years and older to teach basic interpretive ranger skills and prepare youth to be urban rangers

Water Tours. Living Classrooms/Friends of Fort McHenry and Watermark would provide water-based tours from the fort to the approximate location where Francis Scott Key was inspired to pen the lyrics that became the national anthem. They would also provide opportunities for additional education-focused exploratory excursions around the Baltimore Harbor and up the Patapsco River.

Pride of Baltimore II travels the routes of the Star-Spangled Banner Trail frequently; it could become a trail ambassador, providing interpretive information and materials when in port in the Chesapeake and around the world. When in Baltimore, the *Pride* could act as a launching point for trail activities providing short War of 1812 excursions around the Baltimore region and hosting special events from docks in the Inner Harbor or at Fell’s Point.

Baltimore Water Taxi would also provide tours and interpretive information connecting sites and stories along its routes throughout the Inner Harbor and Middle Patapsco River.

Guided Walking and Bike Tours. Baltimore National Heritage Area would – through its “Star-Spangled Trails” program – expand its existing walking tours to include War of 1812 interpretation in neighborhoods of interest to visitors and residents. Certified guides and rangers would lead tours and orient visitors to sites of interest.

Baltimore City would improve marking and promotion of a bicycle-friendly route connecting downtown Baltimore, Patterson Park, and North Point. In the future bike tour operators could lead visitors on excursions between Patterson Park, Fell’s Point, Fort McHenry NMHS, and destinations further afield.

Education and Training. Activities already underway with Fort McHenry NMHS, Baltimore City Schools, and Baltimore County schools would continue to educate teachers, students, and the general public on the stories and legacy of 1812, including:

- Baltimore National Heritage Area Teacher Resource Guide “Defense of Nation: Maryland in the War of 1812,” an online and print publication with curricula and lesson plans for grades 4, 5 and 8
- Virtual Resource Center (with Maryland Public Television), an online searchable meta-database of primary source materials, illustrations and photographs, and multimedia
- Fort McHenry NMHS Teacher Training offered annually to teachers throughout Maryland
- Tour Guide Training and Certification offered through Baltimore National Heritage Area, including an 1812 component

Traveling Land and Water Routes. Travelers could follow the land and water routes of the Star-Spangled Banner Trail using self-guided tour materials, or experience Baltimore’s rich history while taking part in land- and water-based excursions on intersecting trails. Armed with information, any of the following land and water trails could provide visitors with a taste of the Star-Spangled Banner and early 19th century history.

Some visitors would choose to explore Baltimore’s Inner Harbor and neighborhoods along existing walking and biking routes. Interpretation along the following routes would be expanded to enable visitors to learn about the roles and experiences of Baltimoreans in the War of 1812 as they explore the city’s neighborhoods, parks and commercial areas:

- Baltimore Waterfront Promenade
- Fort McHenry Greenway Trail (proposed)
- Gwynns Falls Trail
- Heritage Walk
- Historic Fell’s Point Trail
- Jones Falls Trail
- Washington-Rochambeau Revolutionary Route National Historic Trail (a 650-mile trail that passes

through Baltimore; it commemorates the travels of George Washington and General Rochambeau from Newport, RI to the last major military action of the Revolutionary War in Yorktown, Virginia)

Alternative Transportation. Visitors using the Baltimore Water Taxi would travel the waters of the Patapsco River learning about the War of 1812 in Baltimore. Visitors would stop at Fort McHenry NMHS where they could visit the fort, tour the visitor center, and participate in NPS ranger-led interpretive programs. By riding the water taxi, visitors would also connect to Fell’s Point and various stops along the waterfront from which they could pick up the free Charm City Circulator to other War of 1812 sites around the city.

Beginning in 2012, the blue “Banner Route” will carry passengers between the Inner Harbor and Fort McHenry NMHS. The route could be branded utilizing a 15-star, 15-stripe Star-Spangled graphics, thematic messaging and interpretive materials, following the approach used to brand Charles Street as “Not Your Ordinary Scenic Byway.”

Recreation Opportunities. Visitors could utilize any number of existing and proposed recreation options to learn about the War of 1812 as they explore Baltimore:

- Inner Harbor Paddle Boats
- Fort McHenry Greenway Trail
- Segway tours from the Inner Harbor
- Self-guided and guided kayaking and bicycle tours to Fort McHenry NMHS from Fell’s Point
- Strengthened bicycle linkages between Fell’s Point, Patterson Park and North Point
- Water tours to the Francis Scott Key Buoy and Bridge
- New guided water taxi excursions with interpretation

Resource Protection. Baltimore abounds with historic resources dating back to the late 18th century. Resource protection through other initiatives would support the purposes and goals of the Star-Spangled Banner Trail. Because of the water’s prominence and importance to providing a rewarding visitor experience, existing watershed

cleanup efforts underway, including the Healthy Harbor initiative for a fishable swimmable Patapsco by 2020, would also strongly support trail purposes and goals as well as optimize the visitor’s experience and positive impressions of the city.

■ **Priority Actions – Baltimore**

To make the trail a success in Baltimore during the bicentennial period, highest priority would be placed on implementing the following seven projects:

- orientation at visitor contact facilities and key trail sites
- Baltimore tour guide certification training program (with 1812 components)
- guide to the trail’s land and water routes and related 1812 sites in Baltimore
- Fell’s Point 1812-themed tours, exhibits and visitor experiences
- enhanced public access at Fort McHenry NMHS
- private and public water tours from Fort McHenry NMHS to Key Bridge and North Point
- improved land and water connections (via the Charm City Circulator, the Baltimore Water Taxi, and bicycle routes)

5.5.6 UPPER BAY

■ **The Concept**

The trail concept in the Upper Bay focuses activities around three regional hubs that operate somewhat separately in the short-term (figure 2) and over time develop collaborative programming and projects that more strongly weave together the region’s recreation and historic features.

Currently, the trail connects the three hubs via water routes. As partnerships among trail sites develop, these three regional hubs would be encouraged to work together on cross-promotion and joint programming. Partners would collaboratively encourage travel along existing land-based linkages, such existing byways (Chesapeake Country and Lower Susquehanna Scenic Byways) that connect sites by land between the Upper Bay and Eastern Shore. Enhanced recreation opportunities and alternative transportation

options would also enable stronger connectivity among regional hubs over time.

Orientation. To travel between 1812 sites by land, visitors could follow the Lower Susquehanna Scenic Byway in Harford County or the Chesapeake County National Scenic Byway in Cecil County. Regional hubs at the Havre de Grace Visitor Center, Elkton Visitor Center, and Kitty Knight Park in Georgetown would support a primary contact station from which visitors would disperse to learning and recreation activities nearby. These hubs would provide information on nearby sites and towns including Perryville and Port Deposit in Harford County and Fredericktown and points south on the Eastern Shore.

Chesapeake and Maryland Houses (state-operated travel information centers) on I-95 would direct visitors to contact stations in regional hubs for the latest information on learning and recreation activities.

Places to Visit along the Trail. Visitors would follow the trail by car, bus, bike or boat from a regional hub to attractions along the trail where the events of the War of 1812 occurred or are commemorated. Interpretive media and programming would be focused at the primary visitor-ready sites and in downtown areas along the water. Sites that provide the best opportunities for learning and recreation activities include:

- Caulk’s Field
- Concord Point Lighthouse
- Havre de Grace Promenade
- Historic downtown Port Deposit
- Historic Elk Landing*
- Kitty Knight House
- Maritime and Decoy Museums
- Mount Harmon Plantation
- Principio Furnace*
- Rodgers Tavern*
- Susquehanna Lock House Museum
- Susquehanna State Park
- Swan Harbor Farm

*At sites with limited hours, programs and activities would be promoted through online and print media and at visitor contact stations.

New signage, itineraries, maps, and virtual media would strengthen connections among these sites, facilitating self-guided travel.

Traveling the Trail by Land and Water. Armed with information, visitors could experience a taste of the Star-Spangled Banner and early 19th century history as they participate in related land and water-based excursions and activities:

- Captain John Smith Chesapeake National Historic Trail
- Chesapeake Country National Scenic Byway
- East Coast Greenway (bicycle route)
- Lower Susquehanna River Corridor:
 - Heritage Greenway (multi-use trail)
 - Scenic Byway (auto route)
 - Water Trail (in development)
- Mason-Dixon Trail
- Sassafras River Water Trail
- Washington-Rochambeau Revolutionary Route National Historic Trail

Visitors could choose among self-guided options, hop on commercial tour boats, or rent equipment from private bicycle and boat rental outfitters.

Greenways and multi-use trails – as they are developed in Perryville, Port Deposit, and other communities – could be linked into the trail network through signage and virtual and paper-based media.

Resource Protection. While investment in historic preservation is beyond the operational scope of the trail, it supports the trail’s visitor experience and resource protection goals. Trail efforts would strongly support preservation activities through other programs.

Land Protection. Land protection efforts by state and local governments and non-profit conservation organizations would continue to focus on protecting environmentally sensitive in the Upper Bay region. Many of these lands are located along the shores of the bay and its tributary rivers, including landscapes evocative of the early nineteenth century. Mechanisms for land protection would include fee simple acquisition, conveyance of conservation easements, and growth management tools implemented by local governments.

Partnerships. The trail would develop as partnerships are forged or enhanced with traditional and business partners who would collaborate to generally emphasize programs, media, and facilities that connect the places that tell War of 1812 stories in the Upper Bay. Collaboration with the Captain John Smith Chesapeake NHT would support joint development of projects, programs, and facilities that provide recreational experiences and enhance visitor appreciation of the Chesapeake Bay.

■ Priority Actions – Upper Bay

To make the trail a success in the Upper Bay during the bicentennial period, highest priority would be placed on implementing the following seven projects:

- Upper Bay interpretive media and sign placement planning and development
- outfitter training and materials for guided and self-guided 1812 tours
- land and water map guide to the Upper Bay region
- expanded water tours on the Lantern Queen, Skipjack Martha Lewis, and other charters and water taxis
- creation of regional visitor hubs in Havre de Grace, Elkton and Georgetown that provide information, interpretive media and guided programs
- completion of Lower Susquehanna Water Trail
- construction of trail gaps as identified in the lower Susquehanna Greenway trail gap analysis

5.6 Comparison of the Alternatives

Table 5.4 Comparison of the Alternatives

	Continuation of Current Management (Alternative 1)	War of 1812 in the Chesapeake (Alternative 2)
<p>Trail Management Framework</p>	<p>Management Focus. Management would continue to focus the visitor experience, resource protection, and partnerships on existing partner sites and existing water trails.</p> <p>Administration. The NPS Chesapeake Bay Office (CHBA) would continue to have overall responsibility for administration of the trail in cooperation with the Maryland State Highway Administration (MD SHA) and the Maryland Office of Tourism Development (MD OTD).</p> <p>Regional Management. Trail development would occur opportunistically as partners propose and implement projects at individual sites.</p>	<p>Management Focus. Management would continue to focus the visitor experience, resource protection, and partnerships on existing partner sites and along an enhanced network of recreational trails on the land and on the water.</p> <p>Management would also emphasize increasing opportunities for visitors to learn about the events and times of the War of 1812 and the natural history of the Chesapeake Bay while traveling the trail visiting historic sites and enjoying new recreational experiences made possible by partners.</p> <p>Administration. Same as in alternative 1.</p> <p>Regional Management. Focus area studies for regions of the trail would tier off the CMP, emphasizing protecting significant trail resources, viewsheds, and landscapes evocative of the early 19th century along land and water routes of the trail. Focus area studies would also emphasize similar resource protection along trail water routes on the Potomac River, the Chesapeake Bay, and tributary rivers with existing and proposed water trails that link sites and stories from the 1812 to 1815 time period.</p> <p>Regional Coordinators. One partner in each trail region would become a regional coordinator who would assist the NPS with overall trail coordination.</p>
<p>Visitor Experience</p>	<p>Focus of the Experience. The visitor experience would be focused at existing partner sites and along existing land and water trails.</p> <p>Traveling the Trail. Visitors would experience the trail by following a marked land route on state and local roads from Solomons to North</p>	<p>Focus of the Experience. The visitor experience would be focused at existing partner sites and along an enhanced network of recreational trails on the land and on the water.</p> <p>Traveling the Trail. Visitors would experience the trail by following a marked land route on local and state roads from Solomons to North Point or by following nearby recreational</p>

Table 5.4 Comparison of the Alternatives (continued)

	Continuation of Current Management (Alternative 1)	War of 1812 in the Chesapeake (Alternative 2)
	<p>Point. Visitors would be encouraged to use existing access sites along the Patuxent and Potomac Rivers to view some War of 1812 sites and landscapes from the water.</p> <p>Interpretive Focus. Visitors would learn about the military events, stories of individuals, and cultural context of the War of 1812.</p> <p>Interpretive and Educational Programs. Emphasis would be on providing podcasts and self-guided itineraries with limited interpretive and educational programs at partner sites.</p> <p>Orientation. The visitor center at Fort McHenry National Monument and Historic Shrine would be the primary visitor hub on the trail.</p> <p>Wayfinding. Route marking along highways and public roads would work within the existing roadway signage system used by each state.</p> <p>Interpretive Signage. In advance of the bicentennial commemoration, interpretive signs would be placed at many historic sites and scenic areas.</p>	<p>trails – such as the proposed North Point Heritage Greenway Trail. Visitors would also enjoy enhanced access and interpretation of War of 1812 sites on the Patuxent and Potomac Rivers, as well as on the Patapsco, Sassafra, and Chester Rivers and in the Upper Bay.</p> <p>Interpretive Focus. Visitors would learn about the people, places, events, and untold stories of the War of 1812 time period, the commercial and social context of the war, the war’s legacy and the bay’s natural ecology would be located at partner sites, recreation sites, and visitor contact facilities.</p> <p>Interpretive and Educational Programs. A major increase in interpretive media and programming would occur along the trail. Programming would occur at partner sites, recreation sites, and visitor contact facilities. Guided tours would be offered by partner sites, certified tour guides, and outfitters.</p> <p>Orientation. Same as alternative 1. Additional orientation would occur at an existing partner site within each of the regions of the trail where there would be a contact facility with exhibits that orient visitors to the overall trail.</p> <p>Wayfinding. Same as alternative 1. Route marking would be expanded to provide connections with other national trails, thematically-related trails, state heritage areas, and greenways. Wayfinding would also provide connections by land to thematically-related lands along the trail’s water routes.</p> <p>Interpretive Signage. Same as alternative 1. After the bicentennial period, the NPS would support placement of additional interpretive signs by providing grants and technical assistance, as funding allows.</p>
Resource Protection	<p>Resource Identification. Resource identification would occur through NPS and partner collaboration; partners would undertake studies consistent with their mission, with NPS support and technical assistance, as funding permits.</p>	<p>Resource Identification. Same as alternative 1. Resource identification would also emphasize evocative landscapes along the trail’s land routes and further research on historic water routes.</p>

Table 5.4 Comparison of the Alternatives (continued)

	Continuation of Current Management (Alternative 1)	War of 1812 in the Chesapeake (Alternative 2)
	<p>High Potential Historic Sites and High Potential Route Segments. No further investigations for purposes of identifying high potential sites and segments.</p> <p>Protection. Protection would continue to be at the discretion of local and state agencies and other partners consistent with their mission and as funding permits.</p>	<p>High Potential Historic Sites and High Potential Route Segments. Identification of additional high potential historic sites and high potential route segments would be actively pursued; investigations would focus on identifying evocative landscapes that would further support designation of high potential route segments and high potential historic sites.</p> <p>Protection. Protection would be accomplished by NPS technical assistance to partners regarding significant resources and potential strategies for protection.</p> <p>Land protection would focus on protecting War of 1812 historic resources that are designated high potential historic sites and on protecting evocative landscapes that adjoin high potential historic sites along the land routes of the trail. Potential for federal acquisition would exist; acquisition could occur if there is a willing seller and the site is important to implementation of the CMP.</p>
Partnerships	<p>General. Trail development would occur opportunistically as partnerships are forged or enhanced with traditional and business partners and as partners propose and implement projects at individual sites. Partnerships would focus on developing products and programs that support trail interpretive themes and link sites.</p> <p>Trail Friends Group. There would not be a non-profit trail friends organization.</p> <p>Assistance to Partners. Limited NPS technical and financial assistance would be available to coordinate regional efforts relative to recreation, landscape protection, interpretation, and heritage tourism.</p>	<p>General. CMP management actions would provide a common agenda to guide the collective group of partners. Groups of partners within regions of the trails would be encouraged to work together. Partnerships would emphasize integration of regional trail planning efforts that would provide recreational experiences and enhance visitor understanding and appreciation of the Chesapeake Bay.</p> <p>Trail Friends Group. A non-profit trail friends organization would facilitate expansion of recreation opportunities and public access, land protection, and integration of related history and recreation initiatives, including national trails.</p> <p>Assistance to Partners. Limited NPS technical and financial assistance would be available to coordinate regional efforts relative to recreation, landscape protection, interpretation, and heritage tourism.</p>

Table 5.4 Comparison of the Alternatives (continued)

	Continuation of Current Management (Alternative 1)	War of 1812 in the Chesapeake (Alternative 2)
Cultural Heritage Tourism and Marketing	Marketing Strategy. During the bicentennial period Maryland OTD would facilitate discussion and planning among regional marketing interests in Maryland, Virginia, and the District of Columbia. After the bicentennial trail marketing would occur without the benefit of trail-wide coordinated planning.	Marketing Strategy. Same as in Alternative 1 for the bicentennial period. After the bicentennial trail-wide marketing by state and local tourism agencies would transition to coordinated long-term promotion and marketing of the trail.
NPS Staffing <i>(see table 5.5)</i>	2 full-time equivalent staff	5 full-time equivalent staff
NPS Annual Operating Cost (2011 dollars) <i>(see table 5.5)</i>	\$249,000	\$568,000
One-Time Costs (including land protection) (2011 dollars) <i>(see table 5.5)</i>	\$ 7,111,000 total \$ 745,000 federal share \$ 6,366,000 partner share	\$ 22,577,000 total \$ 3,534,000 federal share \$ 19,043,000 partner share
Land Protection Costs (2011 dollars) <i>(see table 5.5)</i>	\$ 0 total \$ 0 federal share \$ 0 partner share	\$ 1,447,000 total \$ 647,000 federal share \$ 800,000 partner share

5.7 Comparison of Costs of the Alternatives

5.7.1 ESTIMATED COSTS FOR IMPLEMENTING THE PLAN

Table 5.5 presents a summary of the annual operating and one-time costs for the two CMP alternatives. The cost figures are provided here and throughout the CMP only to provide an estimate of the relative costs of the alternatives. The following statements apply to the cost estimates:

- Costs are presented as estimates and are not appropriate for budgeting purposes.
- Costs presented have been developed using NPS and industry standards to the extent available.
- Specific costs will be determined at a later date, considering the design of facilities, identification of detailed resource protection needs, and changing visitor expectations.
- Approval of the CMP does not guarantee that funding or staffing for proposed actions will be available.
- Implementation of the approved plan, no matter which alternative, will depend on future NPS funding levels and servicewide priorities, and on partnership funds, time, and effort.

5.7.2 FUNDING FOR ACTIONS IDENTIFIED IN THE PLAN

The NPS prepares five-year deferred maintenance and capital improvement plans. These plans are developed by a systematic process of evaluating proposals from the field to determine which projects are of greatest need in priority order focusing on critical health and safety issues and critical resource protection requirements. Actions that add specific projects to the five-year plans inevitably result in other projects being displaced when budgets are limited. Capital development, maintenance, and staffing proposals in this CMP would be evaluated in light of competing priorities for the Star-Spangled Banner National Historic Trail and other national historic trails and units of the national park system. Because emphasis in the budget process is currently placed on addressing needs to maintain existing infrastructure, funding for new development is not likely within the next five years. However, the potential for implementing

development and operational proposals in this plan may be improved if funding is available from partnerships that do not rely on the NPS's budget.

Estimated operations and development costs for the two alternatives for the 20-year plan are provided. One-time costs are included for visitor services facilities (visitor contact facilities and interpretation/education facilities), water trail access facilities (kayak/canoe launches, day use facilities, etc.), land protection costs (in-fee and less than fee), interpretive media, plans, and special studies. Costs would be shared with trail partners. Interpretation/education facilities as outlined in alternative 3 would be at partner sites to provide orientation and services to all national trails, national park units, scenic byways, and CBGN partner sites in the Chesapeake region.

A significant portion of the one-time costs would be for access facilities. These access facilities would also serve other national trails, scenic byways, and water trails that cross or are partially coterminous with the trail. In addition to serving trail users, access to water portions of the trail would advance the federal commitment to increasing public access to the Chesapeake Bay and its tributary rivers in accordance with Executive Order 13508. The costs would be subject to NPS budget priorities and available funding. Costs were developed using the NPS facilities models.

5.7.3 FUNDING FOR EARLY IMPLEMENTATION

The NPS and trail partners have invested over \$5.5 million to plan and develop the trail in the lead-up to the War of 1812 Bicentennial. In addition to trail planning, funding has supported a range of projects benefiting partners and the public, including resource documentation and protection; visitor orientation; public access; and interpretive media and educational programming. Appendix J provides a listing of existing and early implementation projects. NPS investment of \$2.7 million, a National Scenic Byways Program award of \$1.8 million, and state and local partner sources totaling \$1 million have contributed to making the trail ready for visitors.

Table 5.5 Cost Comparison (2011 dollars)

Subject	Continuation of Current Management (Alternative 1)			War of 1812 in the Chesapeake (Alternative 3)		
	Commemorative Period (2012 to 2015)	Long Term (2016 to 2032)	Total	Commemorative Period (2012 to 2015)	Long Term (2016 to 2032)	Total
NPS Operating Costs						
NPS Staffing – FTE ¹	na	na	2	na	na	5
NPS Deferred Maintenance ²	none	none	none	none	none	none
NPS Annual Operating Costs (ONPS)³	na	na	\$249,000	na	na	\$568,000
NPS One-Time Costs⁴						
Visitor Contact Facilities	\$0	\$0	\$0	\$0	\$0	\$0
Water Route Improvements	\$0	\$0	\$0	\$0	\$0	\$0
Land Route Improvements	\$0	\$0	\$0	\$0	\$0	\$0
Site Development ⁵	\$0	\$0	\$0	\$0	\$0	\$0
Total NPS Facilities Costs	\$0	\$0	\$0	\$0	\$0	\$0
Interpretation and Wayfinding	\$147,000	\$598,000	\$745,000	\$803,000	\$1,284,000	\$2,087,000
Special Studies ⁶	none	none	none	\$0	\$800,000	\$800,000
Total NPS Non-Facilities Costs	\$147,000	\$598,000	\$745,000	\$803,000	\$2,084,000	\$2,887,000
Land Protection ⁷	none	none	none	\$0	\$647,000	\$647,000
NPS Total One-Time Costs⁸	\$147,000	\$598,000	\$745,000	\$803,000	\$2,732,000	\$3,534,000

Partner One-Time Costs⁴

Visitor Contact Facilities	\$0	\$0	\$0	\$721,000	\$0	\$721,000
Water Route Improvements	\$2,664,000	\$0	\$2,664,000	\$3,369,000	\$0	\$3,369,000
Land Route Improvements	\$0	\$507,000	\$507,000	\$2,434,000	\$1,014,000	\$3,448,000
Site Development ⁵	\$225,000	\$0	\$225,000	\$3,400,000	\$0	\$3,400,000
Total Partner Facilities Costs	\$2889,000	\$507,000	\$3,396,000	\$9,924,000	\$1,014,000	\$10,938,000
Interpretation and Wayfinding	\$2,350,000	\$620,000	\$2,970,000	\$3,386,000	\$3,919,000	\$7,305,000
Special Studies	none	none	none	none	none	none
Total Partner Non-Facilities Costs	\$2,350,000	\$620,000	\$2,970,000	\$3,386,000	\$3,919,000	\$7,305,000
Land Protection ⁷	none	none	none	\$0	\$800,000	\$800,000
Total One-Time Partner Costs	\$5,239,000	\$1,127,000	\$6,366,000	\$13,310,000	\$5,733,000	\$19,043,000
TOTAL ONE-TIME COSTS	\$5,386,000	\$1,725,000	\$7,111,000	\$14,191,000	\$8,465,000	\$22,577,000

1. Total full-time equivalents (FTE) are the number of NPS person/year of staff required to oversee trail planning, development, and management. These positions would be phased in over the 20-year life of the plan. The number of FTE indicates ONPS-funded NPS staff only, not volunteer positions. FTE salaries and benefits are included in the annual operating costs. FTEs in Alternative 1 consist of one full-time trail project manager with portions of time for the trail superintendent, administrative officer, partnership coordinator, and interpretive specialist together comprising the other FTE. Alternative 3 adds one interpretive specialist with expertise in education, one interpretive specialist with expertise in communications and social media, and one community or outdoor recreation planner.
2. There are no deferred maintenance costs. Beyond NPS units already in existence where trail experiences would occur, NPS currently does not own land or facilities specifically acquired or developed for trail purposes.
3. NPS annual operating costs are the total NPS costs per year for maintenance and operations associated with each alternative, including utilities, supplies, staff salaries and benefits, leasing, and other materials. Cost and staffing estimates assume the alternative is fully implemented as described in sections 5.4 and 5.5 above.
4. One-time costs include costs for rehabilitation, modification or adaptive reuse of visitor contact facilities, land and water route improvements, interpretation and education, other trail planning and studies, partner site development, and land protection along trail routes.
5. Site development costs include short-term, high-priority capital infrastructure projects identified in Bladensburg and North Point focus areas, including battlefield site rehabilitation, landscaping and facility improvements. Costs for other focus areas were not estimated since the projects in these areas were less developed. Costs for these projects are anticipated to be funded by trail partners and not by the NPS.
6. NPS would complete one each of the following over the 20-year life of the plan through competitive funding sources: a historic resources study, ethnographic overview and assessment, archeological overview and assessment, and cultural landscapes study.
7. Land protection costs include NPS and partner costs for acquiring land and interests in land. The NPS would work collaboratively with partners to acquire these lands and utilize agreements to transfer oversight and easement-holding to state or local entities. Land protection cost estimates assume a percentage of high potential historic sites would be protected and are for general planning purposes only. Actual costs would be determined by detailed appraisals when lands were considered for protection.
8. NPS one-time costs would be funded through eligible competitive funding sources including but not limited to Connecting Trails to Parks, Challenge Cost-Share, Transportation, Chesapeake Bay Gateways and Watertrails Network, and National Park Foundation sources, among others.

5.8 Comparison of the Environmental Consequences of the Alternatives

Table 5.6 Comparison of Environmental Consequences of the Alternatives

Impact Topic	Continuation of Current Management (Alternative 1)	War of 1812 in the Chesapeake (Alternative 2)
Aquatic Resources	- minor beneficial long-term impact	- moderate beneficial long-term impact - minor adverse long-term impact
Terrestrial Resources	- minor long-term beneficial impact - minor long-term adverse impact	- moderate beneficial long-term impact - minor adverse long-term impact
Threatened and Endangered Species	- negligible to minor long-term beneficial impact	- moderate beneficial long-term impact
Archeological Resources	- minor beneficial long-term impact	- moderate beneficial long-term impact
Historic Structures	- minor beneficial long-term impact	- moderated beneficial long-term impact
Cultural Landscapes	- minor beneficial long-term impact	- moderate beneficial long-term impact
Museum Objects and Collections	- minor beneficial long-term impact	- moderate beneficial long-term impact
Visitor Experience	- minor beneficial long-term impact	- moderate beneficial long-term impact
Trail Planning Development and Management	- negligible long-term impact	- moderate beneficial long-term impact
Socio-Economic Conditions	- short-term minor beneficial impact - negligible long-tem beneficial impact	- short-term moderate beneficial impact - long-term minor beneficial impact

5.9 Alternative Considered but Dismissed

5.9.1 CHESAPEAKE CAMPAIGN OF SUMMER 1814 (ALTERNATIVE 2)

An additional alternative considered but dismissed by the CMP Planning Team would have focused future trail management on retracing the major 1814 military movements on land and water. In alternative 2 visitors would have learned primarily about the military encounters of the British and Americans during the Chesapeake Campaign in the summer of 1814 along a shared trail land route. Visitors would have experienced new interpretive media and enhanced public access as they travel along the Patuxent and Patapsco Rivers; interpretation along the Potomac River and the Chesapeake Bay would have been limited to media utilized from boats. Guided and self-guided interpretive media would have depicted the military events, people, and places that led to the writing of the Star-Spangled Banner.

Alternative 2 was developed conceptually and presented to the public through the alternatives newsletter and at the alternatives workshops held with stakeholders and the public in April 2011. Public comments related to alternative 2 indicated that the public did not support alternative 2 and questioned that it would satisfy the trail purpose.

Comments generally stated that:

- alternative 2 would not cover the entire geographic width and breadth of the War of 1812 and the related histories that should be told.
- alternative 2 would not connect visitors to the Chesapeake Bay or to other national trails.
- alternative 2 would not provide a comprehensive framework for working collaboratively with a variety of organizations on a wide range of initiatives, sites, and programs.

Subsequent to the alternatives workshops the CMP Planning Team proceeded with refining the three conceptual alternatives. Further analysis revealed that:

- alternative 2 would not adequately comply with the purpose of the National Trails System Act to provide opportunities along historic travel routes for outdoor recreation.

- alternative 2 would not adequately satisfy the purpose of the Star-Spangled Banner National Historic Trail to foster improved opportunities for land- and water-based recreation.
- alternative 2 would not adequately comply with requirements of the Chesapeake Bay Protection and Restoration Executive Order (E.O. 13508) to enhance public access to the Chesapeake Bay and its tributary rivers and to offer options for conserving landscapes and ecosystems in the Bay region.
- alternative 3 generally includes all elements of alternative 2.

As a result of these findings, the CMP Planning Team dismissed alternative 2 from further consideration.

5.10 Identification of the Preferred Alternative

The NPS has identified alternative 3 – War of 1812 in the Chesapeake as the preferred alternative to guide long-term management of the trail. This decision is based on the comparison of alternatives summarized in this CMP/EA, public comments received during the planning process, and findings of the “Choosing By Advantages” process.

Full implementation of the approved plan could be many years in the future. Implementation will depend on future NPS funding levels and service-wide priorities and the efforts of partners. Approval of the CMP/EA does not guarantee that funding or staffing for proposed actions will be available. Implementation of specific projects associated with the selected long-term management alternative will require detailed implementation planning and further analysis of impacts pursuant to the National Environmental Policy Act.

5.10.1 COMPARISON OF THE ENVIRONMENTAL CONSEQUENCES OF THE ALTERNATIVES

Analysis of the environmental consequences of the alternatives supports selection of alternative 3 – War of 1812 in the Chesapeake as the preferred alternative. Following is a summary of the comparison of environmental consequences of the alternatives based on findings presented in detail in chapter 7 and in table 5.6 above) of this CMP/EA:

Beneficial Impacts of the Alternatives

- Both alternatives would have beneficial impacts on aquatic resources, terrestrial resources, and threatened and endangered species. Beneficial impacts would be minor for alternative 1 and minor to moderate for alternative 3.
- Both alternatives would have beneficial impacts on archeological resources, historic structures, cultural landscapes, and museum collections and objects. Beneficial impacts would be minor for alternative 1 and moderate for alternative 3.
- Both alternatives would have a beneficial impact on visitor experience. Beneficial impacts would be minor for alternative 1 and moderate for alternative 3.
- Alternative 1 would have a negligible impact on trail planning, development, and management. Alternative 3 would have a moderate beneficial impact on trail planning, development, and management.
- Both alternatives would have a beneficial impact on socio-economic conditions. In alternative 1 the beneficial impact would be minor over the short-term and negligible over the long-term. In alternative 3 the beneficial impact would be moderate over the short-term and minor over the long-term.

Adverse Impacts of the Alternatives

- Alternative 3 would have a minor adverse impact on aquatic resources
- Both alternatives would have a minor adverse impact on terrestrial resources

Overall, alternative 3 would have greater beneficial impacts, including moderate long-term beneficial impacts in all ten impact topics. Adverse impacts associated with alternative 3 would be minor and long-term in only two impact topics. Any adverse impacts associated with the alternatives would be a result of developing public visitor service facilities or water trail access facilities.

5.10.2 SUMMARY OF PUBLIC INVOLVEMENT IN ALTERNATIVES DEVELOPMENT

In April 2011 the NPS presented the Alternatives 1 through 3 to the public and stakeholders in a series of seven workshops held in communities along the trail. The alternatives were also posted on the NPS Planning, Environment and Public Comment (PEPC) website and the NPS distributed a newsletter summarizing the alternatives to parties on the NPS Chesapeake Bay Office’s mailing list.

Approximately 55 people attended the public open house workshops and approximately 25 people attended the stakeholder meetings. During the comment period, the NPS received 113 comments via the NPS Planning Environment and Public Comment (PEPC) website or in writing. Twenty-five comments were a form letter submitted by interested parties from the Upper Bay area.

The public and stakeholders showed overwhelming support for alternative 3 – War of 1812 in the Chesapeake. One hundred twelve (112) people indicated a preference for alternative 3. Only three (3) people preferred alternative 2 – Chesapeake Campaign Summer 1814. No one indicated a preference for alternative 1 – Continuation of Current Management. Almost two-thirds (62%) of the people indicating support for alternative 3 were from the Upper Bay area. Those who supported alternative 3 in preference to Alternatives 1 and 2 generally did so because they felt that alternative 3:

Scope of the Trail

- commemorates all the events of the War of 1812, moving beyond the military campaign and limited 1814 timeframe to interpret the social history of the time, and tying the story to the broader Bay story of early exploration on both land and water
- covers the entire geographic width and breath of the war from Norfolk (VA) to Elkton (MD)
- offers more opportunities for expanded tourism related to the War of 1812, making the trail a potential benefit to more towns and communities throughout the Chesapeake region
- provides the best plan for ensuring that the bicentennial serves not only as a once-in-a-lifetime

opportunity to commemorate the nation's past, but also as a means to create partnerships, amenities, programs, and infrastructure programs that would last long after the bicentennial

Visitor Experience

- best allows for telling the full story of the War of 1812, thus providing a more encompassing understanding of the conflict and the times
- offers the most opportunity for recreational learning related to the War of 1812
- benefits the general family visitor and appeals to people of all ages and diverse backgrounds

Resource Protection

- increases visitor exposure to the rich cultural and natural history of the Chesapeake Bay
- helps to preserve and protect the Bay by broadening the reach of the trail and improving recreational access

Partnerships

- includes more sites and allows for more people to be involved
- allows individual sites the flexibility of coordinating programs to interpret broader aspects of history, including social, economic, and military events as well as natural resources
- provides a more comprehensive and overlapping framework to work collaboratively with a variety of organizations on a wider range of initiatives, sites, and programs
- best connects with and supports other national historic trails, greenways, heritage areas, and attractions throughout the region
- allows for greater technical assistance from NPS for regional coordination of activities, interpretation, and wayfinding

The three parties who preferred alternative 2 did so because they felt that it is important to stay focused on history and educating people about the War of 1812, especially given the current budget limitations faced by the NPS. One person also indicated that alternative 2 concentrates on the stories referenced in the trail's enabling legislation. People favoring alternative 2 expressed an opinion that alternative 3

deemphasizes the war and makes the trail more of a natural history project than a historical one.

5.10.3 SUMMARY OF FINDINGS FROM THE CHOOSING BY ADVANTAGES DECISION-MAKING PROCESS

The CMP Planning Team also used the "Choosing By Advantages" (CBA) process 1) to organize and evaluate the facts most relevant to the selection of the preferred alternative, and 2) to minimize the influence of individual biases and opinions in the decision-making process. The CBA process, which has been used extensively by government agencies and the private sector, evaluates different alternatives by identifying and comparing the relative advantages of each alternative according to a set of criteria. CBA does not weight factors when making decisions. Rather it focuses on the different advantages associated with specific alternatives and determines how important those advantages are.

Findings of the CBA process determined that alternative 3 would fulfill the mission and responsibilities of the trail and would offer a greater overall advantage when compared to alternative 1. The advantages offered by alternative 3 relative to alternative 1 are summarized as follows:

- **Protection of trail-related resources** – Alternative 3 would provide a higher degree of protection of trail-related resources. Alternative 1 would offer no advantage.
- **Enhanced interpretation, education, and understanding** – Alternative 3 would provide greater enhancement of interpretation, education, and understanding for visitors. Alternative 1 would offer no advantage.
- **Enhanced public use and enjoyment of the trail** – Alternative 3 would provide greater enhancement of public use and enjoyment of the trail. Alternative 1 would offer no advantage.
- **Effective trail development and management** – Alternative 3 would provide greater opportunity for effective trail development and management. Alternative 1 would offer no advantage.

5.11 Environmentally Preferable Alternative

In accordance with the DO-12 Handbook, the NPS identifies the environmentally preferable alternative in its NEPA documents for public review and comment [Sect.4.5 E(9)]. The environmentally preferable alternative is the alternative that causes the least damage to the biological and physical environment and best protects, preserves, and enhances historical, cultural, and natural resources. The environmentally preferable alternative is identified upon consideration and weighing by the responsible official of long-term environmental impacts against short-term impacts in evaluating what is the best protection of these resources. In some situations, such as when different alternatives impact different resources to different degrees, there may be more than one environmentally preferable alternative (43 CFR 46.30).

The NPS has determined that the environmentally preferable alternative is alternative 3. This conclusion is based on careful review of potential impacts as a result of implementing the management alternatives and assessing proposed mitigation for cultural and natural resource impacts. Alternative 3 best protects, preserves, and enhances the cultural and natural resources associated with the trail because the NPS and trail partners would continue to promote conservation and stewardship of natural resources in accordance with the intent of the trail MOU. Additionally, this alternative provides potential NPS assistance in identifying and documenting the significance of cultural resources and potential investment by the NPS to protect these resources. Based on the analysis of environmental consequences of each alternative, Alternative 3 is the environmentally preferable alternative

