

Bayshore Heritage Byway
Turn-By-Turn Route Directions

SECTION	ROAD NAME	JURISDICTION	TURNING DIRECTION	TO	SITE/DESTINATION
NORTHERN TERMINUS	CR 540/Hawks Bridge Road, milepost 1.53	County - Salem	go straight on	CR 540/Hawks Bridge Road	
Spine	CR 540/Hawks Bridge Road	County - Salem	veer right onto	NJ 45/Salem-Woodstown Road	
Spine	NJ 45/Salem-Woodstown Road	NJ	becomes	NJ 45/Market Street	Salem City National Register Historic Districts
Spine	NJ 45/Market Street	NJ	turn right onto	NJ 49/W. Broadway	
Spur - Fort Mott	NJ 49/W. Broadway	NJ	turn right onto	NJ 49/Front Street	Finn's Point Rear Range Light Fort Mott State Park & Finn's National Cemetery
Spur - Fort Mott	NJ 49/Front Street	NJ	veer left onto	NJ 49/S. Broadway	
Spur - Fort Mott	NJ 49/S. Broadway	NJ	turn left onto	Freas Road	
Spur - Fort Mott	Freas Road	Local - Pennsville Twp	turn right onto	Supawana Road	
Spur - Fort Mott	Supawana Road	Local - Pennsville Twp	turn left onto	NJ 49/S. Broadway	
Spur - Fort Mott	NJ 49/S. Broadway	NJ	turn left onto	CR 632/Lighthouse Road	
Spur - Fort Mott	CR 632/Lighthouse Road	County - Salem	veer left at	Old Fort Mott Road	
Spur - Fort Mott	CR 632/Lighthouse Road	County - Salem	merges with	CR 630/Fort Mott Road	
Spur - Fort Mott	CR 630/Fort Mott Road	County - Salem	follow to end		
Spine	NJ 49/W. Broadway	NJ	turn left onto	S. Front Street	
Spine	S. Front Street	Local - Salem City	turn right onto	Grieves Parkway	
Spine	Grieves Parkway	Local - Salem City	turn left onto	CR 661/Tilbury Road	
Spine	CR 661/Tilbury Road	County - Salem	turn right onto	CR 661/Sinnickson Landing Road	
Spine	CR 661/Sinnickson Landing Road	County - Salem	turn right onto	CR 625/Fort Elfsborg-Salem Road	
Spine	CR 625/Fort Elfsborg-Salem Road	County - Salem	turn left onto	CR 624/Hancocks Bridge-Fort East Road	
Spine	CR 624/Hancocks Bridge-Fort East Road	County - Salem	curves sharply to the right		
Spine	CR 624/Hancocks Bridge-Fort East Road	County - Salem	turn left at	Money Island Road	
Spine	CR 624/Hancocks Bridge-Fort East Road	County - Salem	turn right onto	CR 658/Salem-Hancocks Bridge Road	Hancock House State Historic Site
Spine	CR 658/Salem-Hancocks Bridge Road	County - Salem	becomes	CR 658/Locust Island Road	
Spine	CR 658/Locust Island Road	County - Salem	turn left onto	CR 658/Alloway Creek Road/Cuff Road	
Spine	CR 658/Alloway Creek Road/Cuff Road	County - Salem	turn right onto	CR 658/Harmersville Road	
Spine	CR 658/Harmersville Road	County - Salem	turn right onto	CR 623/Canton-Harmersville Road/Main Street	Stow Creek Viewing Area and State Park
Spine	CR 623/Canton-Harmersville Road/Main Street	County - Salem	becomes	CR 623/Causeway Road	
Spine	CR 623/Causeway Road	County - Salem/Cumberland	veer left onto	CR 623/Chestnut Road	
Spine	CR 623/Chestnut Road	County - Cumberland	becomes	CR 623/Ye Greate Street	
Spine	CR 623/Ye Greate Street	County - Cumberland	curves sharply to the right		
Spine	CR 623/Ye Greate Street	County - Cumberland	curves sharply to the left		Greenwich National Register Historic District
Spur - Bayside	CR 623/Ye Greate Street	County - Cumberland	turn left onto	CR 642/Bacons Neck Road	Bayside Tract/Caviar and Bayside
Spur - Bayside	CR 642/Bacons Neck Road	County - Cumberland	turn right onto	CR 642/Bacons Neck Road at T-intersection with Tyndall Island Road	
Spur - Bayside	CR 642/Bacons Neck Road	County - Cumberland	turn left onto	Bayside Drive/Tappen Lane	Bayside Tract/Caviar and Bayside
Spur - Bayside	Bayside Drive/Tappen Lane	Local - Greenwich Twp	veer left at	Miller Road	
Spur - Bayside	Bayside Road	Local - Greenwich Twp	curves sharply to the right		

Bayshore Heritage Byway
Turn-By-Turn Route Directions

SECTION	ROAD NAME	JURISDICTION	TURNING DIRECTION	TO	SITE/DESTINATION
Spine	CR 623/Ye Greate Street	County - Cumberland	turn left onto	CR 607/Bridgeton-Greenwich Road	Cumberland County Prehistorical Museum Greenwich Tea Burning Monument
Spine	CR 607/Bridgeton-Greenwich Road	County - Cumberland	turn right onto	CR 650/Lower Hopewell Road/Sheppards Mill Road	
Spine	CR 650/Lower Hopewell Road/Sheppards Mill Road	County - Cumberland	turn left onto	CR 650/Dutch Neck Road	
Spine	CR 650/Dutch Neck Road	County - Cumberland	becomes	CR 650/Fayette Street	
Spine	CR 650/Fayette	County - Cumberland	turn right onto	NJ 49/W. Broad Street	Bridgeton National Register Historic District
Spine	NJ 49/W. Broad Street	NJ	turn right onto	S. Pearl Street	
Spine	CR 609/S. Pearl Street	County - Cumberland	becomes	Grove Street (SB) and South Avenue (NB)	
Spine	CR 609/Grove Street	County - Cumberland	merges with	South Avenue	
Spine	CR 609/Grove Street/South Avenue	County - Cumberland	becomes	CR 609/Bridgeton-Fairton Road	
Spine	CR 609/Bridgeton-Fairton Road	County - Cumberland	turn right onto	CR 698/Main Street	
Spine	CR 698/ Main Street	County - Cumberland	veer left onto	CR 553/Cedarville Road	
Spine	CR 553/Cedarville Road	County - Cumberland	veer right at	CR 648/Sayres Neck Road	
Spine	CR 553/Cedarville Road	County - Cumberland	becomes	CR 553/Main Street	Cedar Lake
Spur - Fortescue	CR 553/Main Street	County - Cumberland	turn right onto	CR 656/Baptist Road	Fortescue State Marina and Beaches
Spur - Fortescue	CR 656/Baptist Road	County - Cumberland	turn left onto	CR 637/Fortescue Road	
Spur - Fortescue	CR 637/Fortescue Road	County - Cumberland	veer left at	CR 643/Newport Neck Road	
Spur - Fortescue	CR 637/Fortescue Road	County - Cumberland	becomes	CR 637/Downe Avenue	
Spine	CR 553/Main Street	County - Cumberland	becomes	CR 553/Beaver Dam Road	
Spine	CR 553/Beaver Dam Road	County - Cumberland	veer right onto	CR 664/Turkey Point Road	
	CR 644/Turkey Point Road	County - Cumberland	becomes	Turkey Point Road (CR 644 diverges)	
Spine	Turkey Point Road	Local - Downe Twp	turn left onto	Maple Avenue	Turkey Point Nature Drive Glades Wildlife Preserve
Spine	Maple Avenue	Local - Downe Twp	turn right onto	CR 553/Main Street	Maple Avenue Impoundments
Spur - Discovery Project	CR 553/Main Street	County - Cumberland	turn right onto	CR 631/High Street	Bayshore Discovery Project
Spur - Discovery Project	High Street	Local - Commercial Twp	continue to end		
Spine	CR 553/Main Street	County - Cumberland	turn left onto	CR 649/North Avenue	
Spine	CR 649/North Avenue	County - Cumberland	becomes	CR 649/Port Norris-Mauricetown Road	
Spine	CR 649/Port Norris-Mauricetown Road	County - Cumberland	turn right onto	CR 676/Highland Street	Mauricetown
Spine	CR 676/Highland Street	County - Cumberland	turn left onto	CR 744	
Spine	CR 744	County - Cumberland	turn right onto	CR 670/Mauricetown Crossway	
Spine	CR 670/Mauricetown Crossway	County - Cumberland	turn right onto	NJ 47	
Spine	NJ 47	NJ	turn right onto	CR 616/Main Street	
Spine	CR 616/Main Street	County - Cumberland	becomes	River Road	

Bayshore Heritage Byway
Turn-By-Turn Route Directions

SECTION	ROAD NAME	JURISDICTION	TURNING DIRECTION	TO	SITE/DESTINATION
Spine	River Road	Local - Maurice River Twp	veer left onto	Menhaden Road	
Spine	Menhaden Road	Local - Maurice River Twp	turn right onto	CR 616/Main Street	
Spur - East Point Lighthouse	CR 616/Main Street	County - Cumberland	turn right onto	East Point Road	
Spur - East Point Lighthouse	East Point Road	Local - Maurice River Twp	veer left at	split	
Spur - East Point Lighthouse	East Point Road	Local - Maurice River Twp	becomes	Bay Avenue	East Point Lighthouse
Spine	CR 616/Main Street	County - Cumberland	turn left onto	CR 616/Glade Road	
Spine	CR 616/Glade Road	County - Cumberland	turn right onto	NJ 47	
Spine	NJ 47	NJ	veer right at	Old State Highway	
Spine	NJ 47	NJ	turn right at	NJ 347 junction	
Spine	NJ 47	NJ	becomes	NJ 47/N. Delsea Drive	
Spine	NJ 47/N. Delsea Drive	NJ	becomes	NJ 47/S. Delsea Drive	
Spine	NJ 47/S. Delsea Drive	NJ	turn right onto	CR 603/Bay Shore Road	
Spine	CR 603/Bay Shore Road	County - Cape May	veer left at	CR 642/Millman Boulevard	
Spine	CR 603/Bay Shore Road	County - Cape May	veer left onto	CR 603/Fishing Creek Road	
Spine	CR 603/Fishing Creek Road	County - Cape May	turn left onto	CR 613/Breakwater Road	
Spine	CR 613/Breakwater Road	County - Cape May	turn right onto	CR 626/Seashore Road	
Spur - Cape May-Lewes Ferry	CR 626/Seashore Road	County - Cape May	turn right onto	US 9/Sandman Boulevard	
Spur - Cape May-Lewes Ferry	US 9/Sandman Boulevard	US	becomes	US 9/Lincoln Boulevard	
Spine	CR 626/Seashore Road	County - Cape May	over the canal becomes	NJ 162	
Spine	NJ 162	NJ	reverts back to	CR 626/Seashore Road	
Spine	CR 626/Seashore Road	County - Cape May	becomes	CR 626/Broadway	Cape May National Register Historic District
Spine	CR 626/Broadway	County - Cape May	turn right onto	CR 606/Sunset Boulevard	Rea Farm, "The Beanery" Cape May Migratory Bird Refuge World War II Lookout Tower Sunset Beach
Spine	CR 606/Sunset Boulevard	County - Cape May	turn left onto	CR 629/Light House Avenue	
SOUTHERN TERMINUS	CR 629/Light House Avenue	County - Cape May	to	Cape May Point State Park and Lighthouse	Cape May Bird Observatory, Northwood Center St. Agnes Catholic Church St. Peter's-by-the-Sea Episcopal Church Cape May Point State Park and Lighthouse



Approved as to Form and Legality

Date Adopted

Committee

May 1, 2013

Administration

**RESOLUTION SUPPORTING THE
BAYSHORE HERITAGE BYWAY CORRIDOR MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and


WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

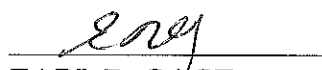
WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

WHEREAS, the County of Salem wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY OF SALEM OF THE STATE OF NEW JERSEY, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.


 JULIE A. ACTON, Director
 Board of Chosen Freeholders

I hereby certify the foregoing to be a true resolution adopted by the Board of Chosen Freeholders of the County of Salem on Wednesday May 1, 2013.


 EARL R. GAGE
 Clerk of the Board

RECORD OF VOTE

FREEHOLDER	AYE	NAY	N.V.	ABSENT	RES.	SEC.	FREEHOLDER	AYE	NAY	N.V.	ABSENT	RES.	SEC.
Dale Cross	<input checked="" type="checkbox"/>						Bruce Bobbitt						<input checked="" type="checkbox"/>
Benjamin Laury	<input checked="" type="checkbox"/>						Beth Timberman	<input checked="" type="checkbox"/>					
Robert Vanderslice	<input checked="" type="checkbox"/>						Julie Acton	<input checked="" type="checkbox"/>					
Lee Ware	<input checked="" type="checkbox"/>												

X – Indicates Vote

N.V. – Not Voting

Res. – Resolution Moved

Sec. – Resolution Seconded



**Cumberland County
Board of Chosen Freeholders
790 East Commerce Street
Bridgeton, NJ 08302**



RESOLUTION 2013-254

ADOPTED

**Resolution Supporting the Bayshore Heritage Byway
Corridor Management Plan**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland and Cape May Counties, the National Park Service and the US Fish and Wildlife Service under the sponsorship of the New Jersey Department of Transportation and approved in October, 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes

strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

WHEREAS, the County of Cumberland, by and through its Board of Chosen Freeholders, wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF CHOSEN FREEHOLDERS OF THE COUNTY OF CUMBERLAND, as follows:

That this Board hereby expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

Passed and adopted at a regular meeting of the Board of Chosen Freeholders held at the Cumberland County Court House, Broad and Fayette Streets, Bridgeton, New Jersey on Tuesday, April 23, 2013 at 6:00 p.m. prevailing time.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Carol Musso, Freeholder
SECONDER:	Samuel Fiocchi, Freeholder
AYES:	Derella, Fiocchi, Kirstein, Musso, Surace, Long, Whelan

**BOARD OF CHOSEN FREEHOLDERS
CAPE MAY COUNTY, NEW JERSEY
RESOLUTION**

No. 348-13

**RESOLUTION SUPPORTING THE BAYSHORE HERITAGE
BYWAY CORRIDOR MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Byway Program, the state, county and local routes included herein as Attachment "A" are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-government organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted as important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

No. 348-13

Signed,

ATTACHMENT A

Salem County/Salem City

From the Northern Terminus at milepost (MP) 1.53 on County Route (CR) 540/Hawks Bridge Road, veers right onto New Jersey (NJ) 45/Salem-Woodstown Road; NJ 45/Salem-Woodstown Road becomes NJ 45/Market Street; turns right onto NJ 49/W. Broadway; turns right onto NJ 49/Front Street; veers left onto NJ 49/S. Broadway; turns left onto Pennsville Township/Freas Road; turns right onto Pennsville Township/Supawana Road; turns left onto NJ 49 S. Broadway; turns left onto CR 632/Lighthouse Road; veers left Old Fort Mott Road (CR); merges with CR 630/Fort Mott Road; follow to end.

From NJ 49/W. Broadway, turns left onto Salem City/S. Front Street; turns right onto Salem City Grieves Parkway; turns left onto CR 661/Tilbury Road; turns right onto CR 661/Sinnickson Landing Road; turns right onto CR 625/Fort Elfsborg-Salem Road; turns left onto CR 624/Hancocks Bridge-Fort East Road; turns right onto CR 658/Salem-Hancocks Bridge Road; CR 658/Salem-Hancocks Bridge Road becomes CR 658/Locust Island Road; turns left onto CR 658/Alloway Creek Road/Cuff Road; turns right onto CR 658/Harmersville Road; turns right onto CR 623/Canton-Harmersville Road/Main Street; CR 623/Canton-Harmersville Road/Main Street becomes CR 623/Causeway Road into Cumberland County.

Cumberland County

From CR 623/Causeway Road veers left onto CR 623/Chestnut Road; CR 623/Chestnut Road becomes CR 623/Ye Greate Street; turns left onto CR 642/Bacons Neck Road; turns right onto CR 642/Bacons Neck Road (at intersection with Tyndall Island Road); turns left onto Bayside Drive/Tappen Lane (CR); veers left at Greenwich Township/Miller Road; Greenwich Township/Miller Road becomes Greenwich Township/Bayside Road.

From CR 623/Ye Greate Street, turns left onto CR 607/Bridgeton-Greenwich Road; turns right onto CR 650/Lower Hopewell Road/Sheppards Mill Road; turns left onto CR 650/Dutch Neck Road; CR 650/Dutch Neck Road becomes CR 650/Fayette Street; turns right onto NJ 49/W. Broad Street; turns CR 609/S. Pearl Street; CR 609/S. Pearl Street becomes CR 609 Grove Street; merges with CR 609/South Avenue; CR 609/Grove Street/South Avenue becomes CR 609/Bridgeton-Fairton Road; turns right onto CR 698/Main Street; veers left onto CR 553/Cedarville Road; CR 553/Cedarville Road becomes CR 553/Main Street; turns right onto CR 656/Baptist Road; turns left on CR 637/Fortescue Road; CR 637/Fortescue Road becomes CR 637/Downe Avenue.

CR 553/Main Street becomes CR 553/Beaver Dam Road; veers right onto CR 664/Turkey Point Road; CR 664/Turkey Point Road becomes Downe Township/Turkey Point Road; turns left onto Downe Township Maple Avenue; turns right onto CR 553/Main Street; turns right onto CR 631/High Street; CR 631 High Street becomes Commercial Township/High Street/Shell Road.

From CR 553/Main Street turns left onto CR 649/North Avenue; CR 649/North Avenue becomes CR 649/Port Norris-Mauricetown Road; turns right onto CR 15/Highland Street; turns left onto CR 744; turns right onto CR 670/Mauricetown Crossway; turns right onto NJ 47; turns right onto CR 616/Main Street; CR 616/Main Street becomes Maurice River Township/River Road; veers left onto Maurice River Township/Menhaden Road; turns right onto CR 616/Main Street; turns right onto Maurice River Township/East Point Road; Maurice River Township/East Point Road becomes Maurice River Township/Bay Avenue.

From CR 616/Main Street turns left onto CR 616/Glade Road; turns right at NJ 47; turns right at NJ 347; continues on NJ 47 into Cape May County.

Cape May County

NJ 47 becomes NJ 47/N. Delsea Drive; NJ 47/N. Delsea Drive becomes NJ 47/S. Delsea Drive; turns right onto CR 603 Bay Shore Road; veers left onto CR 603/Fishing Creek Road; turns left onto CR 613/Breakwater Road; turns right onto CR 626/Seashore Road; turns right onto US Route 9/Sandman Boulevard; US Route 9/Sandman Boulevard becomes US Route 9/Lincoln Boulevard.

CR 626/Seashore Road becomes NJ 162; NJ 162 becomes CR 626/Seashore Road; CR 626/Seashore Road becomes CR 626/Broadway; turns right onto CR 606 Sunset Boulevard; turns left onto CR 629/Light House Avenue; continues to southern terminus at Cape May Point State Park and Lighthouse.

**TOWNSHIP OF PENNSVILLE
RESOLUTION NO. 239-2013**

Re: A Resolution of the Township Committee of the
Township of Pennsville Supporting the Bayshore
Heritage Byway Corridor Management Plan

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

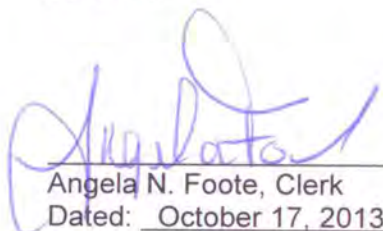
WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011, and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

NOW, THEREFORE, BE IT RESOLVED by the Mayor and members of the Township Committee of the Township of Pennsville, County of Salem, and State of New Jersey, that they express the Township of Pennsville's support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.


Angela N. Foote, Clerk
Dated: October 17, 2013


Richard D Barnhart, Mayor

RECORD OF VOTE

Member	Aye	Nay	N.V.	A.B.	Res.	Sec.
Chastain	X					X
Masten	X					
McDade	X				X	
Raine	X					
Barnhart	X					

X Indicates Vote N.V. Not Voting A.B.-Absent Res.-Resolution Moved Sec.-Resolution Seconded

**CITY OF SALEM
RESOLUTION 2013-140**

**SUPPORTING THE BAYSHORE HERITAGE BYWAY
CORRIDOR MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

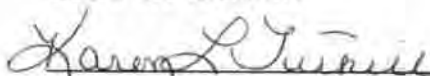
WHEREAS, the City of Salem wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation;

NOW, THEREFORE, BE IT RESOLVED, the **Common Council** of the **City of Salem**, of the **County of Salem** of **The State of New Jersey**, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

ATTEST:


David Crescenzi, Deputy City Clerk

CITY OF SALEM


Karen L. Tuthill, Council President

SUPPORTING THE BAYSHORE HERITAGE BYWAY
CORRIDOR MANAGEMENT PLAN

Adopted: October 7, 2013

COUNCIL	MOVED	SECONDED	Y	N	ABSTAIN	ABSENT
V. Groce			X			
S. Hampton			X			
H. Johnson	X		X			
R. Lanard		X	X			
K. Roots			X			
J. Waddington			X			
K. Tuthill			X			

RESOLUTION SUPPORTING THE
BAYSHORE HERITAGE BYWAY CORRIDOR MANAGEMENT PLAN

ATTACHMENT A

Salem County/Salem City

From the Northern Terminus at milepost (MP) 1.53 on County Route (CR) 540/Hawks Bridge Road, veers right onto New Jersey (NJ) 45/Salem-Woodstown Road; NJ 45/Salem-Woodstown Road becomes NJ 45/Market Street; turns right onto NJ 49/W. Broadway; turns right onto NJ 49/Front Street; veers left onto NJ 49/S. Broadway; turns left onto Pennsville Township/Freas Road; turns right onto Pennsville Township/Supawna Road; turns left onto NJ 49 S. Broadway; turns left onto CR 632/Lighthouse Road; veers left Old Fort Mott Road (CR); merges with CR 630/Fort Mott Road; follow to end.

From NJ 49/W. Broadway, turns left onto Salem City/S. Front Street; turns right onto Salem City Grieves Parkway; turns left onto CR 661/Tilbury Road; turns right onto CR 661/Sinnickson Landing Road; turns right onto CR 625/Fort Elfsborg-Salem Road; turns left onto CR 624/Hancocks Bridge-Fort East Road; turns right onto CR 658/Salem-Hancocks Bridge Road; CR 658/Salem-Hancocks Bridge Road becomes CR 658/Locust Island Road; turns left onto CR 658/Alloway Creek Road/Cuff Road; turns right onto CR 658/Harmersville Road; turns right onto CR 623/Canton-Harmersville Road/Main Street; CR 623/Canton-Harmersville Road/Main Street becomes CR 623/Causeway Road into Cumberland County.

Cumberland County

From CR 623/Causeway Road veers left onto CR 623/Chestnut Road; CR 623/Chestnut Road becomes CR 623/Ye Greate Street; turns left onto CR 642/Bacons Neck Road; turns right onto CR 642/Bacons Neck Road (at intersection with Tyndall Island Road); turns left onto Bayside Drive/Tappen Lane (CR); veers left at Greenwich Township/Miller Road; Greenwich Township/Miller Road becomes Greenwich Township/Bayside Road.

SUPPORTING THE BAYSHORE HERITAGE BYWAY
CORRIDOR MANAGEMENT PLAN

From CR 623/Ye Greate Street, turns left onto CR 607/Bridgeton-Greenwich Road; turns right onto CR 650/Lower Hopewell Road/Sheppards Mill Road; turns left onto CR 650/Dutch Neck Road; CR 650/Dutch Neck Road becomes CR 650/Fayette Street; turns right onto NJ 49/W. Broad Street; turns CR 609/S. Pearl Street; CR 609/S. Pearl Street becomes CR 609 Grove Street; merges with CR 609/South Avenue; CR 609/Grove Street/South Avenue becomes CR 609/Bridgeton-Fairton Road; turns right onto CR 698/Main Street; veers left onto CR 553/Cedarville Road; CR 553/Cedarville Road becomes CR 553/Main Street; turns right onto CR 656/Baptist Road; turns left on CR 637/Fortescue Road; CR 637/Fortescue Road becomes CR 637/Downe Avenue.

CR 553/Main Street becomes CR 553/Beaver Dam Road; veers right onto CR 664/Turkey Point Road; CR 664/Turkey Point Road becomes Downe Township/Turkey Point Road; turns left onto Downe Township Maple Avenue; turns right onto CR 553/Main Street; turns right onto CR 631/High Street; CR 631 High Street becomes Commercial Township/High Street/Shell Road.

From CR 553/Main Street turns left onto CR 649/North Avenue; CR 649/North Avenue becomes CR 649/Port Norris-Mauricetown Road; turns right onto CR 15/Highland Street; turns left onto CR 744; turns right onto CR 670/Mauricetown Crossway; turns right onto NJ 47; turns right onto CR 616/Main Street; CR 616/Main Street becomes Maurice River Township/River Road; veers left onto Maurice River Township/Menhaden Road; turns right onto CR 616/Main Street; turns right onto Maurice River Township/East Point Road; Maurice River Township/East Point Road becomes Maurice River Township/Bay Avenue.

From CR 616/Main Street turns left onto CR 616/Glade Road; turns right at NJ 47; turns right at NJ 347; continues on NJ 47 into Cape May County.

Cape May County

NJ 47 becomes NJ 47/N. Delsea Drive; NJ 47/N. Delsea Drive becomes NJ 47/S. Delsea Drive; turns right onto CR 603 Bay Shore Road; veers left onto CR 603/Fishing Creek Road; turns left onto CR 613/Breakwater Road; turns right onto CR 626/Seashore Road; turns right onto US Route 9/Sandman Boulevard; US Route 9/Sandman Boulevard becomes US Route 9/Lincoln Boulevard.

CR 626/Seashore Road becomes NJ 162; NJ 162 becomes CR 626/Seashore Road; CR 626/Seashore Road becomes CR 626/Broadway; turns right onto CR 606 Sunset Boulevard; turns left onto CR 629/Light House Avenue; continues to southern terminus at Cape May Point State Park and Lighthouse.

This page intentionally left blank.

TOWNSHIP OF GREENWICH
COUNTY OF CUMBERLAND

RESOLUTION NO. 5-30-2013

RESOLUTION SUPPORTING THE BAYSHORE HERITAGE BYWAY CORRIDOR
MANAGEMENT PLAN

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trial Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

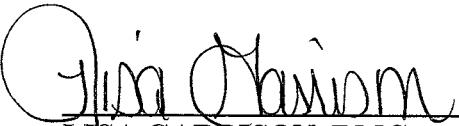
WHEREAS, the Township Committee of the Township of Greenwich wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

NOW, THEREFORE, BE IT RESOLVED by the Township of Greenwich of the County of Cumberland of the State of New Jersey, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.



WILLIAM REINHART, MAYOR

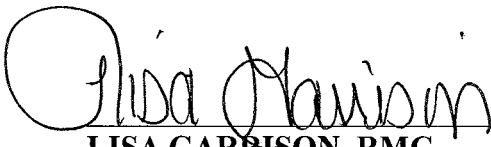
ATTEST:



**LISA GARRISON, RMC
TOWNSHIP CLERK**

CERTIFICATION

I, Lisa Garrison, Clerk of the Township of Greenwich, County of Cumberland, do hereby certify that the foregoing Resolution was duly passed by the Township Committee at a meeting held on Tuesday, May 14, 2013, at 7:30 p.m. at the Greenwich Township Municipal Building, Ye Greate Street, Greenwich, New Jersey 08323.



**LISA GARRISON, RMC
TOWNSHIP CLERK**



**TOWNSHIP OF DOWNE
CUMBERLAND COUNTY, NEW JERSEY**

	YES	NO	ABSTAIN	ABSENT
Wilford, C.	X			
Reynolds, T.	X			
Cook, D.	X			
Bart, E.	X			
Campbell, R.	X			

Resolution Number: R-48-2013

Dated: May 6, 2013

Offered By: REYNOLDS

Seconded By: BART

**RESOLUTION SUPPORTING THE BAYSHORE HERITAGE BYWAY
CORRIDOR MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey State Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland and Cape May Counties, the National Park Service and the US Fish and Wildlife Service under the sponsorship of the New Jersey Department of Transportation and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

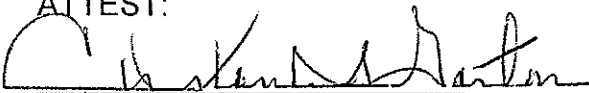
WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and


WHEREAS, the Township of Downe wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation:

NOW, THEREFORE, BE IT RESOLVED by the Township Committee of the Township of Downe in the County of Cumberland and State of New Jersey, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in the future implementation strategies described in the Plan.

THIS RESOLUTION was adopted by the Township Committee of the Township of Downe on May 6, 2013.

ATTEST:

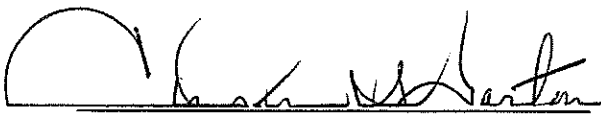

Constance S. Garton, Clerk


Robert G. Campbell, Mayor

CERTIFICATION

The undersigned, Clerk of the Township of Downe, does hereby certify that the foregoing is a true copy of a Resolution adopted by the Downe Township Committee at its Regular Meeting held May 6, 2013.

May 9, 2013
Date


Constance S. Garton, Clerk

**RESOLUTION SUPPORTING THE
BAYSHORE HERITAGE BYWAY CORRIDOR MANAGEMENT PLAN**

ATTACHMENT A

Salem County/Salem City

From the Northern Terminus at milepost (MP) 1.53 on County Route (CR) 540/Hawks Bridge Road, veers right onto New Jersey (NJ) 45/Salem-Woodstown Road; NJ 45/Salem-Woodstown Road becomes NJ 45/Market Street; turns right onto NJ 49/W. Broadway; turns right onto NJ 49/Front Street; veers left onto NJ 49/S. Broadway; turns left onto Pennsville Township/Freas Road; turns right onto Pennsville Township/Supawana Road; turns left onto NJ 49 S. Broadway; turns left onto CR 632/Lighthouse Road; veers left Old Fort Mott Road (CR); merges with CR 630/Fort Mott Road; follow to end.

From NJ 49/W. Broadway, turns left onto Salem City/S. Front Street; turns right onto Salem City Grieves Parkway; turns left onto CR 661/Tilbury Road; turns right onto CR 661/Sinnickson Landing Road; turns right onto CR 625/Fort Elfsborg-Salem Road; turns left onto CR 624/Hancocks Bridge-Fort East Road; turns right onto CR 658/Salem-Hancocks Bridge Road; CR 658/Salem-Hancocks Bridge Road becomes CR 658/Locust Island Road; turns left onto CR 658/Alloway Creek Road/Cuff Road; turns right onto CR 658/Harmersville Road; turns right onto CR 623/Canton-Harmersville Road/Main Street; CR 623/Canton-Harmersville Road/Main Street becomes CR 623/Causeway Road into Cumberland County.

Cumberland County

From CR 623/Causeway Road veers left onto CR 623/Chestnut Road; CR 623/Chestnut Road becomes CR 623/Ye Greate Street; turns left onto CR 642/Bacons Neck Road; turns right onto CR 642/Bacons Neck Road (at intersection with Tyndall Island Road); turns left onto Bayside Drive/Tappen Lane (CR); veers left at Greenwich Township/Miller Road; Greenwich Township/Miller Road becomes Greenwich Township/Bayside Road.

From CR 623/Ye Greate Street, turns left onto CR 607/Bridgeton-Greenwich Road; turns right onto CR 650/Lower Hopewell Road/Sheppards Mill Road; turns left onto CR 650/Dutch Neck Road; CR 650/Dutch Neck Road becomes CR 650/Fayette Street; turns right onto NJ 49/W. Broad Street; turns CR 609/S. Pearl Street; CR 609/S. Pearl Street becomes CR 609 Grove Street; merges with CR 609/South Avenue; CR 609/Grove Street/South Avenue becomes CR 609/Bridgeton-Fairton Road; turns right onto CR 698/Main Street; veers left onto CR 553/Cedarville Road; CR 553/Cedarville Road becomes CR 553/Main Street; turns right onto CR 656/Baptist Road; turns left on CR 637/Fortescue Road; CR 637/Fortescue Road becomes CR 637/Downe Avenue.

CR 553/Main Street becomes CR 553/Beaver Dam Road; veers right onto CR 664/Turkey Point Road; CR 664/Turkey Point Road becomes Downe Township/Turkey Point Road; turns left onto Downe Township Maple Avenue; turns right onto CR 553/Main Street; turns right onto CR 631/High Street; CR 631 High Street becomes Commercial Township/High Street/Shell Road.

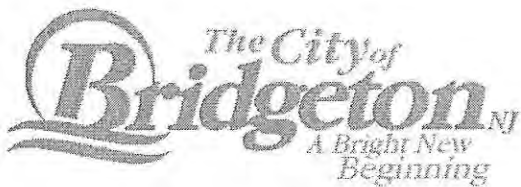
From CR 553/Main Street turns left onto CR 649/North Avenue; CR 649/North Avenue becomes CR 649/Port Norris-Mauricetown Road; turns right onto CR 15/Highland Street; turns left onto CR 744; turns right onto CR 670/Mauricetown Crossway; turns right onto NJ 47; turns right onto CR 616/Main Street; CR 616/Main Street becomes Maurice River Township/River Road; veers left onto Maurice River Township/Menhaden Road; turns right onto CR 616/Main Street; turns right onto Maurice River Township/East Point Road; Maurice River Township/East Point Road becomes Maurice River Township/Bay Avenue.

From CR 616/Main Street turns left onto CR 616/Glade Road; turns right at NJ 47; turns right at NJ 347; continues on NJ 47 into Cape May County.

Cape May County

NJ 47 becomes NJ 47/N. Delsea Drive; NJ 47/N. Delsea Drive becomes NJ 47/S. Delsea Drive; turns right onto CR 603 Bay Shore Road; veers left onto CR 603/Fishing Creek Road; turns left onto CR 613/Breakwater Road; turns right onto CR 626/Seashore Road; turns right onto US Route 9/Sandman Boulevard; US Route 9/Sandman Boulevard becomes US Route 9/Lincoln Boulevard.

CR 626/Seashore Road becomes NJ 162; NJ 162 becomes CR 626/Seashore Road; CR 626/Seashore Road becomes CR 626/Broadway; turns right onto CR 606 Sunset Boulevard; turns left onto CR 629/Light House Avenue; continues to southern terminus at Cape May Point State Park and Lighthouse.



City Clerk's Office
City Hall Annex Room 105
181 East Commerce Street
Bridgeton, NJ 08302
P: 856.455.3230 ext 227

Darlene J. Richmond, RMC
Municipal Clerk

May 15, 2013

MAY 17 2013

Robert Brewer, Planning Director
Cumberland County Department of Planning
790 East Commerce Street
Bridgeton, NJ 08302

Dear Mr. Brewer,

Enclosed please find a copy of Resolution No 257-12, adopted by Bridgeton City Council on May 7, 2013 supporting the Bayshore Heritage Byway Corridor Management Plan.

Sincerely,

Darlene J. Richmond, RMC
Municipal Clerk

/mk

Enclosure

**RESOLUTION SUPPORTING THE
BAYSHORE HERITAGE BYWAY CORRIDOR MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

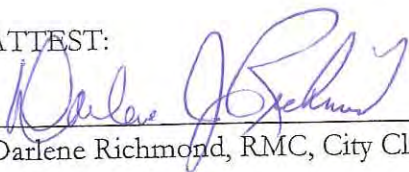
WHEREAS, the City of Bridgeton wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

NOW, THEREFORE, BE IT RESOLVED BY the City Council of the City of Bridgeton, County of Cumberland, State of New Jersey, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.


ADOPTED at a regular meeting of the City Council of the City of Bridgeton held on the

7 day of MAY , 2013.

ATTEST:

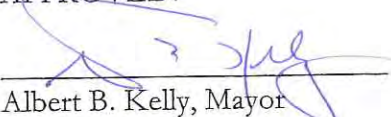


Darlene Richmond, RMC, City Clerk



Gladys Lugardo-Hemple, Council President

APPROVED:



Albert B. Kelly, Mayor

RESOLUTION 2013-82

Supporting The Bayshore Heritage Byway Corridor Management Plan

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

WHEREAS, the Township of Commercial wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

NOW, THEREFORE BE IT RESOLVED by the Township of Commercial, County of Cumberland of the State of New Jersey, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

CERTIFICAITON

I, Hannah E. Nichols, Clerk of the Township of Commercial hereby certify that the foregoing is a true and accurate copy of a resolution unanimously adopted by the Commercial Township Governing Body at their regular township meeting held on May 16, 2013 at 6:00 P.M., at the Township Hall, 1768 Main Street, Port Norris, NJ


Hannah E. Nichols, Township Clerk

This page intentionally left blank.



MUNICIPAL BUILDING, 590 MAIN ST., P.O. BOX 218, LEESBURG, NJ 08327

PHONE: (856) 785-1120

FAX: (856) 785-1974

May 21, 2013

MAY 24 2013

Robert Brewer, Director
Cumberland County Planning and Development
790 E. Commerce Street
Bridgeton, NJ 08302

RE: Maurice River Township Resolution 74-2013 – Resolution Supporting The Bayshore
Heritage Byway Corridor Management Plan

Dear Mr. Brewer:

Please find enclosed two original copies of Maurice River Township Resolution #74-2013
Resolution Supporting The Bayshore Heritage Byway Corridor Management Plan.

Should you have any question, please contact me at (856) 785-1120 extension 110.

Very truly yours,

Linda L. Costello
Acting Municipal Clerk

LLC/dlp

cc: Township Committee

MAURICE RIVER TOWNSHIP

RESOLUTION NO. 74-2013

**A RESOLUTION SUPPORTING THE BAYSHORE HERITAGE BYWAY CORRIDOR
MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

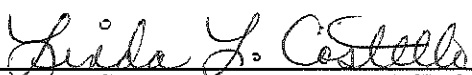
WHEREAS, the Township Committee of Maurice River Township wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

NOW, THEREFORE, BE IT RESOLVED BY TOWNSHIP COMMITTEE OF MAURICE RIVER TOWNSHIP OF CUMBERLAND COUNTY OF THE STATE OF NEW JERSEY, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

CERTIFICATION

I, Linda L. Costello, Acting Municipal Clerk of Maurice River Township, a Municipal Corporation of the State of New Jersey, located in the County of Cumberland, do hereby certify that the foregoing is a true and accurate copy of a Resolution adopted by the Township Committee of Maurice River Township at a regular meeting held in the Municipal Building, 590 Main Street, Leesburg, New Jersey, on May 16, 2013 at 7:30 P.M.

SIGNED:


Linda L. Costello, Acting Municipal Clerk

**RESOLUTION SUPPORTING THE
BAYSHORE HERITAGE BYWAY CORRIDOR MANAGEMENT PLAN**

ATTACHMENT A

Salem County/Salem City

From the Northern Terminus at milepost (MP) 1.53 on County Route (CR) 540/Hawks Bridge Road, veers right onto New Jersey (NJ) 45/Salem-Woodstown Road; NJ 45/Salem-Woodstown Road becomes NJ 45/Market Street; turns right onto NJ 49/W. Broadway; turns right onto NJ 49/Front Street; veers left onto NJ 49/S. Broadway; turns left onto Pennsville Township/Freas Road; turns right onto Pennsville Township/Supawana Road; turns left onto NJ 49 S. Broadway; turns left onto CR 632/Lighthouse Road; veers left Old Fort Mott Road (CR); merges with CR 630/Fort Mott Road; follow to end.

From NJ 49/W. Broadway, turns left onto Salem City/S. Front Street; turns right onto Salem City Grieves Parkway; turns left onto CR 661/Tilbury Road; turns right onto CR 661/Sinnickson Landing Road; turns right onto CR 625/Fort Elfsborg-Salem Road; turns left onto CR 624/Hancocks Bridge-Fort East Road; turns right onto CR 658/Salem-Hancocks Bridge Road; CR 658/Salem-Hancocks Bridge Road becomes CR 658/Locust Island Road; turns left onto CR 658/Alloway Creek Road/Cuff Road; turns right onto CR 658/Harmersville Road; turns right onto CR 623/Canton-Harmersville Road/Main Street; CR 623/Canton-Harmersville Road/Main Street becomes CR 623/Causeway Road into Cumberland County.

Cumberland County

From CR 623/Causeway Road veers left onto CR 623/Chestnut Road; CR 623/Chestnut Road becomes CR 623/Ye Greate Street; turns left onto CR 642/Bacons Neck Road; turns right onto CR 642/Bacons Neck Road (at intersection with Tyndall Island Road); turns left onto Bayside Drive/Tappen Lane (CR); veers left at Greenwich Township/Miller Road; Greenwich Township/Miller Road becomes Greenwich Township/Bayside Road.

From CR 623/Ye Greate Street, turns left onto CR 607/Bridgeton-Greenwich Road; turns right onto CR 650/Lower Hopewell Road/Sheppards Mill Road; turns left onto CR 650/Dutch Neck Road; CR 650/Dutch Neck Road becomes CR 650/Fayette Street; turns right onto NJ 49/W. Broad Street; turns CR 609/S. Pearl Street; CR 609/S. Pearl Street becomes CR 609 Grove Street; merges with CR 609/South Avenue; CR 609/Grove Street/South Avenue becomes CR 609/Bridgeton-Fairton Road; turns right onto CR 698/Main Street; veers left onto CR 553/Cedarville Road; CR 553/Cedarville Road becomes CR 553/Main Street; turns right onto CR 656/Baptist Road; turns left on CR 637/Fortescue Road; CR 637/Fortescue Road becomes CR 637/Downe Avenue.

CR 553/Main Street becomes CR 553/Beaver Dam Road; veers right onto CR 664/Turkey Point Road; CR 664/Turkey Point Road becomes Downe Township/Turkey Point Road; turns left onto Downe Township Maple Avenue; turns right onto CR 553/Main Street; turns right onto CR 631/High Street; CR 631 High Street becomes Commercial Township/High Street/Shell Road.

From CR 553/Main Street turns left onto CR 649/North Avenue; CR 649/North Avenue becomes CR 649/Port Norris-Mauricetown Road; turns right onto CR 15/Highland Street; turns left onto CR 744; turns right onto CR 670/Mauricetown Crossway; turns right onto NJ 47; turns right onto CR 616/Main Street; CR 616/Main Street becomes Maurice River Township/River Road; veers left onto Maurice River Township/Menhaden Road; turns right onto CR 616/Main Street; turns right onto Maurice River Township/East Point Road; Maurice River Township/East Point Road becomes Maurice River Township/Bay Avenue.

From CR 616/Main Street turns left onto CR 616/Glade Road; turns right at NJ 47; turns right at NJ 347; continues on NJ 47 into Cape May County.

Cape May County

NJ 47 becomes NJ 47/N. Delsea Drive; NJ 47/N. Delsea Drive becomes NJ 47/S. Delsea Drive; turns right onto CR 603 Bay Shore Road; veers left onto CR 603/Fishing Creek Road; turns left onto CR 613/Breakwater Road; turns right onto CR 626/Seashore Road; turns right onto US Route 9/Sandman Boulevard; US Route 9/Sandman Boulevard becomes US Route 9/Lincoln Boulevard.

CR 626/Seashore Road becomes NJ 162; NJ 162 becomes CR 626/Seashore Road; CR 626/Seashore Road becomes CR 626/Broadway; turns right onto CR 606 Sunset Boulevard; turns left onto CR 629/Light House Avenue; continues to southern terminus at Cape May Point State Park and Lighthouse.

MAURICE RIVER TOWNSHIP

RESOLUTION NO. 74-2013

**A RESOLUTION SUPPORTING THE BAYSHORE HERITAGE BYWAY CORRIDOR
MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the Bayshore Heritage Byway was designated as a State Scenic Byway on July 22, 2009; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, the state, county and local routes included herein as Attachment A are designated as the Bayshore Heritage Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Bayshore Heritage Byway Corridor Management Committee, which included representatives from the municipalities and non-governmental organizations along the Byway as well as Salem, Cumberland, and Cape May Counties, the National Park Service and the US Fish and Wildlife Service, under the sponsorship of NJDOT and approved in October 2012; and

WHEREAS, the National Park Service's oversight of the New Jersey Coastal Heritage Trail Route's program was terminated by sunset action as of September 30, 2011 and the Bayshore Heritage Byway Corridor Management Plan provides guidance for maintaining and enhancing the investments made in the Coastal Heritage Trail for the Bayshore region; and

WHEREAS, the Bayshore Heritage Byway Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, two rounds of public meeting events were conducted at important planning milestones in each county along the Byway to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

WHEREAS, the Township Committee of Maurice River Township wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

NOW, THEREFORE, BE IT RESOLVED BY TOWNSHIP COMMITTEE OF MAURICE RIVER TOWNSHIP OF CUMBERLAND COUNTY OF THE STATE OF NEW JERSEY, expresses its support of the Bayshore Heritage Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

CERTIFICATION

I, Linda L. Costello, Acting Municipal Clerk of Maurice River Township, a Municipal Corporation of the State of New Jersey, located in the County of Cumberland, do hereby certify that the foregoing is a true and accurate copy of a Resolution adopted by the Township Committee of Maurice River Township at a regular meeting held in the Municipal Building, 590 Main Street, Leesburg, New Jersey, on May 16, 2013 at 7:30 P.M.

SIGNED:


Linda L. Costello, Acting Municipal Clerk

**RESOLUTION SUPPORTING THE
BAYSHORE HERITAGE BYWAY CORRIDOR MANAGEMENT PLAN**

ATTACHMENT A

Salem County/Salem City

From the Northern Terminus at milepost (MP) 1.53 on County Route (CR) 540/Hawks Bridge Road, veers right onto New Jersey (NJ) 45/Salem-Woodstown Road; NJ 45/Salem-Woodstown Road becomes NJ 45/Market Street; turns right onto NJ 49/W. Broadway; turns right onto NJ 49/Front Street; veers left onto NJ 49/S. Broadway; turns left onto Pennsville Township/Freas Road; turns right onto Pennsville Township/Supawana Road; turns left onto NJ 49 S. Broadway; turns left onto CR 632/Lighthouse Road; veers left Old Fort Mott Road (CR); merges with CR 630/Fort Mott Road; follow to end.

From NJ 49/W. Broadway, turns left onto Salem City/S. Front Street; turns right onto Salem City Grieves Parkway; turns left onto CR 661/Tilbury Road; turns right onto CR 661/Sinnickson Landing Road; turns right onto CR 625/Fort Elfsborg-Salem Road; turns left onto CR 624/Hancocks Bridge-Fort East Road; turns right onto CR 658/Salem-Hancocks Bridge Road; CR 658/Salem-Hancocks Bridge Road becomes CR 658/Locust Island Road; turns left onto CR 658/Alloway Creek Road/Cuff Road; turns right onto CR 658/Harmersville Road; turns right onto CR 623/Canton-Harmersville Road/Main Street; CR 623/Canton-Harmersville Road/Main Street becomes CR 623/Causeway Road into Cumberland County.

Cumberland County

From CR 623/Causeway Road veers left onto CR 623/Chestnut Road; CR 623/Chestnut Road becomes CR 623/Ye Greate Street; turns left onto CR 642/Bacons Neck Road; turns right onto CR 642/Bacons Neck Road (at intersection with Tyndall Island Road); turns left onto Bayside Drive/Tappen Lane (CR); veers left at Greenwich Township/Miller Road; Greenwich Township/Miller Road becomes Greenwich Township/Bayside Road.

From CR 623/Ye Greate Street, turns left onto CR 607/Bridgeton-Greenwich Road; turns right onto CR 650/Lower Hopewell Road/Sheppards Mill Road; turns left onto CR 650/Dutch Neck Road; CR 650/Dutch Neck Road becomes CR 650/Fayette Street; turns right onto NJ 49/W. Broad Street; turns CR 609/S. Pearl Street; CR 609/S. Pearl Street becomes CR 609 Grove Street; merges with CR 609/South Avenue; CR 609/Grove Street/South Avenue becomes CR 609/Bridgeton-Fairton Road; turns right onto CR 698/Main Street; veers left onto CR 553/Cedarville Road; CR 553/Cedarville Road becomes CR 553/Main Street; turns right onto CR 656/Baptist Road; turns left on CR 637/Fortescue Road; CR 637/Fortescue Road becomes CR 637/Downe Avenue.

CR 553/Main Street becomes CR 553/Beaver Dam Road; veers right onto CR 664/Turkey Point Road; CR 664/Turkey Point Road becomes Downe Township/Turkey Point Road; turns left onto Downe Township Maple Avenue; turns right onto CR 553/Main Street; turns right onto CR 631/High Street; CR 631 High Street becomes Commercial Township/High Street/Shell Road.

From CR 553/Main Street turns left onto CR 649/North Avenue; CR 649/North Avenue becomes CR 649/Port Norris-Mauricetown Road; turns right onto CR 15/Highland Street; turns left onto CR 744; turns right onto CR 670/Mauricetown Crossway; turns right onto NJ 47; turns right onto CR 616/Main Street; CR 616/Main Street becomes Maurice River Township/River Road; veers left onto Maurice River Township/Menhaden Road; turns right onto CR 616/Main Street; turns right onto Maurice River Township/East Point Road; Maurice River Township/East Point Road becomes Maurice River Township/Bay Avenue.

From CR 616/Main Street turns left onto CR 616/Glade Road; turns right at NJ 47; turns right at NJ 347; continues on NJ 47 into Cape May County.

Cape May County

NJ 47 becomes NJ 47/N. Delsea Drive; NJ 47/N. Delsea Drive becomes NJ 47/S. Delsea Drive; turns right onto CR 603 Bay Shore Road; veers left onto CR 603/Fishing Creek Road; turns left onto CR 613/Breakwater Road; turns right onto CR 626/Seashore Road; turns right onto US Route 9/Sandman Boulevard; US Route 9/Sandman Boulevard becomes US Route 9/Lincoln Boulevard.

CR 626/Seashore Road becomes NJ 162; NJ 162 becomes CR 626/Seashore Road; CR 626/Seashore Road becomes CR 626/Broadway; turns right onto CR 606 Sunset Boulevard; turns left onto CR 629/Light House Avenue; continues to southern terminus at Cape May Point State Park and Lighthouse.

This page intentionally left blank.

10524. RESOLUTION 12-14 - SUPPORTING AN AMENDMENT TO THE NEW JERSEY BAYSHORE HERITAGE BYWAY ROUTE TO INCLUDE THE TOWNBANK/FERRY SPUR BETWEEN SEASHORE ROAD AND TO BEACH DRIVE NEAR THE CAPE MAY FERRY TERMINAL

WHEREAS, The Delaware River and Bay Authority ("the Authority"), operates the Cape May – Lewes Ferry and is responsible for the Sandman Boulevard approach road to the Cape May ferry terminal; and

WHEREAS, the Cape May – Lewes Ferry, a vital transportation link connecting historic Lewes, Delaware and Victorian Cape May, New Jersey, is also closely tied to the tourism industry in southern New Jersey and Delaware; and

WHEREAS, the Bayshore Heritage Byway Advisory Group has worked closely with New Jersey Department of Transportation to determine ways to showcase the importance of the western shore of Salem, Cumberland and Cape May counties and their natural, historic, cultural, and scenic intrinsic qualities to the general public; and

WHEREAS, through increased general awareness of the area's unique historic, natural, and cultural assets, the Bayshore Heritage Byway can provide benefits by welcoming visitors to explore and share in the significant natural and historic qualities along this byway; and

WHEREAS, the scenic byway can further benefit the community by fostering economic development consistent with the region's rural character, providing access to federal resources and improving established roadways that constitute the byway alignment; and

WHEREAS, designation of the byway involves a coordinated effort among the municipalities, counties and agencies through which it passes; and

WHEREAS, the Authority supports the revision to the Bayshore Heritage Byway Route as follows:

The section of the Byway from Bayshore Road (County Road 603) and Route 47 to Seashore Road and Breakwater Road will be deleted, and replaced by the following:

At Route 47 and Bayshore Road, the route will turn west on Bayshore Road, remaining on this road as it turns south and leaves Middle Township and enters Lower Township. The route will continue south and bear to the left and Fishing Creek Road, turning east onto Breakwater Road at Fishing Creek Road. The route will follow Breakwater Road to Seashore Road where it will turn south and resume the original plan.

It is also requested that a spur to the Byway be created between Seashore Road at Sandman Blvd and Lincoln Blvd at Beach Drive to be known as the Cape May – Lewes Ferry Spur.

WHEREAS, Lower Township officials requested the Authority's support for this change to the route; and

WHEREAS, the Authority understands that its support does not affect the bi state agency's ability to make structural improvements to the Sandman Blvd. approach road, to erect directional signage related to the Cape May – Lewes Ferry or other matters pertaining to the operation of the Cape May – Lewes Ferry; and

WHEREAS, the Authority is submitting this revision to the route to the South Jersey Bayshore Coalition during the preparation of a Corridor Management Plan; and

WHEREAS, once formally designated, the administration of the Byway requires a continuing commitment on the part of all participants involved; and

WHEREAS, the Authority supports the concept of a Scenic Byway and requests to have representation on the Bayshore Heritage Byway advisory committee, which is responsible for its implementation; and

NOW, THEREFORE, BE IT RESOLVED that it is the Delaware River and Bay Authority intends to actively participate in the Bayshore Heritage Byway management plan and will cooperate with all other municipalities and counties involved in ongoing planning efforts.

BE IT FURTHER RESOLVED that the Delaware River and Bay Authority supports the designation, recognition and retention of the Bayshore Heritage Byway, with the passage of this Resolution, adopted today, April 17, 2012.

A motion to approve Resolution 12-14 was made by Commissioner Favre, seconded by Commissioner Murphy, and approved by a roll call vote of 10-0.

Resolution 12-14 -- Executive Summary

Resolution: Supports an Amendment to the New Jersey Bayshore Heritage Byway Route to include the Townbank/Ferry Spur between Seashore Road and to Beach Drive near the Cape May Ferry Terminal

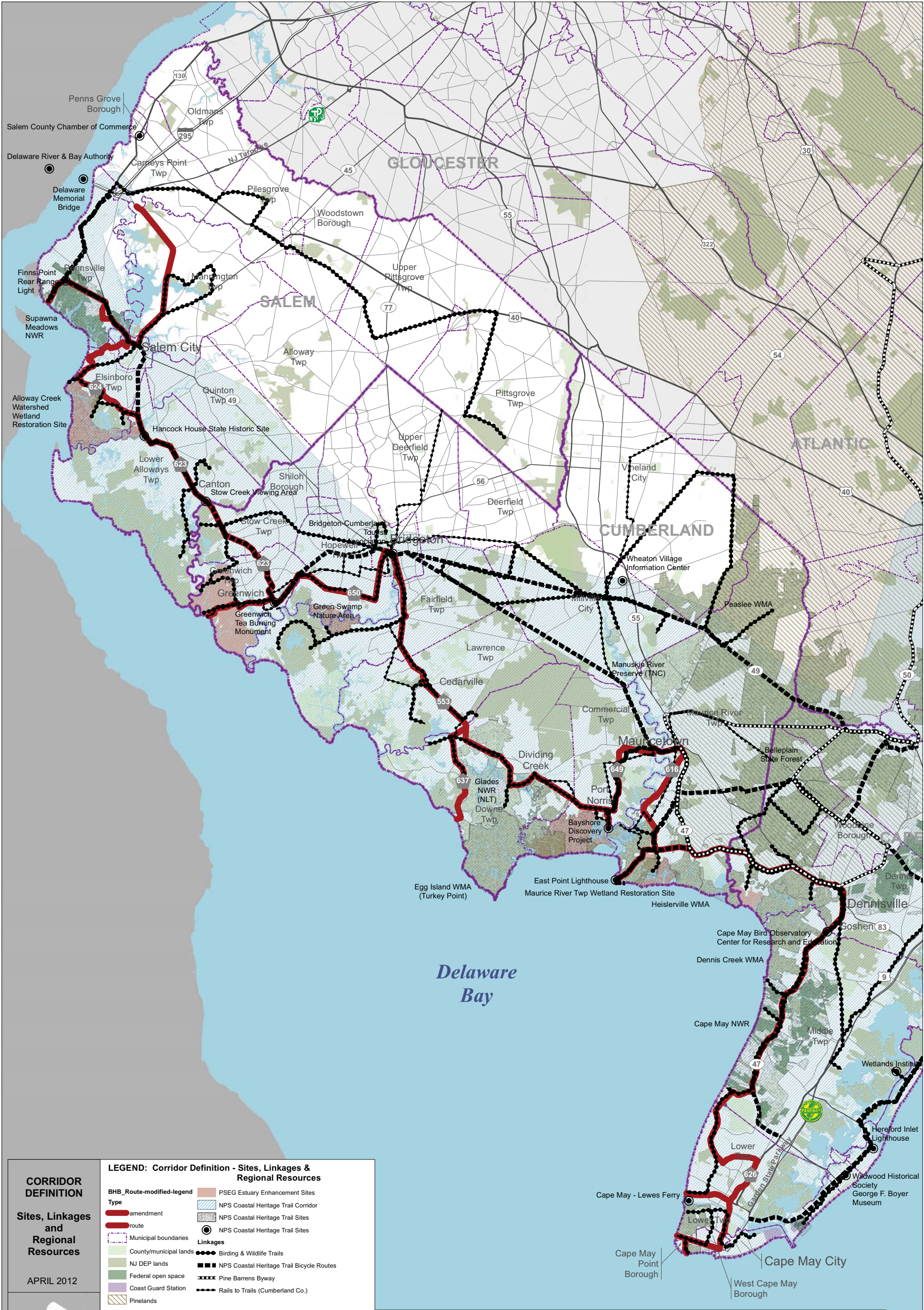
Committee: Projects Committee

Committee Date: April 17, 2012

Board Date: April 17, 2012

Purpose of Resolution: Authorizes the Executive Director, Chairman and Vice Chairman to actively participate in the Bayshore Heritage Byway management plan, cooperate with all other municipalities and counties involved in ongoing planning efforts and support the designation, recognition and retention of the Bayshore Heritage Byway.

This page intentionally left blank.



CORRIDOR DEFINITION

Sites, Linkages and Regional Resources

APRIL 2012

LEGEND: Corridor Definition - Sites, Linkages & Regional Resources

BHB_Route-modified-legend

Type

amendment

route

Municipal boundaries

County/municipal lands

NJ DEP lands

Federal open space

Coast Guard Station

Pinelands

PSEG Estuary Enhancement Sites

NPS Coastal Heritage Trail Corridor

NPS Coastal Heritage Trail Sites

NPS Coastal Heritage Trail Sites

NPS Coastal Heritage Trail Sites

Linkages

Birding & Wildlife Trails

NPS Coastal Heritage Trail Bicycle Routes

Pine Barrens Byway

Rails to Trails (Cumberland Co.)

Pinelands

Notes:

1. Public open space includes county/municipal lands, NJ DEP lands and federal lands (National Park Service and Fish & Wildlife Service properties).

2. Sites identified on this map are included in the Coastal Heritage Trail's list of sites for the Delsea Region Destinations. A complete list will be developed as part of the corridor management planning process.

GIS data sources: NJ Department of Environmental Protection; NJ Department of Agriculture, NJ Department of Transportation, SJB/C/Rutgers University

0 0.75 1.5 3 4.5 6 Miles

Bayshore Heritage Byway

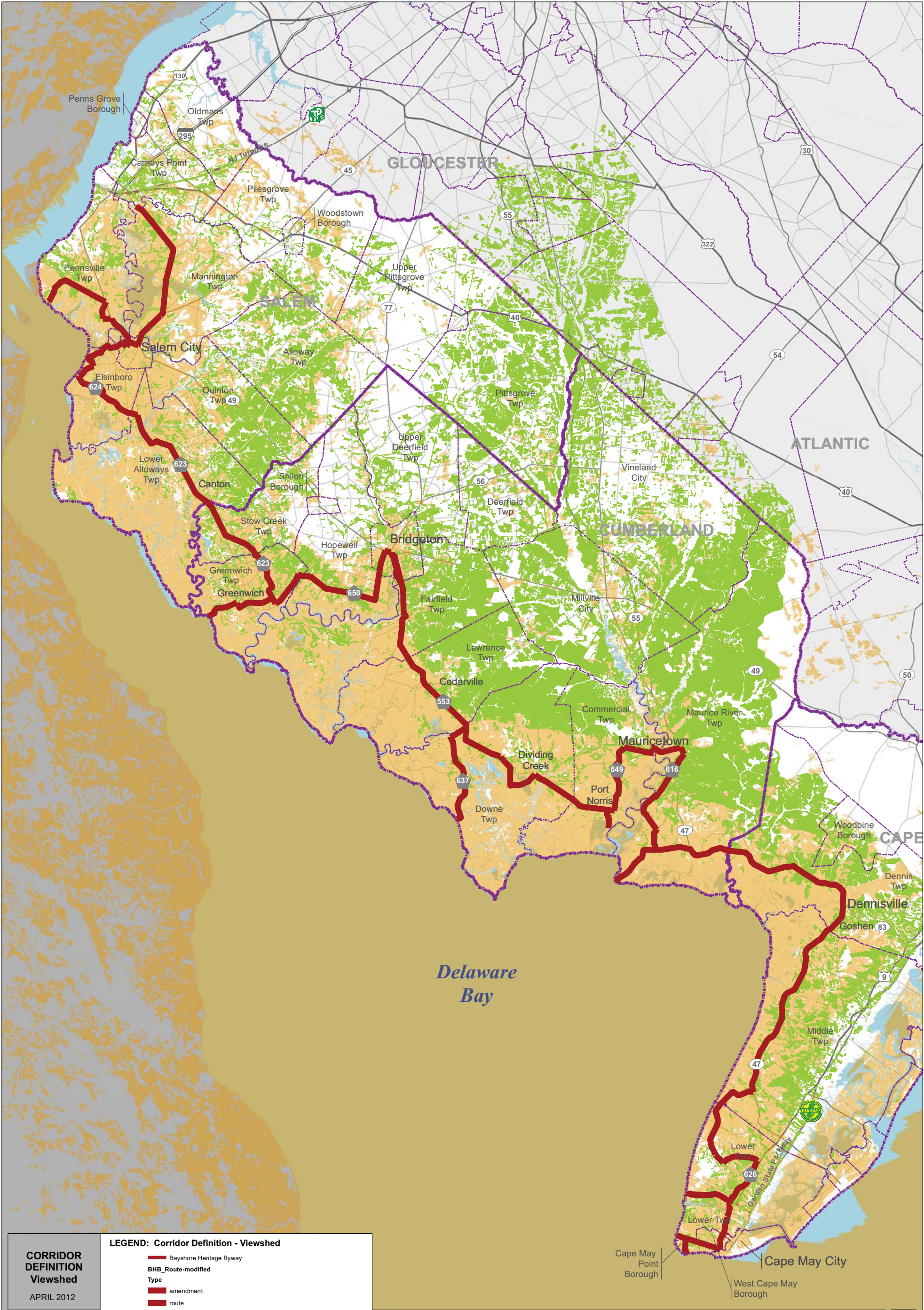
Cape May, Cumberland and Salem Counties, NJ

Lardner/Klein Landscape Architects, P.C.

in association with

Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.

MAP 1



**CORRIDOR
DEFINITION
Viewshed**

APRIL 2012

LEGEND: Corridor Definition - Viewshed

Bayshore Heritage Byway

BHB_Route-modified

Type

amendment

route

Municipal boundaries

Woodland

Byway Viewshed

Not Visible from byway

Visible from byway

Note: Viewshed analysis does not account for views obstructed by buildings or vegetation.

GIS data sources: NJ Department of Environmental Protection; NJ Department of Transportation, SJBC/Rutgers University

00.751.534.56

Miles

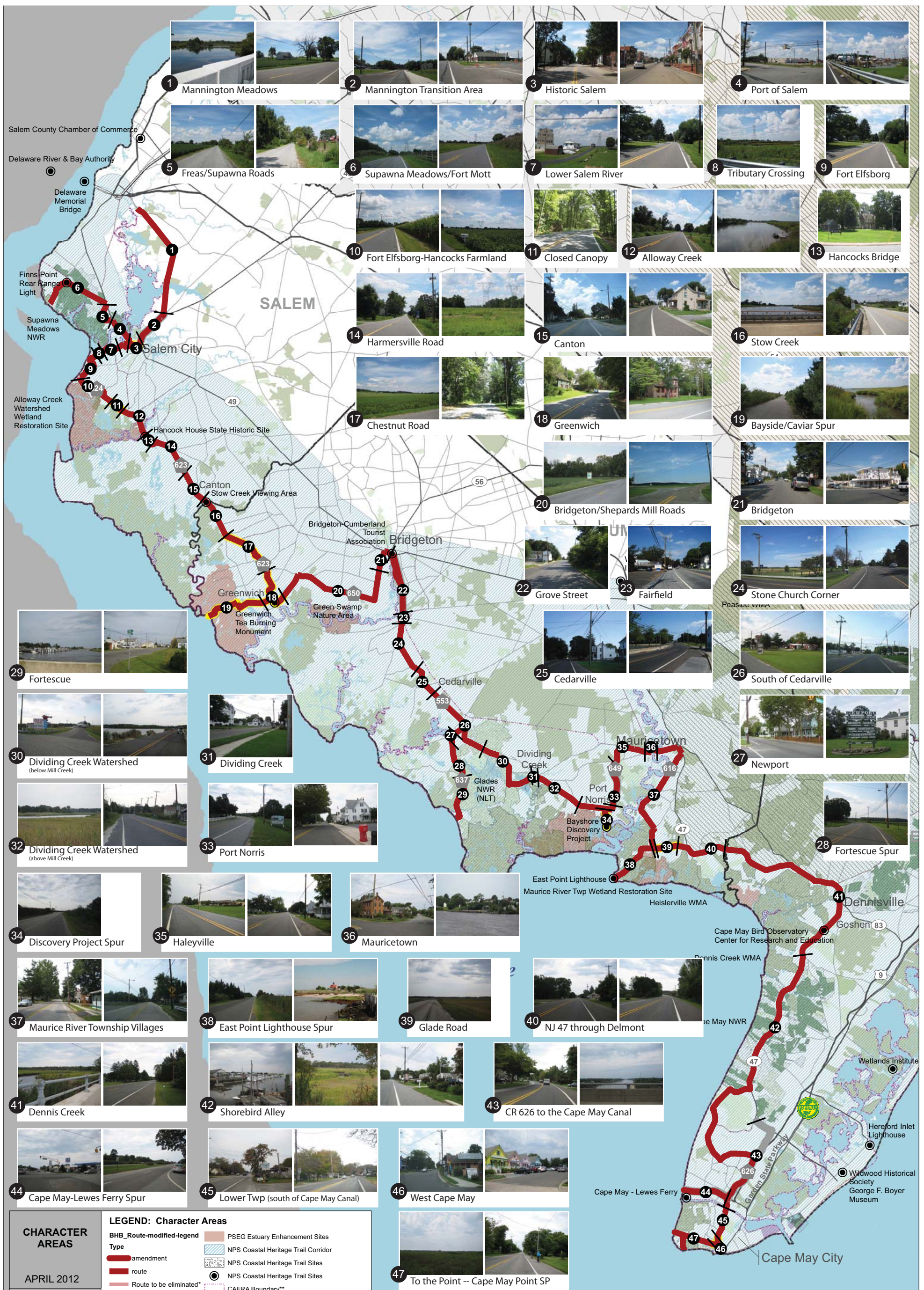
Bayshore Heritage Byway
Cape May, Cumberland and Salem Counties, NJ

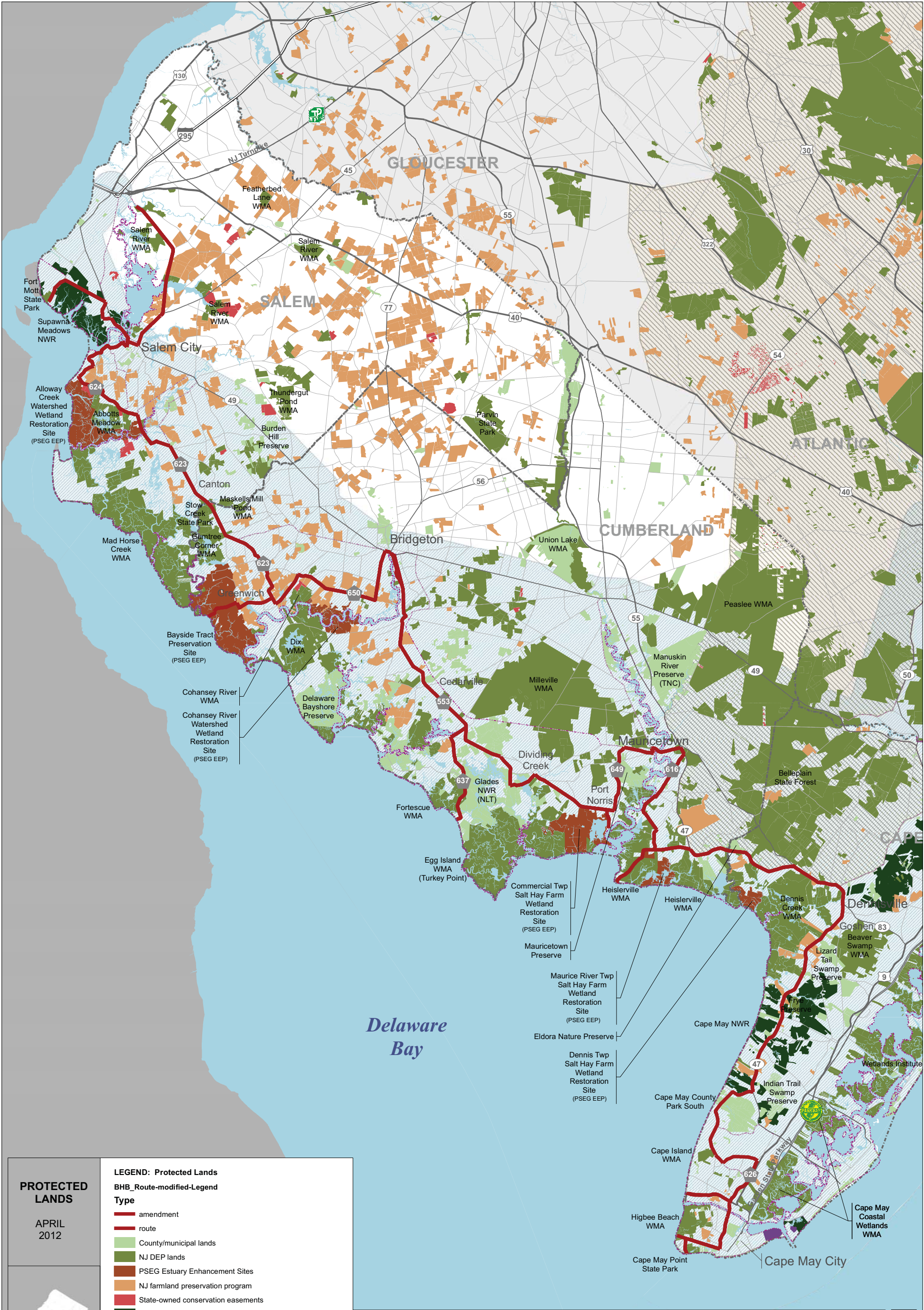
Lardner/Klein Landscape Architects, P.C.

in association with

Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.

MAP 2





PROTECTED LANDS

APRIL 2012

LEGEND: Protected Lands

BHB_Route-modified-Legend

Type

amendment

route

County/municipal lands

NJ DEP lands

PSEG Estuary Enhancement Sites

NJ farmland preservation program

State-owned conservation easements

Federal open space (USFWS)

Coast Guard Station

Pinelands

NPS Coastal Heritage Trail Corridor

Coastal Area Facilities Review Act

CAFR Boundary

GIS data sources: NJ Department of Environmental Protection; NJ Department of Agriculture; NJ Department of Transportation; Cape May County

0 0.75 1.5 3 4.5 6 Miles

Bayshore Heritage Byway

Cape May, Cumberland and Salem Counties, NJ

Lardner/Klein Landscape Architects, P.C.

in association with

Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.

MAP 4

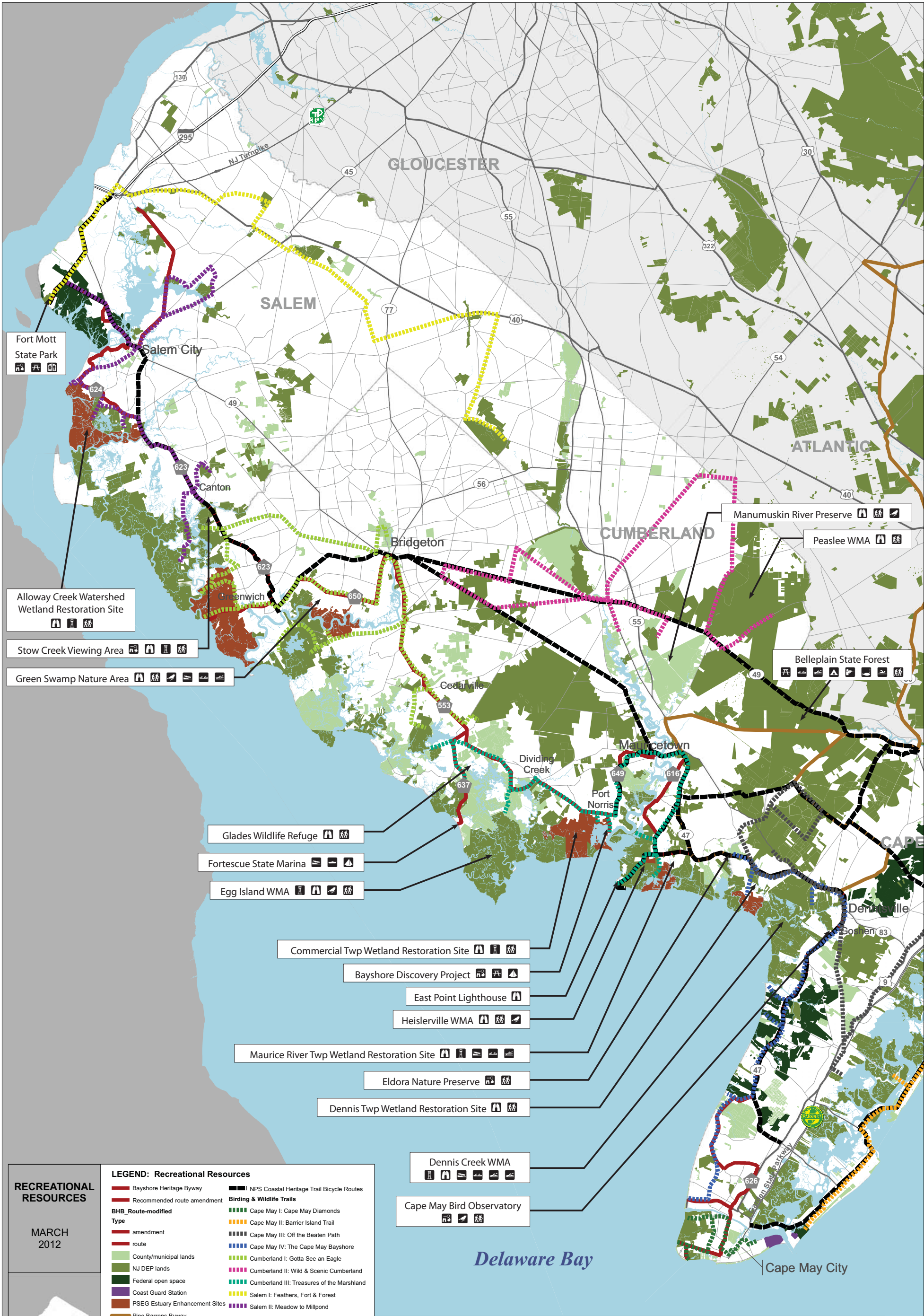


Bayshore Heritage Byway

Cape May, Cumberland and Salem Counties, NJ

Lardner/Klein Landscape Architects, P.C.

in association with
Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.



RECREATIONAL RESOURCES

MARCH 2012

LEGEND: Recreational Resources

- Bayshore Heritage Byway
- Recommended route amendment
- BHB_Route-modified
- Type
- amendment
- route
- County/municipal lands
- NJ DEP lands
- Federal open space
- Coast Guard Station
- PSEG Estuary Enhancement Sites
- Pine Barrens Byway
- NPS Coastal Heritage Trail Bicycle Routes
- Birding & Wildlife Trails
- Cape May I: Cape May Diamonds
- Cape May II: Barrier Island Trail
- Cape May III: Off the Beaten Path
- Cape May IV: The Cape May Bayshore
- Cumberland I: Gotta See an Eagle
- Cumberland II: Wild & Scenic Cumberland
- Cumberland III: Treasures of the Marshland
- Salem I: Feathers, Fort & Forest
- Salem II: Meadow to Millpond

Note:
Sites called out on this map are included in the Coastal Heritage Trail's list of Delsea Region Destinations. A complete list will be developed as part of the corridor management planning process.

GIS data sources: NJ Department of Environmental Protection; NJ Department of Agriculture, NJ Department of Transportation, SJB/C/Rutgers University

0 0.75 1.5 3 4.5 6 Miles



Lardner/Klein Landscape Architects, P.C.

in association with
Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.

Bayshore Heritage Byway

Cape May, Cumberland and Salem Counties, NJ

MAP 6



BYWAY ACCESS

APRIL 2012

LEGEND: Byway Access
BHB_Route-modified-legend

Byway Gateways

Type

amendment

route

Municipal boundaries

County/municipal lands

NJ DEP lands

Federal open space

Coast Guard Station

PSEG Estuary Enhancement Sites

Pinelands

NPS Coastal Heritage Trail Corridor

Byway Access Route

Primary Gateway

Secondary Gateway

Note:

Public open space includes county/municipal lands, NJ DEP lands and federal lands (National Park Service and Fish & Wildlife Service properties).

GIS data sources: NJ Department of Environmental Protection; NJ Department of Agriculture, NJ Department of Transportation, SJBC/Rutgers University

0 1 2 4 6 8 Miles

Bayshore Heritage Byway

Cape May, Cumberland and Salem Counties, NJ

Lardner/Klein Landscape Architects, P.C.

in association with

Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.

MAP 7



PROPOSED BYWAY ENHANCEMENTS

APRIL 2012

LEGEND: Proposed Byway Enhancements

BHB_Route-modified-Legend

Type

amendment

route

Municipal boundaries

County/municipal lands

NJ DEP lands

Federal open space

Coast Guard Station

PSEG Estuary Enhancement Sites

Pinelands

NPS Coastal Heritage Trail Corridor

Enhancements

Corridor-wide

Site-specific

Community/Character Area-based

Note:

Public open space includes county/municipal lands, NJ DEP lands and federal lands (National Park Service and Fish & Wildlife Service properties).

GIS data sources: NJ Department of Environmental Protection; NJ Department of Agriculture, NJ Department of Transportation, SJBC/Rutgers University

0 0.75 1.5 3 4.5 6 Miles

Bayshore Heritage Byway

Cape May, Cumberland and Salem Counties, NJ

Lardner/Klein Landscape Architects, P.C.
in association with
Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.

MAP 8





Lardner/Klein Landscape Architects, P.C.

Memorandum:

To: BHB Project Team
From: Sarah Couchman, L/KLA
Copied: Jim Klein, L/KLA
Date: September 19, 2011
Subject: Bayshore Heritage Byway Visual Survey

A visual survey was conducted for the Bayshore Heritage Byway (BHB) on September 14 and 15, 2011. The following is a summary of the visual survey proceedings.

BHB Visual Survey Webinar

September 14, 10:00 am – 11:00 am

Sarah Couchman of Lardner/Klein Landscape Architects, P.C. (L/KLA) hosted a webinar to introduce BHB Project Team members to the visual survey process and prepare them for the tour of the byway to take place the following day. The PowerPoint slides used in the webinar are attached to this memorandum. Participants included

Lillian Armstrong, Citizens United to Protect the Maurice River,
Cindy Bloom-Cronin, NJDOT,
Jody Carrara, ANJEC,
Sarah Couchman, L/KLA,
Jane Morton Galetto, Citizens United to Protect the Maurice River,
Jim Klein, L/KLA, and
Cheryl Reardon, ANJEC.

Prior to the webinar, each Project Team member who would be participating in the tour of the byway received a packet in the mail containing an 11" x 17" map of the byway character areas and a booklet of rating sheets, one for each character area. All members of the Project Team received digital copies of these items via email.

Sarah began the webinar with a brief description of the visual survey itself. It is one of three surveys – physical, visual and institutional – that make up the byway inventory and assessment required by the New Jersey Scenic Byways Program. In order to conduct the survey, the byway was divided into segments or character areas that share similar visual characteristics. These segments were based on physiography, topography, land cover/land use, the roadway itself (i.e. speed, shoulders/edge condition), and the viewshed (e.g. narrow and close to road versus wide distant vistas – “big sky”), etc. The Bayshore Heritage Byway was divided into 43 character areas.

Sarah explained that the group would be using three visual quality attributes to rate each segment: vividness, intactness, and unity.

- Vividness: the memorability of landscape components as they combine in striking and distinctive visual patterns

- Intactness: the visual integrity of the natural and man built landscape and its freedom from encroaching elements
- Unity: the visual coherence and compositional harmony of the landscape considered as a whole

Each character area would be evaluated according to these three attributes on a scale of -5 to +5, whereby a rating of -5 indicates that the character area has a negative impact on the experience of the traveler and should be given a high priority for mitigation; a rating of -1 or +1 indicates that the character area has little impact on the traveler's experience and should receive a low priority for being addressed in the management plan; and a rating of +5 indicates that the character area makes a positive contribution to the experience of the traveler and should be given a high priority for management measures that protect or enhance the area. Participants were given a rating sheet for each character area on which to record their ratings.

In addition, participants were asked to list prominent physical features in each character area. This included man-made features, such as buildings, transmission lines, bridges, etc. as well as natural features, such as wetlands, lakes, rivers, hills, fields, etc. Space was provided at the bottom of each rating sheet to list these features. The lists were then used later as part of the physical survey for the byway.

Following an explanation of the methodology to be used, the group viewed photos of three character areas along the byway and practiced rating the vividness, intactness and unity of each area.

The webinar concluded at 11:00 am.

BHB Visual Survey Byway Tour

September 14, 8:00 am – 7:00 pm

The group met at 8:00 am at the Pilesgrove Municipal Building at 1180 Route 40 East, Pilesgrove, NJ 08098. Participants in the byway tour included

Cindy Bloom-Cronin, NJDOT,
Jody Carrara, ANJEC,
Sarah Couchman, L/KLA,
Jane Morton Galetto, Citizens United to Protect the Maurice River,
Jim Klein, L/KLA, and
Cheryl Reardon, ANJEC.

Cindy drove the van, and the remaining participants were raters. The group drove the entire length of the byway and its spurs in both directions (Field A on the rating sheet represents the southbound trip from Salem to Cape May, while Field B on the rating sheet represents the northbound direction from Cape May to Salem). The highest and lowest ratings are shown in the tables below.

Total of Averages	Character Area
14.0	Character Area 19: Bayside/Caviar Spur
13.9	Character Area 17: Chestnut Road and Character Area 39: Glade Road Wetland
13.5	Character Area 18: Greenwich
12.5	Character Area 11: Fort Elfsborg-Hancocks Bridge Road – Closed Canopy Woodland
12.4	Character Area 3: Historic Salem, Character Area 34: Discovery Project Spur and Character Area 36: West Cape May

Total of Averages	Character Area
-4.1	Character Area 44: Cape May-Lewes Ferry Spur
-5.4	Character Area 22: Grove Street Transition
-7.6	Character Area 2: Mannington Transition
-11.4	Character Area 43: CR 626 to Cape May Canal

The following notes have been compiled from all five raters' observations during the tour of the byway.

1. Mannington Meadows

- Dominated by farm fields, rural-residential
- Wide shoulders along roadway, relatively flat, some horizontal curvature.
- Fields interspersed with creeks and wetlands/marshlands/grasslands.
- Views distant at times, extend to hedgerows lining back of fields. Greater vistas where byway crosses creeks and marsh/grasslands. View out to Delaware River.
- Transmission lines obvious right after Hawkes Bridge. Telephone poles line both sides of roadway.
- A few historic farmhouses.
- Salem WMA.
- Potential for gateway feature at planned boat launch just south of Hawkes Bridge.

2. Mannington Transition Area

- Increasing development. More suburban feel. Uninteresting houses.
- Commercial businesses and municipal buildings – hospital, fire hall, factory, vehicle inspection station, car dealership.
- Poor zoning. Mish mash.
- Shoulders still wide.
- Views cut short by roadside development. Not really aware of water or wetlands.
- Beautiful wild flowers.
- Egrets on pond.

3. Historic Salem

- Tree-lined streets with brick sidewalks. Streetscape intact.
- No shoulder, curb-and-gutter, on-street parking.
- Buildings up to sidewalk.
- Historic buildings. Great historic fabric. Not pristine but about as good as it gets.
- Views down the road.
- Salem Oak, Salem Library, Old Salem Diner, old church.
- Closed building at corner, blue factory behind Salem Oak, one gas station – doesn't really blend.

4. Port of Salem

- Is what it is: warehouse-type buildings and maritime facilities on Salem River. Old industry. Industrial corner could be enhanced.
- "Port-of-call" look.
- Transmission lines.
- Gritty. Needs trees. Rusty fences with barbed wire.
- Bridge lighting – historic style.
- Billboard.
- Section 8 housing, but not in bad shape; 49 Deli Mart; boat ramp; marina; Cooper Connect, tire store, roadside pond.
- Water tower and glass factory – visually interesting skyline on inbound trip from Fort Mott to Salem City. Also more aware of maritime aspect. Better view of boats, docks, relationship of warehouses and containers to water. Not as obvious on outbound trip – view of river and maritime activity blocked by warehouses along Front Street.

5. Freas/Supawna Roads

- Narrow road, no shoulders, in poor condition. Very low traffic volume. Country lane.
- More intimate feel. Very low traffic volume.
- Only a few farms/residences – some newer and don't quite fit agricultural surroundings.
- Houses lack unity. One really nice farm house.
- Limited views to west. Farm field views to east.
- Silos and transmission lines (more obvious on inbound trip).
- Goats!
- Side trip – why do this?

6. Supawna Meadows/Fort Mott

- Tall phragmites lining roadside.
- Marshland interspersed with a few residences.
- One-foot shoulder or no shoulder.
- Transmission lines overhead and along roadside.
- "Rolliness" of road not comfortable.
- Very modern house across from Supawna Meadows HQ (visible inbound, but not so much outbound).
- Historic house on corner of Lighthouse Road and NJ 49 – don't really notice it on outbound trip.

- Supawna Meadows parking area/trailhead and lighthouse.
- Smaller bungalow-style homes across from Fort Mott SP. One with ugly truck.
- More appealing after turn onto Fort Mott Road – house with large pond in front, old barn in field. More maintained feeling.

Considered breaking this area into two: Lighthouse Road and Fort Mott, but ultimately group did not feel difference was strong enough. Still, more positive impression after Supawna Meadows HQ to Fort Mott SP than along initial stretch.

7. Sinnickson (North Elsinboro)

- Primarily suburban residential – homes close to road – with periodic views out to river.
- No shoulders, winding roadway.
- Pretty riverside homes.
- Spanish style house out of place.
- Mish mash of communities – not much identity.
- Wooded areas in between residential stretches.
- Transmission lines from nuclear power plant highly visible across skyline.
- No shoulders, winding roadway.

8. Salem Tributary Crossing

- Transmission line crossing through wetlands along Salem River tributary.
- Guardrail.
- Striking open views of Salem River.
- Industrial plant off in distance. More obvious on northbound trip at dusk when lights were on. Didn't notice on southbound trip in morning. (Must be industrial area on Delaware side -- River Road stretch of Rt 9 Coastal Heritage Byway.)

9. Fort Elfsborg (South Elsinboro)

- Cool riverside neighborhood with ponds. Old homes and farm fields.
- Pond at corner of Sinnickson Landing and Fort Elfsborg-Salem Roads. Rural setting with trees.
- Boat ramp.
- Elementary school built in 1950's.
- Fort Elfsborg Historic House.
- Access to Elsinboro Neck Viewing Area (Birding & Wildlife Trail point of interest)
- No shoulders, winding roadway.

10. Fort Elfsborg-Hancocks Bridge Road – Farmland

- Views open up as corn fields line the road. Wooded backdrops.
- Transmission lines dominate the view to the south. A lot of them and very large.
- Narrow road with no shoulder. Very flat.
- Semi-rural residences.
- Neat red-roofed house.
- Old farm and farmhouse (but cute).
- Several historic houses with setback.

11. Fort Elfsborg-Hancocks Bridge Road – Closed Canopy Woodland

- Short segment of deciduous forest along Fort Elfsborg-Hancocks Bridge Road.

- Canopy completely covers roadway creating enclosed feel that contrasts with the open agricultural lands that come before and after.
- Emergency siren signs.
- Swamps.

12. Alloway Creek

- Farmland and wetlands associated with Alloway Creek create open vistas.
- Overall, nice views.
- Non-farm residences. New homes (2) – nice but out of character.
- Flat. New pavement right after turn onto Salem-Hancocks Bridge Road
- Phragmites approaching Alloway Creek.
- Run-down house on corner.
- Transmission lines can be seen at several points along this stretch, which includes the main access route to the power plant.
- View of cooling tower from Hancocks Bridge.

13. Hancocks Bridge

- Marked by the National Historic Site, the Hancock House.
- Speed slows coming over bridge into town.
- Village includes municipal buildings on the main street and a ball field on the village's southern end.
- Bridge acts as threshold to village in north and intersection of Locust Island and Harmersville Roads indicates southern boundary.
- Hancock House is nice, but hard to see. Cannot see in northbound direction.
- Post Office is ugly.
- Gravel parking lot at bridge is ugly, but can see over.
- Signaled intersection out of place.
- Can see transmission lines beyond signaled intersection.

14. Harmersville Road

- Open vistas of wetland and agriculture resume. Speed picks up again.
- Spacing between houses increases. Rural residential.
- Can see transmission lines running through field. Cross byway twice.
- Old cemetery, old farmhouses.
- LAC Maintenance Garage, rusty trailers.
- Long, straight road.
- Nice historic house with barn.
- Housing "project-like"
- White house with red flowers – so pretty.

15. Canton

- Rural village.
- Cute old residential area at beginning (northern end).
- Curb and fairly wide shoulders through town.
- Primarily residences. Just a few businesses.
- Crab pots, new school, church.

- Agricultural lands behind homes and buildings closer to curb.
- Wetlands.

16. Stow Creek

- Outside Canton, open vistas of wetland and agriculture with wooded backdrop.
- Nice views from bridge over Stow Creek – long view of wetland area.
- Ugly house just after bridge.
- Speed picks up again. Curves in roadway.
- Spacing between houses increases. Rural residential. Nice barns. Silos. Nursery.
- Bald eagle's nest viewing area.
- Trailers parked (on farm but near road).

17. Chestnut Road

- In contrast to the open vistas at the Salem/Cumberland County line, more intimate feel. Shoulders disappear and woodlands line the route.
- Wooded stretches alternate with wide open farmland – narrow woodlands make fields seem that much more expansive.
- Big sky.
- Really aware of vertical curvature in road for first time; otherwise, route relatively flat. Several horizontal curves as well. – Nice roll to road. Winding roadway.
- New homes out of character.
- Gorgeous views all the way.
- Davis Mill Pond (at southern end of character area). Really pretty bend in road. Lily pads, trees surrounding water.
- No transmission lines.
- Old sycamores.
- Silos.

18. Greenwich

- Creek bridge at west end of historic district indicates slow down for village.
- Very old cemetery.
- Pumpkin patch.
- No transmission lines.
- Preserved farm.
- Short transition on Ye Greate Street. A few new homes that don't fit in. ← Fringes need work.
- Stone school house, Quaker meeting house, historic fire company, tea burning monument, old stone tavern. Several historic residences.
- In town, buildings up against roadway, slightly wider shoulder, large trees shading roadway.

19. Bayside/Caviar Spur

- Landscape dominated by wetlands and mud flats. View of Cohansey River.
- Wetland forest gives way to restored salt marsh. Restored spartina.
- Agricultural fields, orchard, wildflower field. Agricultural areas have wooded backdrop.
- Road narrows to one lane.
- Tall vegetation (phragmites) limits views in standard passenger vehicle.

- Open water vistas at end of spur.
- Marina. Cohansey River Boatworks.
- Strong feeling that Hancocks Harbor should be part of this spur.
- All good. This is what true byway is all about.

20. Bridgeton/Sheppards Mill Roads

- Agricultural landscape. Preserved farms along CR 607 switch over to expansive sod farms on Sheppards Mill Road. Lima beans. Peach orchard.
- Fields bounded by (deciduous) forested hedgerows.
- Narrow roads – no shoulders. Vertical and horizontal curves.
- Nice big views. Nice view of water.
- Sheppards Mill Manor House. Historic homes with barns. Some new homes in more residential stretch. Some derelict houses.
- Wooded canopy over road.
- Rolling, vertical curvature. Creek at low point (doing roadwork of some sort to creek crossing).
- Dutch Neck Village

21. Bridgeton

- Townscape. Distinct edge to town at northern end.
- Curb and gutter. On-street parking.
- Homes with small front yard – close to street. Businesses up against sidewalk.
- Pretty limestone county buildings.
- Historic Hillcrest Tavern. A few historic buildings mixed in.
- Bridgeton State complex.
- River walk – child in a box. Lumber yard along river.
- Visitor information center. – located at corner surrounded by chain drugstore, fast food places, etc. – Not attractive but one of few places along route to serve visitor needs.

22. Grove Street Transition

- Transition segment. Businesses and residences becoming less dense. Transition from curb and gutter to wide shoulders. Begin to see more pines in forest patches.
- Homes not well maintained.
- Water view, but can't really see it because of vegetation – invasives.
- Ugly restaurant and motorcycle store.
- Cohanzyck Country Club – could be nice, but can't see it very well.

23. Fairfield

- Pretty water view entering Fairfield (southbound)
- Little hamlet setting – cute old houses
- Non-descript area overall
- Big boat along roadside
- Creek – boatworks
- Toadfish Restaurant

24. Stone Church Corner

- Old stone church and cemetery at intersection about midway through character area – more visible northbound.
- Return to wide shoulders.
- Rural landscape. Agricultural land looks like industrial agriculture – larger scale than previous farms. Not very pretty.
- Used car lot, migrant housing.
- Nice distant views but uses directly along roadside detract.

25. Cedarville

- Larger than Canton, but still has rural, small-town feel. Linear village.
- More frontage lots. Farms behind.
- Nice old church, Old Baptist Church, Cedarville Lake (man-made), cemetery.
- School doesn't fit. Sunoco station, cell tower.
- Dino's Restaurant.

26. South of Cedarville

- Return to farm fields, divided by wooded hedgerows. Rural residential. Frontage lots.
- Views limited to hedgerow lining back boundary of field.
- Non-descript area. Less productive.
- Pole barn church (St. John's), hoop houses, Downe Twp. Municipal Complex, nursery.
- Houses backed by woods/wetland.

27. Newport

- Small village on Fortescue Spur. Entrance to Newport pretty.
- Victorian houses close to road; sign marking village with announcements, events, etc.; post office on corner.
- Fringes of village not very strong. Stronger core at corner of Baptist and Fortescue Roads.
- "Bull on the Barn", old cemetery, beautiful church steeple (notice on inbound trip)

28. Fortescue Spur

- Rural residential with a few farm fields. Fields aren't very big, but greater spacing between houses gives rural feel.
- Some wooded patches between properties and wooded backdrop.
- Ugly new house, house with old vehicles sitting outside, agricultural areas not real picturesque.
- Nice view at intersection with Newport Neck Road (turn for Money Island).
- Ditches along roadway, especially prominent after Newport Neck Road on outbound side.

Group decided to shorten this character area. Now starts after Newport and extends to wooded area just before NPS HQ instead of continuing to bridge at Fortescue. Woodlands and marshland just north of the town of Fortescue have closer association to the bayside town. Once traveler enters this natural area the relationship to bay is obvious, whereas bay presence is not felt in rural residential area between Newport and School

29. Fortescue

- Brief stretches of forest give way to vast expanses of salt marsh on either side. Distant vistas. Vegetation still primarily deciduous, but some cedars are mixed in.
- Small, bayside village accessible by a single bridge. Right up against water. Very aware of bay.
- Trailer park just after woodland ends and wetland/marsh begins.
- Marina at bridge, trailer-style residences, cute hamlet setting.
- One-lane roads in town with homes on either side.
- Beautiful view of bay.
- Charlesworth Hotel.
- North fringe of village is only intrusion.

30. Dividing Creek Watershed (below Mill Creek)

- Alternating creek wetlands and stretches of forest. Composition of forest definitely changing to more pines.
- Views alternate with forest and wetland – at times distant views along creek corridors and associate wetlands and at other times, view limited to woodlands lining road.
- No shoulder. But traffic moving quickly.
- Pretty view of wetlands at Beaver Dam.
- Non-descript road stretch before turn to Turkey Point.
- Picturesque back road.
- Views hidden by trees at beginning of Turkey Point (before Maple Ave southbound).
- Pretty view of water on Maple Avenue -- impoundment.
- Modest homes, boaters, crabbers.
- Bald eagles – lots to see.
- Glades Wildlife Refuge

31. Dividing Creek Village

- Small village. Houses close to road. Picket fences.
- Curb and gutter, sidewalks.
- Old church, cute village setting.

32. Dividing Creek Watershed (above Mill Creek)

- Alternating creek wetlands and stretches of forest. Composition of forest definitely changing to more pines.
- Views alternate with forest and wetland – at times distant views along creek corridors and associate wetlands and at other times, view limited to woodlands lining road.
- No shoulder. But traffic moving quickly.
- Great view southbound of first wetland, but not much going on after that.
- Views obstructed by phragmites.
- Non-descript but natural
- Very vast, open.
- Log cabin – doesn't really fit. Elevated – graded on hill instead of flat land like surrounding houses.
- Telephone poles on both sides.
- Rural residential. Migrant workers on farms.

33. Port Norris

- Town with gateway sign in both directions.
- In town, lose sense of proximity to water. Curbs, sidewalks, street lights, municipal buildings preceded and followed by transition stretch. Linear village.
- Non-descript.
- Transition stretches/outskirts in need of enhancement, especially southern entrance – frontage lots, houses not well-maintained, mix of homes, vacant lots, automobile service lot, dilapidated buildings, etc.
- Need to make town more appealing. Enforce zoning. Add street trees.

The character area for Port Norris includes the entire distance between gateway features. This includes a transition area at either end of the village center. The group noted that the transition area leaving town on the southbound trip was not particularly attractive, and on the northbound trip the group discussed making it a new character area. Only a few participants rated the southern outskirts of Port Norris separately, so a new character area was not created. However, it is noted that ratings for the town center were likely pulled down because of a negative reaction to the transition areas approaching the center. Attention should be paid to these transition areas and potential gateway enhancements in the CMP.

34. Discovery Project Spur

- Crushed oyster shells in parking lots.
- Marina and maritime activity.
- Narrow road lined by phragmites, no shoulder or side stripe.
- Marshland and bay/Maurice River views.
- Access to nature walk.

35. Haleyville

- School/health complex and ball fields don't fit in. Nor does chain-link fence across street (old mine pit).
- Pretty intersection – old cemetery and historic buildings – little residential setting. Otherwise, little unity – not especially interesting.
- Somewhat of a no man's land. Lacking strong identity.

36. Mauricetown

- Small village with historic homes. Red barn.
- Nice residential setting.
- Buildings close to roadway. Antique-style street lights with banners. Lights look somewhat out of place with sidewalks and other streetscape furnishings.
- Speed decreases.
- Riverfront park with views of river at the end of main street at old ferry landing. Spectacular view from Causeway. Purple Martine Festival on Causeway.
- Osprey nests in marshes.
- Sand plant well camouflaged.
- Some historic houses, though not as authentic as Greenwich.

37. Maurice Township Villages

- Series of small, intact villages (Dorchester, Leesburg, Heislerville) with close tie to Maurice River.
- At bridge and then as river winds back and forth along County Rte 616, make periodic visual connection with river. Catch glimpses of water and associated wetland or wetland/forest between stretches of residential.
- Vegetation is mix of phragmites, deciduous and pine.
- Dorchester street scene is nice. Village setting. Tree-lined streets
- Intrusion at NJ 47 intersection/Wa-Wa corner.
- Some river views, but hidden.
- Sharp curve in road in Leesburg
- A few deteriorating houses, particularly at Heislerville end.
- Stretches of wooded canopy between villages -- important.
- Stories present in this character area: Atlantic White Cedar history; boat building history and present industry
- Yanks Marine, Wibco
- Bike trail to Matt's Landing

38. East Point Lighthouse Spur

- Open views.
- Residential development limited to very end of spur.
- Wooded canopy cover along road
- Old burned/crumbled building.
- "Burnt out mess to East Point."
- Dilapidated vacant house
- Beautiful view of lighthouse
- Mix of contemporary style homes and trailer style homes.
- Tide gauges.

39. Glade Road Wetland

- Expanse of wide open wetland. Not quick glimpse alternating with forest or residential.
- Distant views. Beautiful view of coastal plan.
- No phragmites.
- Nice tidal creek.
- Bald eagles.

40. NJ 47 through Delmont

- Traffic moving faster (50 mph), wider shoulders. Non-descript road.
- Buildings farther apart. Rural residential development.
- Ugly 4557 building, cell tower, car repair shop, decrepit houses on frontage lots, billboard at Dennis Twp.
- Pretty old white church and cemetery, Nature Conservancy.
- Marsh with wooded edge – vistas.

41. Dennis Creek

- Numerous creek and wetland crossings, Dennisville Lake. Dennis Creek WMA.
- Access to Jake's Landing boat ramp on Dennis Creek – turn off from byway

- Stimpson Island Rd turn off to restoration site.
- Beautiful views of Dennis Creek.
- Wide shoulders, traffic moving quickly (50 mph)
- Buildings spaced farther apart.
- Pine trees more prevalent in residential areas and forested stretches. Trunks of dead cedars dotting the wetlands. Long row of cedars lining roadside.
- Pretty horse farm with white fence, Holly Farm Campground.
- Abandoned new age-restricted development, billboards, auto sales.
- Historic home at Rt 83 junction.

42. Shorebird Alley

- Beginning to see more density. Still primarily residential, fairly spaced out. Not as well maintained. Billboards.
- Pretty maritime setting at entrance.
- Hideaway Beach Campground, Baycove Camp Resort, King Nummy Campground, Acorn Campground
- Self-Storage facility, electric substation, cell towers, trailer parks, frontage lots.
- Access to great wildlife view spots along bayshore. Not necessarily attractive along roadway itself, but access to lots of beautiful spots (See email from Lillian Armstrong, 9/14/2011, for list.) – Cape May National Wildlife Refuge.

Group decided that the southern boundary of this character area should be moved further north to CR 654 to exclude more commercial development and increased density that picks up south of CR 654 and continues to the Cape May canal.

43. CR 626 to Cape May Canal

- Density picks up. No farms or wetland views.
- Starting to cater to tourist traffic – back road to Cape May.
- Ugly stretch of road. Auto shops, cell tower, Wa-wa, junk yard.
- Short historic stretch just north of ferry spur.
- Red Presbyterian church, Cold Spring Village, neat public works building.

44. Ferry Spur

- Four-lane road with wide shoulders out to ferry terminal, mostly tree-lined. Part of ocean drive.
- Landscaped boulevard.
- Vineyard.
- Strip malls and commercial development along outbound side followed by apartments and residential neighborhoods.
- Beautiful view of bay at end of spur
- Ferry entrance and complex

45. Lower Township

- Neat view of canal from bridge.
- Small farm just south of bridge but quickly becomes a mish mash.
- Billboards, boat storage.
- Church and cemetery.
- Houses closer together. Density increasing.

46. West Cape May

- Small businesses primarily catering to tourists. Nice shopping district. Cute shops and architecture.
- Buildings up against sidewalk.
- Lots of people walking and on bicycles.
- Touristy, beachy feel.
- Some historic homes. Can see Victorian style-homes along streets to the east.

47. To the Point – Cape May Point State Park

- Wide shoulders, lots of bicyclists.
- Mix of residential (on outbound side) and shore/dune vegetation (along inbound side).
- NJAS – Cape May Bird Observatory – hiking, observation platform.
- New homes with historic feel.
- Not part of byway (byway turns south to Cape May Point SP), but at end of spur: Sunset Beach, Concrete Ship, miniature golf course, WWII Lookout Tower.



CHARACTER AREAS

JANUARY 2012

LEGEND: Character Areas

Bayshore Heritage Byway

Recommended route amendment

Existing route (to be de-designated)

County/municipal lands

NJ DEP lands

Federal open space

Coast Guard Station

Pinelands

PSEG Estuary Enhancement Sites

NPS Coastal Heritage Trail Corridor

NPS Coastal Heritage Trail Sites

NPS Coastal Heritage Trail Sites

CAFRA Boundary (Coastal Area Facilities Review Act)

GIS data sources: NJ Department of Environmental Protection; NJ Department of Agriculture; NJ Department of Transportation, SJBC/Rutgers University

0 0.75 1.5 3 4.5 6 Miles

Bayshore Heritage Byway

Cape May, Cumberland and Salem Counties, NJ

Lardner/Klein Landscape Architects, P.C.

in association with

Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.



Memorandum

To: BHB Project Management Team
From: Sarah Couchman, L/KLA
Copied: Jim Klein, L/KLA
Date: December 2, 2011
Subject: Bayshore Heritage Byway Physical Survey

A physical survey was conducted for the Bayshore Heritage Byway on November 3 and 4, 2011. The following is a summary of the physical survey proceedings.

Physical Survey Methodology Modifications

As part of an evaluation of the byway inventory and assessment required by the New Jersey Scenic Byways program, the methodology used for the physical survey of the Bayshore Heritage Byway (BHB) differed slightly from that outlined in the program handbook. Currently, the inventory and assessment involves three surveys: physical, visual and institutional. While these surveys are useful to the planning process in that they force the byway sponsor, stakeholders and consultants to become intimately familiar with the byway and demand a critical examination of the byway, the process for the BHB physical survey was modified to eliminate redundancy and increase efficiency while preserving the intent of the surveys.

A revision of survey methodology is under consideration – and a modified process was used for the BHB physical survey – for a few reasons. First, byway volunteers are frequently very busy individuals and it is very difficult to get a group of them together. The current inventory and assessment requires that a group of four to eight volunteers tour the byway – in each direction -- on two separate occasions: once for the visual survey and once for the physical survey. Recruiting the required number of volunteers and getting them to commit to two full days on the byway is an immense challenge.

Currently, there is some redundancy in conducting two separate byway tours for the visual and physical surveys. In the case of the Bayshore Heritage Byway, the visual survey was conducted first. During the visual survey, participants focused on the evaluation of visual quality. Participants were also asked to note the presence or absence of certain physical features that influenced their evaluation. Although these features were not rated on an individual basis during the visual survey, they did receive a rating of sorts because they were part of the overall composition being rated in the visual survey.

Third, just like the visual survey cannot be conducted without taking into account the individual physical features and how they affect the visual experience, it is difficult to rate the physical features without taking into account their context. For example, a boatyard may receive a negative rating if evaluated on its own; however, if it is evaluated in its maritime context, on the water with docks, boats in the water, a boat ramp, channel markers, etc. it may contribute to the unity and/or intactness of the character area and therefore be evaluated more positively. To rate the physical features individually may not provide an accurate reflection of their impact on the traveler's experience given that the traveler is experiencing that feature within a larger composition of multiple physical features.

Bayshore Heritage Byway Revised Methodology

The Bayshore planning effort offered the opportunity to try something new to help eliminate redundancy and improve the effectiveness of the physical survey as a planning tool. If it proves to be a positive revision it could help to reshape the way these tools are used on other byways in the future. This method is summarized below.

During the visual survey, in addition to rating the intactness, unity and vividness of each character area, participants were asked to list at the bottom of their ratings sheets, the prominent physical features they saw. The features listed were those that influenced their impression of the character area and contributed to the rating of that area. In addition to listing the features, several participants added a (+) or (-) to indicate whether a particular feature contributed positively or negatively to the character area. Others provided a written description indicating the beauty or unattractiveness of each feature.

Instead of conducting a second byway tour with volunteers, Lardner/Klein staff (two) performed additional field work along the byway in order to complete the survey. Following the visual survey, the participants' lists of physical features were combined into a single list for each character area. This list served as a basis for the field work, and the following tasks were performed to complete the physical survey.

- Confirmed the locations of the noted features (for example a power line crossing, a billboard, or a view of an historic home) within each character area and use a GPS unit to record their locations for mapping.
- Identified any additional physical feature types that were not recorded during the visual survey – these would be recurring elements, not just a one time element – for example there were stretches of guardrail that most everyone noticed, but few noticed the historic bridge parapet walls along the roadway).
- Assessed physical features as intrusions or as positive assets based on field observations and participants' observations during the visual survey.
- Took photographs of physical features identified.
- Created a map showing the locations of physical features that are in need of some kind of enhancement or screening
- Created a map showing the locations of where physical features are important to preserve in place as a critical element of the roadway or viewscape.

Given the number of buildings, signs, bridges and other man-made structures along the 124-mile byway, the physical survey did not record every feature. The survey captured the most prominent assets and intrusions as well as examples that can serve as representatives for each character area. For example, if the byway passed through a residential neighborhood, not every home was GPS located and photographed. However, the neighborhood was mapped and a few photographs were taken of homes that represent the character of the neighborhood.

Bayshore Heritage Byway Physical Survey Observations

The following notes and photographs document raters' observations of physical features during the visual survey as well as the observations made by L/KLA consultants during the physical survey field work conducted on November 3 and 4, 2011 .

1. Mannington Meadows

Description: Area is rural, dominated by farm fields and occasional rural-residential structures. Fields are bordered by wooded hedgerows. A few prominent creeks and associated wetlands interrupt the pattern of fields and woodland. Several parcels part of Salem WMA. Creek/wetland crossings typically accompanied by guardrails and concrete bridges, some with open design allowing view to water. Hawks Bridge example of attractive open-parapet design. Transmission lines are highly visible but add to the unique character of this byway. Telephone poles are more generic and disruptive to visual experience. Signage is primarily related to the road (speed limit, curves in road, etc.). A few signs indicating farm markets. Roadway generally flat with some horizontal curvature. Wide shoulders.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Fields backed by wooded hedgerow (+)



Creeks and associated wetlands (+)

Man-Made Features:



Open parapet bridges (+)



Transmission lines (-/+)



Utility poles (-) and guardrails (-)



Bridge with guardrail (-)



Historical farm houses (+)



Boat ramp and parking area (+)



Farm market sign with plantings (-/+)

2. Mannington Transition Area

Description: Developed area. Memorial Hospital and a few medical buildings at northern end followed by suburban residential development. Houses give way to commercial businesses and municipal buildings – hospital, fire hall, factory, vehicle inspection station, car dealership. Billboard and entrance to business park signal southern end of character area. Only prominent natural feature is tributary of Salem River and its wetland, nearing southern end of character area, though view of feature is compromised by billboard.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Tributary and wetland (+)

Man-Made Features:



Medical offices (-/+)



Residential development (-/+)



Municipal buildings - fire hall (-/+)



Commercial businesses (-)



Vacant lot (-)



Signage clutter (-)



Billboard (-) and guardrail (-)

3. Historic Salem

Description: Historic downtown with several historical buildings, including Old Salem Courthouse and Library. Other landmarks include the Old Salem Diner and Salem Oak. Pedestrian-friendly streetscape with street trees, brick sidewalks, and pedestrian scale lamp posts and furnishings. No shoulder along roadway – curb-and-gutter with on-street parking. “Welcome to Salem” sign and bridge over Salem River tributary create gateway, though bridge design obstructs water view. Gas station on corner of Market and Griffith Streets out of place, and bright blue building on West Broadway creates unattractive backdrop to Salem Oak.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Salem Oak (+)



Street trees (+)

Man-Made Features:



Gateway feature (+)



Bridge (-/+)



Historical buildings (+)



Streetscape elements - brick sidewalks, lamp posts, historical buildings (+)



Gas station (-)

4. Port of Salem

Description: The Port of Salem “is what it is.” As a port, most features are man-made, industrial structures including warehouses, cranes, shipping containers, boats, docks, shipyards, and other features associated with maritime commerce. Shipyards are edged with chainlink fencing and in some cases barbed wire. Utility poles are also prominent in this area and two billboards are located along NJ 49. The primary natural feature is the Salem River.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Salem River (+)

Man-Made Features:



Bridge (+)



Warehouses with fencing (-/+)



Billboards (-)



Utility poles, guardrails, and water tower (-)



Public housing (-/+)



Docks, cranes, shipping containers, etc. (-/+)

5. Freas/Supawna Roads

Description: This section follows a narrow road in poor condition. Very low traffic volume. Farm fields on either side with only a few residential properties. Some homes do not fit agricultural surroundings. Several goats in a pen at the corner of Freas and Supawna roads are a memorable sight. Silos and transmission lines are prominent, particularly in inbound direction. Small sign indicates private road. Historical home at corner of Supawna Road and NJ 49 noteworthy.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Farm fields (+)



Pasture (+)



Agriculture (+)

Man-Made Features:



Narrow road, poor condition (-)



Private road sign (-/+)



Farm stand (+)



Historical residence (+)



Modern residence (-)



Historical residence (+)



Transmission lines (-/+) and utility poles (-)

6. Supawna Meadows/Fort Mott

Description: Road to Supawna Meadows is relatively narrow – shoulder varies between non-existent and two feet – lined with tall phragmites that obstructs view to either side of road, allowing only glimpses of water. Long stretches of guardrail indicate water/wetland to the side. Very obvious transmission line crossing on Lighthouse Road at the Supawna Meadows parking area. Range light at Supawna Meadows HQ also prominent, particularly on inbound travel. Only a few residences until end of the spur across from Fort Mott State Park. Manicured lawn and attractive pond catch the eye as rounding curve on Fort Mott Road. Landfill disguised by grass-covered bank.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Creeks and wetlands (+)



Farm field and landfill concealed by phragmites (+)



Delaware Bay (+)

Man-Made Features:



Utility poles and guardrail (-)



Transmission line crossing (-/+)



Finn's Point Rear Range Light (+)



Red barn on Fort Mott Road (+)



Fort Mott State Park (+)



Industry in Delaware - view from Fort Mott State Park (-)



Homes on Fort Mott Road (-/+)



Supawna Meadows parking area (+)

7. Sinnickson (North Elsinboro)

Description: Primarily residential area along narrow, winding road. Architectural style varies significantly – Spanish-style house appears particularly out of place. Periodic views of Salem River visible between houses. Parking area on northbound side services boat ramp on southbound side. Transmission lines highly visible as are industrial sites on the Delaware shore under clear conditions. Short stretches of woodland occur between residential areas.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Salem River (+)

Man-Made Features:

Houses -- varied architecture (-/+)



Boat ramp (+)



Narrow road, no shoulders, horizontal curvature, utility poles (-/+)



Transmission lines (-)

8. Salem River Tributary Crossing

Description: Strong natural and man-made features contrast. Surrounded by tall wetland grasses and water in this stretch. Striking views of Salem River. But transmission lines and guardrails are just as apparent as river and marsh. Road is narrow and winding.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Wetland/phragmites (+)



Salem River tributary (+)

Man-Made Features:

Transmission Line (-/+)



Guardrail, road in poor condition (-)

9. Fort Elfsborg (South Elsinboro)

Description: Small pond surrounded by trees at the corner of Sinnickson Landing Road and Fort Elfsborg-Salem Road contributes to rural setting as does narrow winding road with no shoulders. Attractive residential community. Prominent elementary school on the southbound side with a historical memorial in the front. (Roadside signage indicates “historical memorial.”) Signs for Elsinboro Neck Viewing Area at the southern end of character area.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Pond (+)



Farm fields and woodlands (+)

Man-Made Features:



Rural residential homes (+)



Seemingly abandoned building (-)



Municipal building (-/+)



Elementary school (+)



Historical marker (+)

10. Fort Elfsborg-Hancocks Bridge Road – Farmland

Description: Flat, rural road without shoulders flanked on either side by agricultural fields. Fields backed by wooded hedgerows. Transmission lines cut through field and across roadway. A few farm houses and barns – some historical – set back from road. Utility poles obvious along road – switch sides occasionally.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Farm fields (+)

Man-Made Features:

Farm house (+)



Transmission line (-/+)



Nuclear cooling tower in distance (-/+)



Narrow road (-/+)

No shoulder, utility poles (-)

11. Fort Elfsborg-Hancocks Bridge Road – Closed Canopy Woodland

Description: Woodland (verging on swamp) on either side of road. Canopy closes over roadway. No homes or other buildings. A few roadside signs; otherwise no man-made features.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Woodland (+)

Man-Made Features:

Narrow road, no shoulder (-/+)

12. Alloway Creek

Description: Flat, newly paved road passes through portions of Abbott's Meadow WMA. Farm fields and residences line both sides of the road. Not all homes are farm houses; two, in particular, are relatively new construction and look somewhat out of place. Transmission lines visible at several points in this area. Nuclear plant cooling tower visible in distance. Farm fields give way to phragmites approaching Alloway Creek.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Alloway Creek (+)



Wetlands (+)

Man-Made Features:

Rural residential homes (+)



New homes (-/+)



Utility poles, narrow shoulder (-), new paving (+)

13. Hancocks Bridge

Description: Natural features form bookends to this character area. Alloway Creek is at the northern end and a smaller tributary and wetlands are to the south. The bridge over Alloway Creek acts as a threshold to the area, and the Hancock House National Historic Site is easily viewed from the bridge. A gravel parking area is located just off to the side of the bridge. Historical houses can be seen off main road. Along Locust Avenue, primarily features are municipal building, post office, and ball fields. A traffic light at Locust Avenue and Harmersville Road appears somewhat out of place in rural area where most intersections use stop signs.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Alloway Creek (+)



Wetlands (+)

Man-Made Features:



Bridge (+)



Hanock House NHS (+)



Municipal buildings (-/+)



Ballfields (-/+)



Nuclear cooling tower -- visible from bridge (-/+)



Traffic light (-)

14. Harmersville Road

Description: Harmersville Road is flanked on both sides by wetlands. Transmission lines are highly visible and cross Canton-Harmersville Road twice. Utility poles line both sides of the road. Long, straight and flat, Canton-Harmersville Road is otherwise characterized by farm fields and houses. Some homes not associated with farms but are in keeping with rural character. Other man-made features include old cemetery and Lower Alloways Creek maintenance garage.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Farm field with wooded backdrop (+)



Wetlands (+)

Man-Made Features:



Transmission lines (-/+)



Utility poles (-)



Jersey barrier bridge (-)
Narrow road, no shoulders (-/+)



Red barn (+)



Rural residence (+)



Cemeteries (+)

15. Canton

Description: Canton is a rural village, consisting of a few businesses but primarily residences. Buildings also include a church and, set back from the road, the relatively new Alloways Creek School. Roadway is curbed with fairly wide shoulders through town and speed decreases. Farm fields can be seen behind the buildings that front the main streets. There are no significant natural features in the village.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Wetland (+)

Man-Made Features:

Frontage homes (+)



Red barn and setback fields (+)



Guardrail/jersey barrier bridge with chain link fence (-)

Curb entering village (-/+),
Utility poles (-)

Crab pots (+)

16. Stow Creek

Description: Road through Stow Creek character area begins with wide shoulders and gentle curves. Shoulders disappear a short distance into Cumberland County. Houses are spaced further apart, amidst farm fields. Other man-made features include a large red barn, tractor trailer containers parked in a field across from a garage, the Leslie G. Fogg farm and a nursery at that southern end of the character area. Three bridges mark crossings over Stow Creek and its tributaries. Stow Creek crossing – guardrail and jersey barrier – provides expansive water view. Short stretches of woodland are interspersed between the farm field and wetlands.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Stow Creek (+)



Woodland (+)



Nursery (+)

Man-Made Features:



Open railing bridge (+), guardrail (-), utility poles (-)



Viewing platform (+)



Barn, agricultural buildings (+)



Containers (-)



Garage (-)



Open parapet bridge (+)



Leslie Fogg Farm (-/+)

17. Chestnut Road

Description: Chestnut Road is narrow with no shoulder and is one of only a few stretches of roadway with noticeable vertical curvature. Buildings are residential or agricultural in nature, and land cover alternates between woodland with closed canopy over the roadway and open farm fields. Two Sycamores standing side-by-side in a field stand out. A few homes are tucked into the woods; otherwise they are associated with farms. A few are newer and seem somewhat out of character. Davis Mill Pond toward the southern end of the character area is a striking natural feature.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Farm fields (+)



Woodlands (+)



Mill Pond (+)

Man-Made Features:

Farm house (+)



Home in woods (+)



Jersey barrier bridge (-)



Narrow road, no shoulder, horizontal curvature (+)



Vertical curvature (+)

18. Greenwich

Description: Narrow bridge at the northern end of the Greenwich historic district signals deceleration into village. Transition into Greenwich on Ye Greate Street is a combination of modern homes and historical buildings, including the Old Stone School. A few homes are on small farms. Buildings in the Greenwich core include historical homes, library, school and other municipal buildings, primarily colonial or Victorian in architectural style. Also multiple Quaker meeting houses and cemeteries. Here the street is lined with mature shade trees and sidewalks.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Agriculture (+)



Shade trees, residential plantings (+)

Man-Made Features:

Old Stone School (+)



Modern home (-/+)



Historical buildings – tavern (+)



Historical buildings – fire house (+)



Historical buildings – residence (+)



Cemeteries (+)



Pedestrian streetscape (+)

19. Bayside/Caviar Spur

Description: This spur is dominated by natural features. Bacons Neck Road crosses a substantial waterway that becomes a mudflat at low tide, and Bayside Road passes through acres of restored spartina before reaching the bayshore. There are a few residences along the way, and Bacons Neck is flanked by guardrail at the mudflat crossing. An orchard and allee of trees occupy the corner of Tyndall Island Road and two parking areas are located on Bayside Road.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Tidal mudflat (+)



Woodland (+)



Creeks/wetlands (+)



Delaware Bay (+)

Man-Made Features:



Rural residential (+)



Narrow, enclosed road (+)



Purple martin houses (+)



Guardrail (-)

20. Bridgeton/Sheppards Mill Roads

Description: Bridgeton-Greenwich Road crosses over a Cohansey River tributary just north of Greenwich. A second smaller creek crossing with recent flood remediation is located along Sheppards Mill Road. Landscape is primarily agricultural – vegetative land cover includes farm fields, sod farms (marked by the statue of a cowboy on horseback), orchards at the end of Sheppards Mill and occasional woodland. Buildings are primarily residential, most associated with farms, but a few clusters of homes are not. (Includes historical homes such as the Sheppards Mill Manor House; some derelict houses; and some new development.) Bridgeton-Greenwich and Sheppards Mill Roads are narrow, rolling roads without shoulders.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Cohansey River tributary (+)



Farm field (+)



Woodland (+)



Sod farm (-/+)



Orchard (+)

Man-Made Features:



Old barn (+)



Flood control measure (-/+)



Non-farm homes (+)



Garage (-)



Farm house (+)



Cable/concrete guardrail (-)

21. Bridgeton

Description: Bridgeton's only natural feature is the Cohansey River, which is highly engineered through the town. Entering Bridgeton, homes are fairly close to each other and the curb. A few churches and municipal buildings are situated among the houses in increasingly greater numbers approaching Broad Street. The county courthouse is located at the corner of Broad and Fayette Streets. Broad Street is traditional townscape with a few historical buildings (e.g. Old Hillcrest Tavern) mixed in. Bridge across Cohansey is part of riverwalk. Parking lot to the side of the bridge features the "Children in the Box" sculpture. Leaving town southbound, the Visitor Information Center is on a corner otherwise surrounded by chain restaurants and retail (e.g. Dunkin' Donuts, Wendy's, Rite Aid, etc.)

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Cohansey River (+)

Man-Made Features:



River park with "Children in Box" sculpture (+)



Townscape (+)



Historical buildings – Hillcrest Tavern (+)



Town residential (+)



Visitor information (+)



Chain businesses – Rite Aid (-)

22. Grove/South Street Transition

Description: Traveling southbound, transition area begins with curb and gutter along the roadside, several poorly maintained houses on the left and a guardrail on the right. Primary natural feature, the Cohansey River, is barely evident through a dense wall of vegetation – dominated by invasive species – outside the guardrail. Beyond Fairfield Township sign, buildings switch from residential to commercial. Commercial include Toadfish restaurant, a motorcycle store, car dealership, and the red-roofed Terrigno's Fairfield Inn. The Cohanzick Country Club, dotted with patches of pine trees is on right.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Riverside vegetation (-/+)



Golf course (+)

Man-Made Features:



Homes (-/+)



Fairfield gateway (-/+)



Wide shoulders (+), utility poles (-)



Businesses (-)



Toadfish Restaurant (-/+)



Vacant buildings (-)

23. Fairfield/Fairton

Description: This character area captures the more village-like Fairton. Primary natural features are creeks – tributaries of the Cohansey River. The first water crossing entering this area is marked by a guardrail and fence. A second creek crossing features a dilapidated jersey barrier bridge with yellow metal railings. Other structures include Sunoco gas station, boat works, several homes and a fire house. Leaving Fairton on CR 553, there is a long stretch of guardrail at the corner of Main Street and Lummis Mill Road as well as a car dealership and billboard. Curb and gutter gives way to wide shoulders and higher speeds (from 35 mph to 50 mph?). Utility lines also prominent.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Cohansey River tributary (+)

Man-Made Features:



Firehouse and boat yard (-/+)



Homes (+)



Railing/jersey barrier bridge (-)



Guardrail (-)



Billboard and used car lot (-)

24. Stone Church Corner

Description: Stone Church Corner gets its name from the Fairfield Presbyterian Church. Aside from the church, buildings are primarily farm houses, barns and other agricultural structures. There is also a used car lot and a migrant housing facility. Vegetative cover in this area is agricultural fields – production appears to be at a larger scale than elsewhere on the byway – and there is a nursery toward the southern end. The road is open with wide shoulders causing drivers to increase speed.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Large-scale agriculture (+)

Man-Made Features:

Faifield Presbyterian Church (+)



Utility poles (-), open road with wide shoulders (-/+), horizontal curvature (+)



Migrant worker housing (-/+)



Agricultural buildings (-/+)

25. Cedarville

Description: Speeds slow to 30 mph as curb and gutter treatment begins entering Cedarville. On the outskirts, frontage residential lots are backed by farm fields, and a large school is set far back from the road. At the center of town is prominent Cedarville Lake, a man-made water body. Buildings in town include three churches, a Sunoco station, cell tower, Dino's Restaurant and leaving town, a fire station.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Cedarville Lake (+)

Man-Made Features:Wide shoulders and curb (+)
Utility poles (-)

Town residential (+)



Churches (+)



School set back from road (-/+)



Town green (+)



Dino's Restaurant (+)



Sunoco (-)

26. South of Cedarville

Description: Rural residential area. Houses are interspersed with farm fields. In addition to agriculture, vegetation includes a nursery, wooded hedgerows between and wooded marsh backing some of the fields. Other buildings include St. John's Penecostal Church (pole barn structure), the Downe Township Municipal complex and a gas station at the intersection of CR 553 and 656.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Farm fields backed by woodlands (+)



Woodlands (+)

Man-Made Features:



Businesses – autobody shop (-)



Rural residential (+)



Open road with wide shoulders (-/+)
Utility poles (-)



St. John's Penecostal Church (-)



Citgo and traffic light (-)

27. Newport

Description: Newport is characterized by historical Victorian-style homes. Historical character is strongest at the corner of Baptist and Fortescue Roads. Other structures include post office and village sign. Approaching the village is a cemetery and a view of the Bull-on-the-Barn restaurant in the distance. A few properties have small farm fields.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Farm fields (+)

Man-Made Features:

Historical homes (+)



Town sign (-/+)



Cemetery (+)



Business (+)

28. Fortescue Spur

Description: This area is rural residential. Although fields not very large, the greater spacing between homes contributes to rural feel. Small woodland patches are located behind residential properties and back the fields. The Newport House Restaurant is tucked in among the residential properties. Significant drainage ditches line the road on outbound side after Newport Neck Road. The road is flat with a substantial curve at Newport Neck Road. Two-foot shoulders flank either side.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Farm field (+)



Woodlands (+)

Man-Made Features:



Horizontal curvature (+)
Utility poles (-)



Sign clutter (-)



Rural residential (+)



Trailer park (-)

29. Fortescue

Description: Approach to Fortescue is dominated by natural elements: first forest on either side gives a sense of enclosure and narrowing roadway followed by vast expanses of salt marsh. Sign for the Fortescue WMA is on left (southbound). Man-made features before crossing the creek into the town of Fortescue include a trailer park on the forest edge and two signs for businesses. An inflatable Spider Man on a pole moves throughout the wetland. After crossing the bridge into Fortescue prominent built elements include a marina, homes, a post office and the Charlesworth Hotel. The Delaware Bay is the prominent natural feature at the end of the character area as Fortescue is right on the bayshore.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Wetlands (+)



Woodlands (+)



Creek (+)



Delaware Bay (+)

Man-Made Features:

Billboards (-)



Spider Man (+)



Marina (-/+)



Homes (+)



Charlesworth Inn (+)

30. Dividing Creek Watershed (below Mill Creek)

Description: CR 553 north of Dividing Creek is narrow with no shoulders, passing through alternating wetlands and stretches of forest. (Composition of forest changing from deciduous to pine.) At Beaver Dam Boat Rentals, the route crosses an expansive wetland, and here guardrails line the route. Turkey Point Road goes through woodland, and an impoundment can be seen through the trees. Water is very prominent on Maple Avenue flanking both sides of the narrow road. Built features include the Beaver Dam Boat Rental and a few homes along Turkey Point Road. Signs at the intersection of Turkey Point Road and Maple Avenue direct people to the Turkey Point Nature Drive and Glade Wildlife Refuge.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Turkey Point Road impoundment (+)



Woodlands (+)



Creeks and wetlands with background woodlands (+)



Maple Ave lake (+)

Man-Made Features:



Beaver Dam boat rentals (+)



Site signs (+)



Guardrail and utility poles (-/+)
Wide shoulders (+)



Narrow roadway without shoulders (-)



Residential on Maple Ave (-/+)

31. Dividing Creek Village

Description: Dividing Creek is a small village. Here CR 553 is lined with curb and sidewalks. Older homes line the street, some with picket fences. The Dividing Creek Baptist Church is the only prominent non-residential building. Utility poles run down both sides of the street. Mature trees shade the sidewalk.

Man-Made Features:

Homes close to road (+)



Dividing Creek Baptist Church (+)



Village streetscape -- curb, sidewalk (+)
Utility poles (-)

32. Dividing Creek Watershed (above Mill Creek)

Description: Immediately south of Dividing Creek is an expansive wetland. Phragmites is so high in some locations that it blocks the views. The roadway is lined with guardrails where crossing a wetland. Again, wetlands alternate with woodland. A long stretch of forest is location just north of Dragston Road. This character area includes Downe by the Creek Boat Rentals and Crabbing Boats. Utility poles are prominent on both sides of the road. Shoulders are wide. Homes along CR 553 are much farther apart than in the village of Dividing Creek. A log cabin stands out among the others, and an Alpaca Farm is just north of Berrytown Road in this area.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Wetlands (+)



Woodlands (+)



Farm fields (+)

Man-Made Features:



Boat rentals (+)



Crabbing boats (+)

Utility poles and guardrails (-)
Wide shoulders (-/+)

Billboard (-)



Out of place log house (-/+)

33. Port Norris

Description: A “Welcome to Port Norris” sign is located at either end of town. Approaching town southbound is a transition area primarily of residential properties, while the transition into town northbound is a mix of residential, commercial and industrial properties, many of which are not well maintained. In the heart of town, wide shoulders are replaced by curbs and sidewalks with pedestrian-scale lighting. Trees line the road (along with utility poles) and homes – some with picket fences – are spaced close to one another and the road. Newcomb’s Market and Dino’s Restaurant front the main street, and the Port Norris Methodist Church is on the corner of Main Street and North Avenue.

Man-Made Features:

Gateway feature (+)



Transition – wide shoulder, greater spacing (-/+)



Town core – curb, sidewalk, buildings closer to street and each other (+)



Newcomb's Market (-/+)



Dino's Restaurant (-/+)



Port Norris Methodist Church (+)



Cemetery (+)



Transition area – industrial/commercial lots (-)



Transition area – worn homes (-)

34. Discovery Project Spur

Description: Road down to the Discovery Project is narrow, flanked by phragmites on either side. On the inbound side, a trail runs along the top of a dike or embankment. A wooden railing lines the trail. The prominent natural features here are the wetlands and the Maurice River. Built elements include the old Bivalve shipping sheds, oyster shell parking lots, the Rutgers Haskin Shellfish Research Laboratory, and a large shipping/packing facility.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Maurice River (+)



Wetlands/phragmites (+)

Man-Made Features:



Trail with bridge (+)



Shipping sheds (+)



Boats (+)



Parking lots (-/+)



Fishing facility/plant (-/+)

35. Haleyville

Description: Haleyville is primarily composed of rural homes; however, the modern Port Norris Elementary School and Ballard Early Childhood Center contradict otherwise rural, small village feel. Across from the school is a green chain link fence concealing sand mines. At corner of North Avenue and Highland Street is the Haleyville United Methodist Cemetery, and about 800 feet west on Highland Street is a State Police Barracks. A lighted intersection marks the southern end of this character area.

Man-Made Features:

Chain link fence/mine pit (-)



Elementary school and early childhood center (-/+)



Cemetery (+)



State police barracks (-/+)



Rural residential (+)

36. Mauricetown

Description: Mauricetown has numerous historical houses. Old-fashioned lamp posts with banners line main street but sidewalks and other pedestrian facilities lacking. Remnants of an old bridge are part of a riverfront park at the end of Highland Street. Maurice River is the primary natural feature, and the modern causeway over the river contrasts with the historical nature of the town.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Maurice River (+)

Man-Made Features:

Historical homes (+)



Mauricetown Academy (+)

Lamp posts and banners (+)
Utility poles (-)

Maurice River bridge/causeway (+)



Riverfront park (+)



Interpretation off road under bridge (+)

37. Maurice Township Villages

Description: Dorchester, Leesburg and Heislerville are three villages along Maurice River. Buildings along this stretch include Wawa at the corner of CR 670 and NJ 47; and substation, small bridge and vacant garage just after the turn onto Hunters Mill Road. Primarily residential properties along byway, with a few municipal buildings, parks and private businesses. These include Yank Marine Services and Whibco in Dorchester; Boat World Marina and George's Pizzeria in Leesburg; and a playground in Heislerville. Natural features include the Maurice River, visible between buildings and through trees, particularly on River Road in Leesburg as well as associated wetlands – tall phragmites line the road just west of the Maurice River causeway. Stretches of woodland separate the three villages, and shade trees line the streets. A bike trail out to Matt's Landing cuts through the woodland between Leesburg and Heislerville.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Wetlands/phragmites (+)



Maurice River (+)



Woodlands (+)

Man-Made Features:



Wawa (-)



Bridge (+)



Abandoned garage (-)



Dorchester homes/streetscape (+)



Leesburg homes/streetscape (+)



George's Pizzeria (-/+)



Marina (-/+)



Heislerville homes/streetscape (-/+)

38. East Point Lighthouse Spur

Description: A few rural homes line the road out to the East Point Lighthouse, primarily along East Point Road and then again at the very end of the spur on Bay Avenue. Dominant features are natural: the wetlands of the Heislerville WMA and the mouth of the Maurice River at the Delaware Bay. Amidst the wetlands are patches of pine forest. Man-made features include three flood gauges, a few dilapidated and one burned out house, Captain Klein's boat rentals and a small shore bungalow in the middle of wetland grasses having been swept off its footings in a storm. Along the bayshore at the end of the spur, there is a mix of homes, some more modern and others simple trailers. The East Point Lighthouse, at the end of the spur, is the premier structure.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Salt marsh (+)



Woodlands (+)



Delaware Bay (+)

Man-Made Features:



Flood gauge (+)



Homes at end of spur (-/+)

Utility poles, guardrail (-)
Narrow road, no shoulder, horizontal
curvature (-/+)

Boat rental (+)



Burned home (-)



East Point Lighthouse (+)

39. Glade Road Wetland

Description: This short stretch is a wide open expanse of wetland. A tidal creek winds through it. The wetland is void of phragmites, and woodlands line the wetland edge. Here the road is narrow, lined with guardrails and passing over a jersey barrier bridge at the creek crossing.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Wetland (+)



Creek (+)



Woodland edge (+)

Man-Made Features:

Newly paved road, wide shoulders (+)
Guardrail, jersey barrier bridge (-)

40. NJ 47 through Delmont

Description: Travel speed increases on NJ 47, an open road with wide shoulders, fairly flat with some horizontal curvature. Structures along this stretch vary from rural residential properties and businesses such as autobody garages to billboards and a cell phone tower. Many buildings are poorly maintained. The Nature Conservancy's Eldora Nature Preserve is in this character area, and its creeks and wetlands is the primary natural feature along this stretch. Guardrails flank the road through the wetland and on some curves at other points in the character area. The bridge at the Eldora Preserve is a jersey barrier with open railing on top, allowing travelers to view the wetlands.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Wetlands/creeks (+)



Woodland edge (+)

Man-Made Features:

Guardrail (-)



Open railing bridge (+)



Wide shoulders, horizontal curvature (+)

Utility poles (-)



Rural residential (-/+)



Billboard (-)



Boardwalk (+)



Businesses (-)

41. Dennis Creek

Description: The primary natural features in this character area are the wetlands backed by pine forests and creeks; Dennisville Lake and Dennis Creek WMA are included in this area. Here trunks of dead cedars dot the wetlands. Pines are increasingly prevalent in occasional woodland stretches as this area is adjacent to the NJ Pinelands, and at one point cedars line the road in an allee. Man-made features include mixture of residential and commercial. Some – an autobody shop, billboards, and an abandoned motel – detract from the natural beauty of the area, while others, such as Pembroke Farm and Trinity South Dennis United Methodist church compliment it. A few campgrounds and other tourism-related businesses signal approach to Cape May.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Wetlands (+)



Creeks (+)



Cedars (+)

Man-Made Features:



Open parapet bridges (+)



Churches and cemeteries (+)



Farm stands (+)



Open railing bridges (+)



Derelict motel for sale (-)



Spare vehicles, boats, etc. (-)



Billboards (-)

Guardrails, utility poles (-)
Curves, wide shoulders (+)

42. Shorebird Alley

Description: This area is still primarily residential, though density increases and there are more businesses catering to tourists. Several campgrounds/resorts are located along this stretch as well as a marina and restaurants. Other structures include billboards, a cell tower, trailer park and power substation. Natural features include the wetlands and creeks of the Dias Creek watershed. Although not visible from byway, numerous wildlife viewing spots along the bay are accessible from the byway along this stretch.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Wetlands (+)



Creek (+) (and marina -/+)

Man-Made Features:

Billboards (-)



Jersey barrier bridge, utility poles (-)



Campgrounds/resorts (-/+)



Residential and commercial mix (-/+)



Restaurants – tourist businesses (-/+)



Residential developments (-/+)



Minigolf, batting cages – tourist businesses (-)



Storage facility (-)

Open road with wide shoulders (+)
Guardrails (-)

43. Lower Township (CR 626 to Cape May Canal)

Description: Density continuing to increase. Tourism-related businesses pick up where NJ 47 left off, indicating that this is the back road to Cape May. Autoshop, cell tower, junk yard detract from visual experience. Historical area at southern end of character area more attractive – Cold Springs Village, antique shops, churches, Wildwood Pumping Station, etc. There are no wetlands, creeks or other natural features visible from the byway along this stretch.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Vineyard (+)

Man-Made Features:



Antique shops (+)



Churches -- Cold Spring Presbyterian (+)



Homes (-/+)



Gateway feature (+)



Campgrounds, resorts (-/+)



New development (-/+)



Carl Mitnick Elementary School (-/+)

43 (revised). Lower Township (Bayshore Road/Fishing Creek Rd/Breakwater Road)

Description: Alternate route through Lower Twp passes through Fishing Creek Wildlife Refuge (primary vegetation – phragmites). Other vegetation includes mature trees and short woodland stretch along Bayshore Road. Buildings and other structures dominate character area. Cell phone tower and power station are located at northern end. Heading south, water tower visible in distance. Utility poles line the road, both sides in some places. Some residential but primary commercial front the road. Residential neighborhoods further back. Some commercial businesses are local restaurants and other tourist-related amenities. Many are retail chains, car dealerships, etc. Historical Fishing Creek School and Nathaniel Foster House are noteworthy sites on Fishing Creek Road. NAS Wildwood and Forgotten Warriors Vietnam Museum located on Breakwater Road.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:

Wetlands (+)



Trees (+)

Man-Made Features:

Wide shoulders (+), utility poles (-)



Residential neighborhoods (-/+)



Residential on main road (-/+)



Local, tourist businesses (+)



Park/playground (+)



Commercial development, car dealerships, parking lots (-)



Commercial chains (-)



Fishing Creek School (+)



Naval Air Station Wildwood (+)

44. Ferry Spur

Description: Four-lane road with wide shoulders. Large, highly visible strip malls and shopping centers on north side of US 9. West of Bayshore Road/CR 607 switches to residential neighborhoods, and US 9 has planted median. Large “Welcome to New Jersey” sign in the median. Billboards advertising Harpoon Henry’s and the Beachcomber Resort are on the eastbound side of the road. Ferry complex and Rotary Park located at the end of the spur. Bay views from ferry terminal and park.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Delaware Bay (+)

Man-Made Features:



Wide shoulders, two lanes (-/+)



Four-lane divided (-/+)



Residential neighborhoods (+)



Billboards (-)



Strip malls, gas stations, fast food restaurants (-)



Guardrails, oversized signage (-)



Rotary Park (-/+)



Ferry terminal (+)

45. Lower Township (South of the Cape May Canal)

Description: Bridge over canal – design impedes water views. South of bridge a few agricultural properties (e.g. No Frills Farm). Relatively new development at Strawberry and Taylor Lanes. Density increasing from canal to West Cape May. Billboards set in woodland patch on either side of road nearing West Cape May.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Cape May Canal (+)



Farm (+)

Man-Made Features:



Canal bridge (-/+)



Farm (+)



Homes on CR 626 (-/+)
Open road, wide shoulders (+)
Utility poles (-)



Billboards (-)



Modern residential development (-/+)

46. West Cape May

Description: The byway passes through West Cape May quickly. Municipal building is just south of border with Lower Township. Density increases moving south. Businesses catering tourists restaurants, shops, cafes, etc. – dominate this area. The streetscape is walkable with sidewalks, mature shade trees, and buildings up against the sidewalk.

Man-Made Features:

Sidewalk, curb, minimal building set-back (+)



Restuarants, cafes, tourist businesses (+)



Colorful buildings (+)

47. To the Point -- Cape May State Park and Sunset Beach

Description: Southernmost stretch of the byway is a mix of residential development and natural habitats. Outbound on Sunset Boulevard, right side is lined with attractive homes and shore/dune vegetation lines the left side. Parking area for the Cape May Migratory Bird Refuge is on the left, and trails and viewing platform in the refuge are visible from road. The NJ Audubon Cape May Bird Observatory is off Light House Avenue, and the adjacent lake, Lake Lily, is visible through the trees. Cape May Point State Park and Sunset Beach are two forks at the southern terminus of the byway. Here natural features include coastal dunes, the beach, and the Bay. The Cape May Lighthouse is at the entrance to the park. Heading out to Sunset Beach, the World War II Lookout Tower, Concrete Ship and Sunset Beach gift shop are visible.

Landform Features, Land Cover - Water, and Land Cover - Vegetation:



Shore/dune vegetation (+)



Cape May State Park – beach, ocean (+)



Cape May State Park – pond (+)

Man-Made Features:



Wide shoulders (+)



Observation platform, parking area (+)



Residential (+)



Cape May Bird Observatory (+)



Cape May State Park – lighthouse (+)



Cape May State Park – boardwalk (+)



WW II Lookout Tower (+)

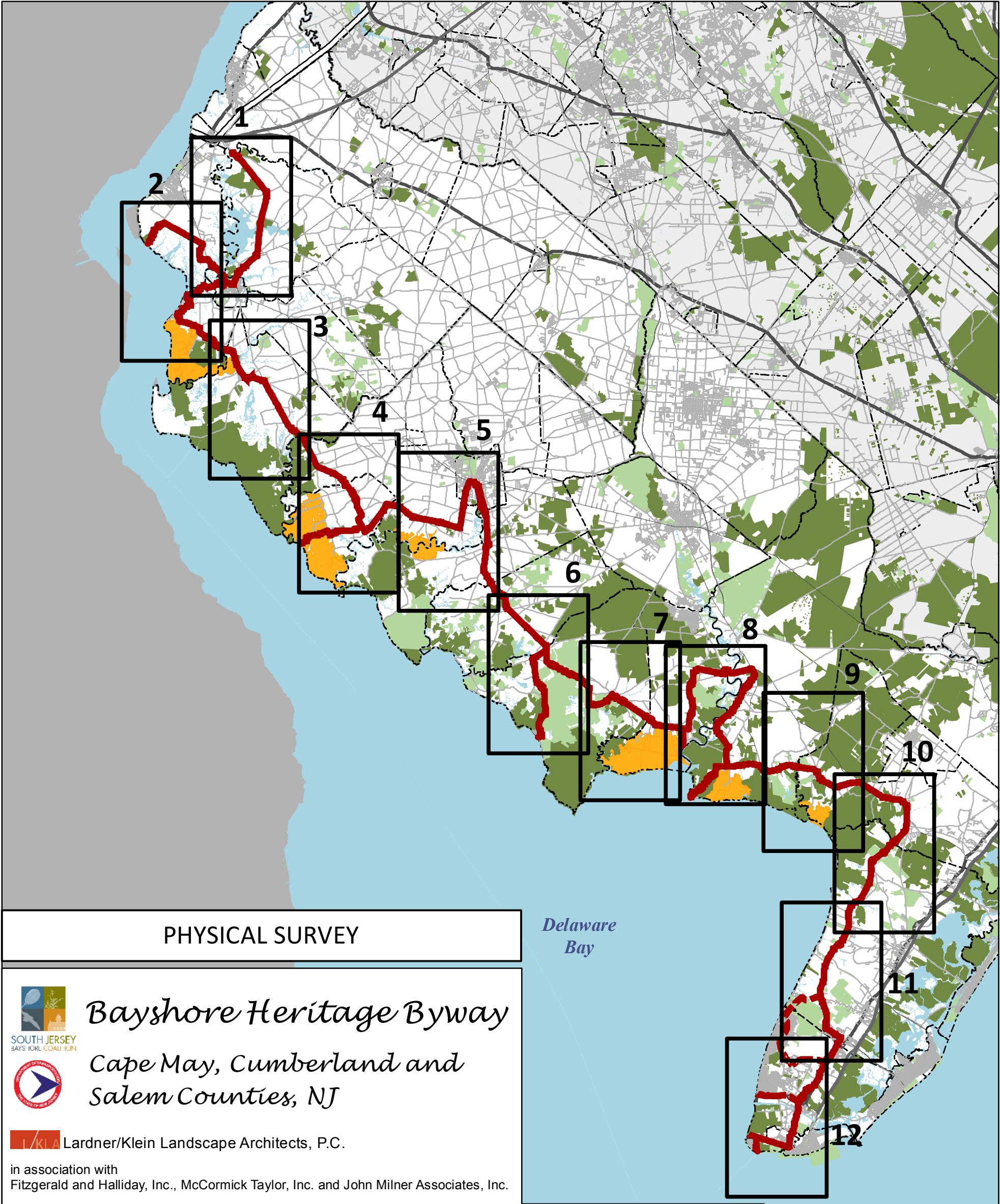


Concrete Ship (+)

Bayshore Heritage Byway Physical Survey Conclusions

Based on the observations noted above...

- Most areas have wide shoulders -- positive for bicyclist
- Significant lengths of guardrail -- in low speed areas could be replaced with steel-backed timber rails or in higher speed areas, rust-colored guardrails
- Several examples of attractive bridges along route, but several jersey barrier variations as well that block view when sitting in standard passenger vehicle.
- Several billboards that would not be replaced if designated national scenic byway -- encourage jurisdictions to create ordinances restricting roadside advertising
- Intrusions on private property (e.g. garages, tractor trailer containers, junk cars, etc.) are difficult to address as they are on private property. Encourage property owners to screen such intrusions.
- A few villages/towns have entry signs or gateway features -- encourage all villages to develop gateway treatments.
- Many scenic views occur on roads with high travel speeds -- determine appropriate pull-off locations for viewing opportunities.
- Mauricetown has pedestrian-scale lighting, but no sidewalk. Dividing Creek has sidewalks but cobra lights. Encourage complete streetscape.



PHYSICAL SURVEY



Bayshore Heritage Byway
Cape May, Cumberland and
Salem Counties, NJ

Lardner/Klein Landscape Architects, P.C.

in association with
Fitzgerald and Halliday, Inc., McCormick Taylor, Inc. and John Milner Associates, Inc.

Delaware
Bay

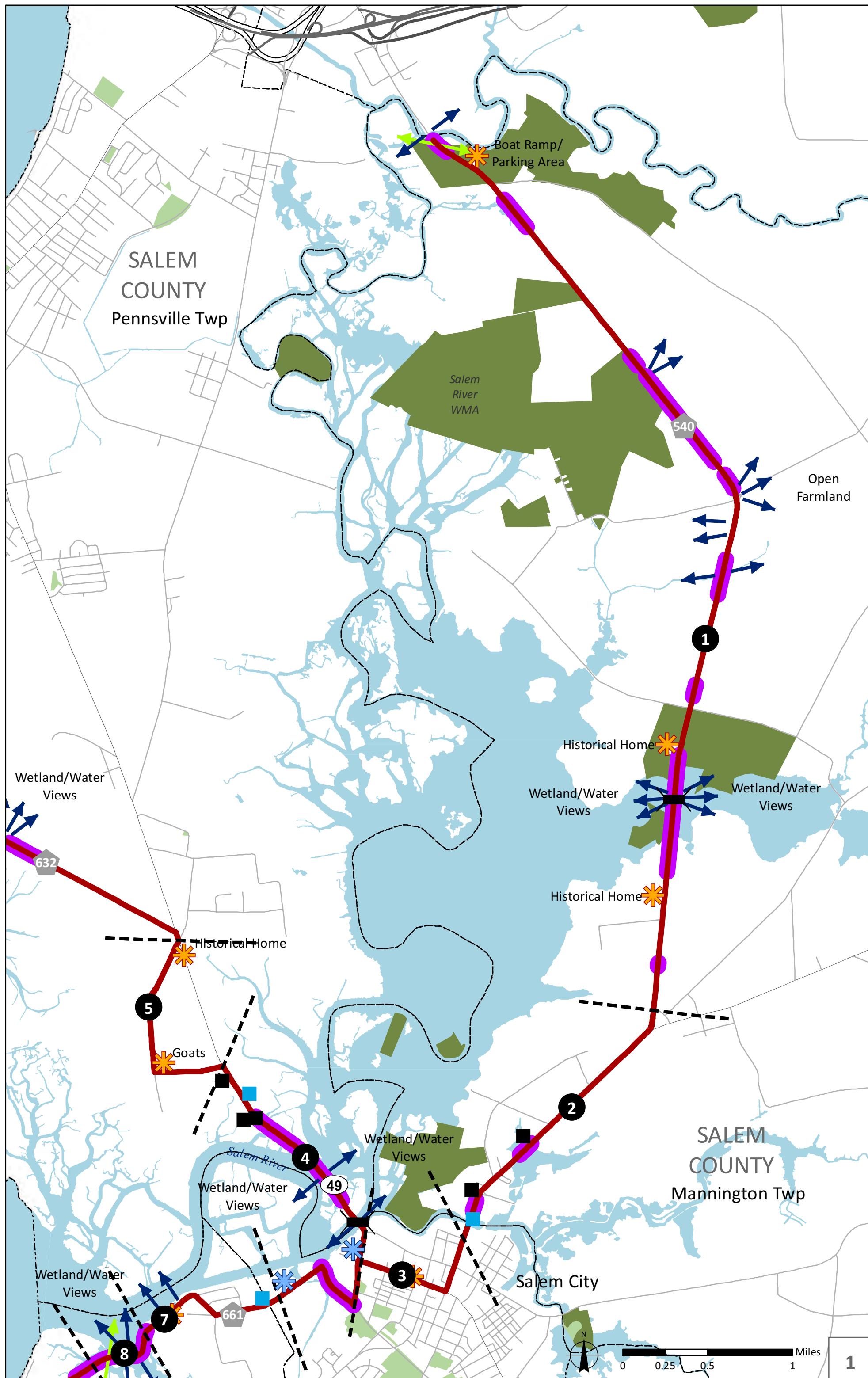
LEGEND: PHYSICAL SURVEY

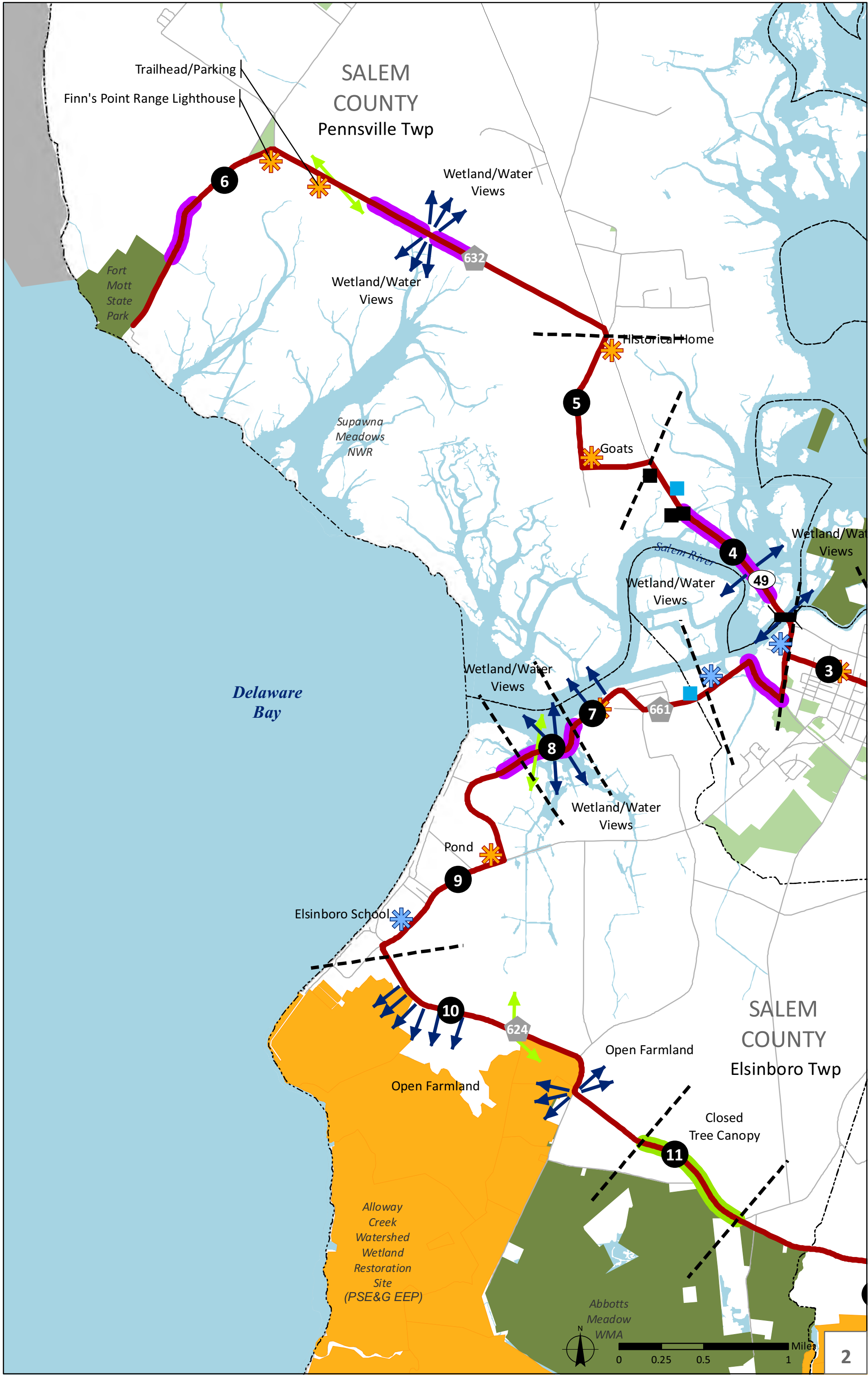
- | | | | | | | | |
|-------------------------|--------------------------------|----------------|-------------------|----------------------------|---------------------------|-----------------------|----------------------------------|
| Bayshore Heritage Byway | Pending Amendment to BHB Route | Character Area | Local public land | NJ DEP-owned land | Federal open space | Coast Guard Station | PSEG Estuary Enhancement Program |
| Cedar Allee | Closed Tree Canopy | Fence | Golf Course | Guard Rail | Greenwich Historical Core | Orchards/Agricultural | Sod Farms/Agricultural |
| Woodland | Transmission Line Crossing | Views | Advertisement | Asset | Billboard | Bridge | Feature |
| | | | | Feature - visitor facility | Intrusion | Town welcome sign | |

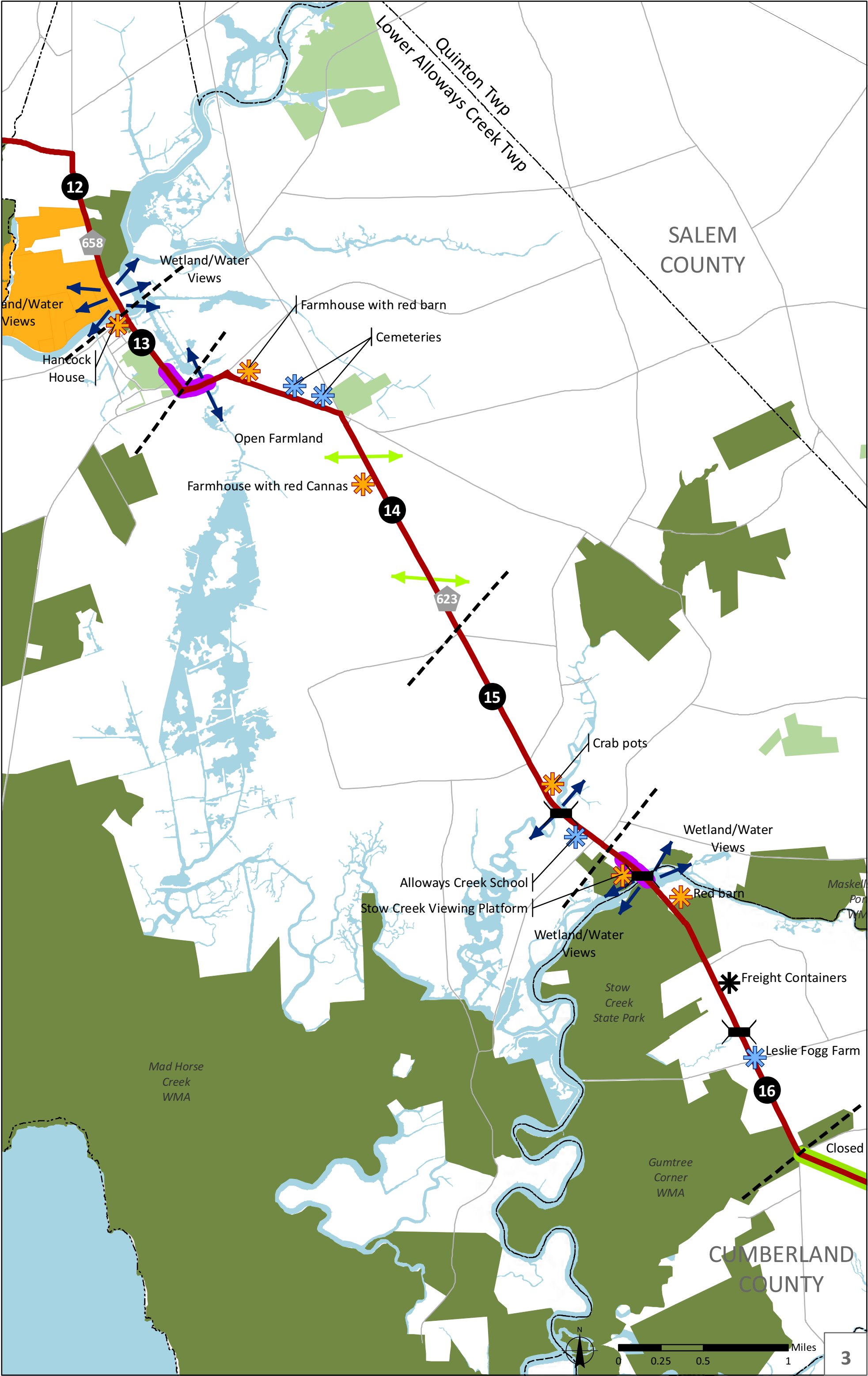
GIS data sources: NJ Department of Environmental Protection; NJ Department of Transportation; ESRI

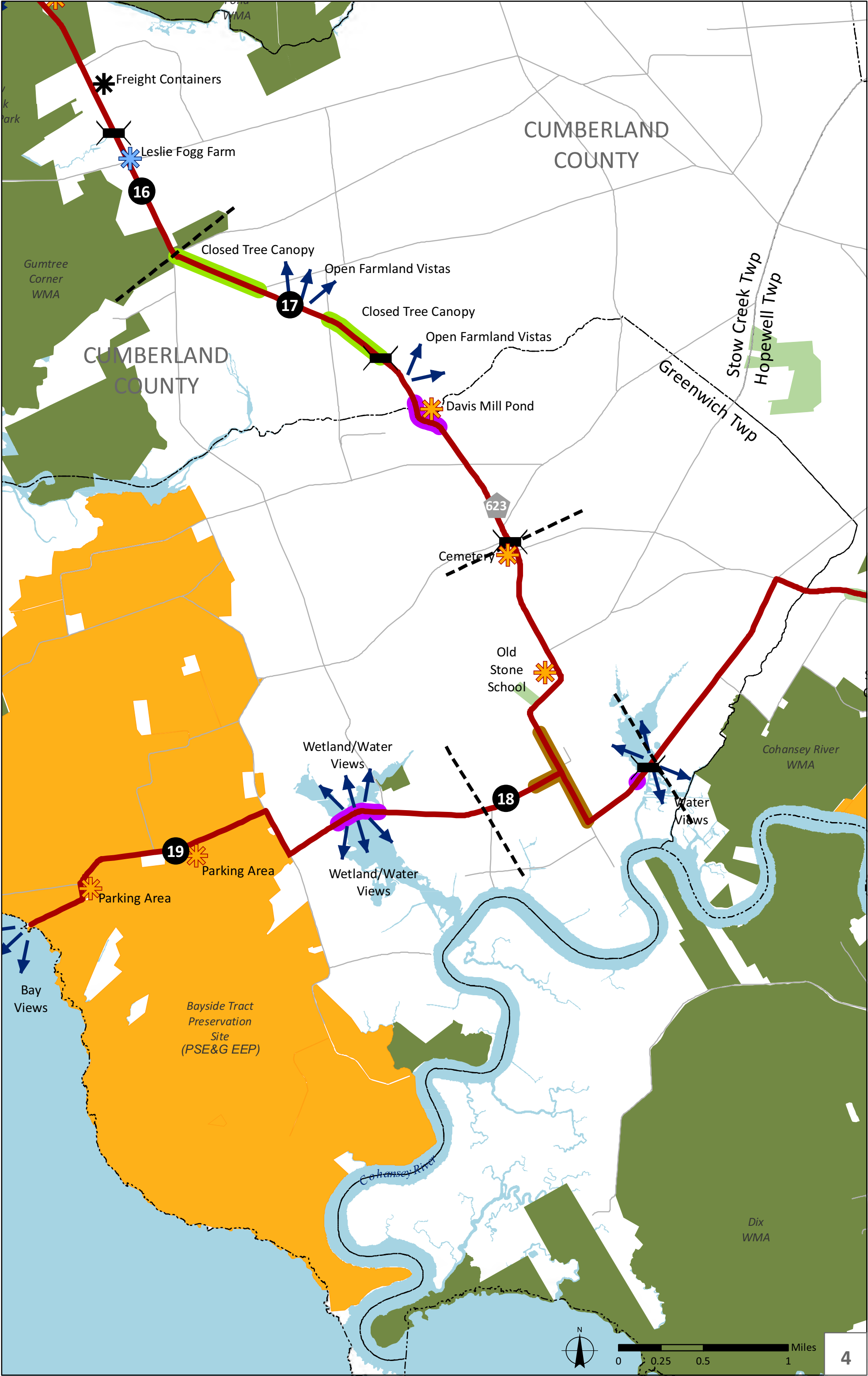


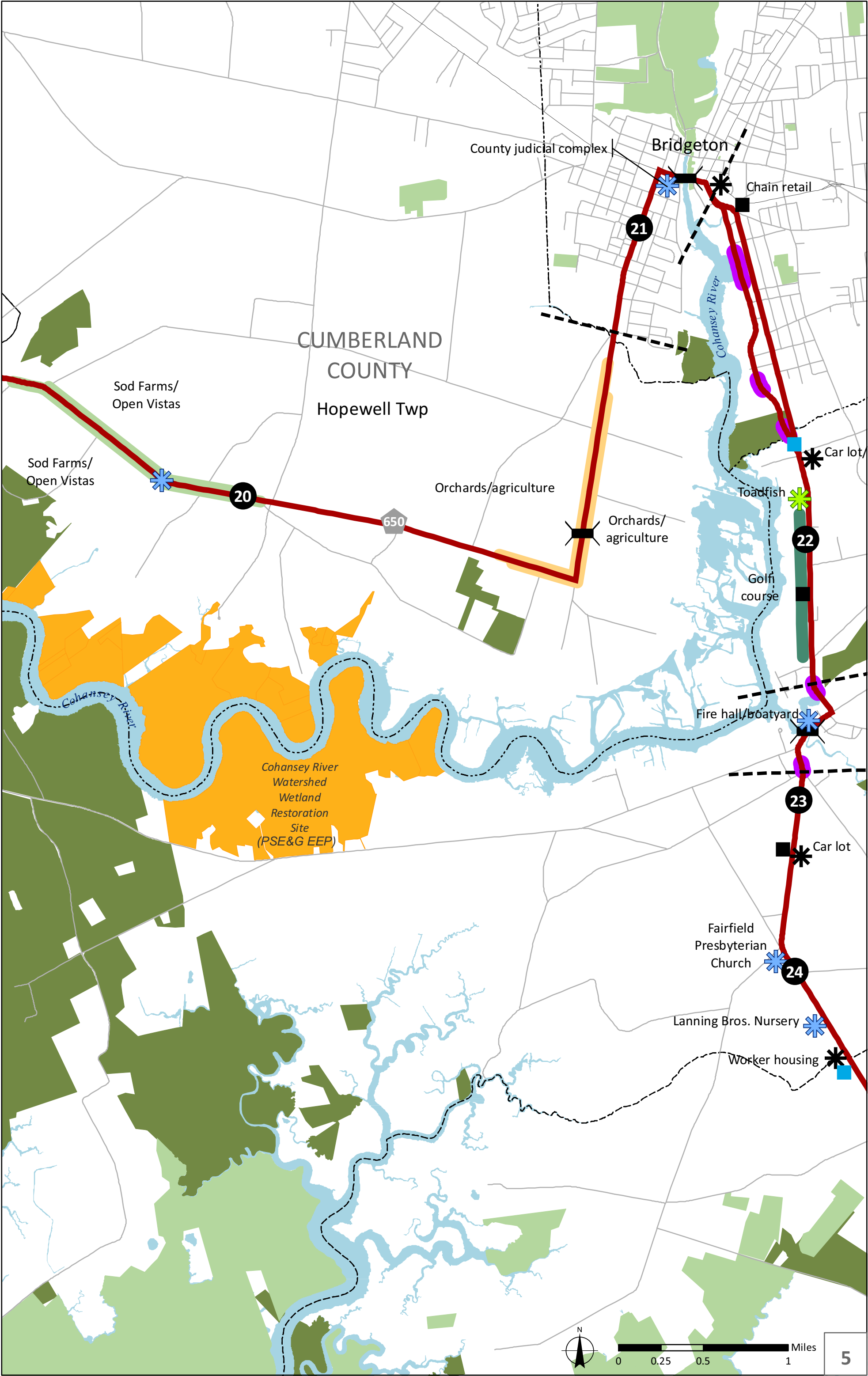
Key

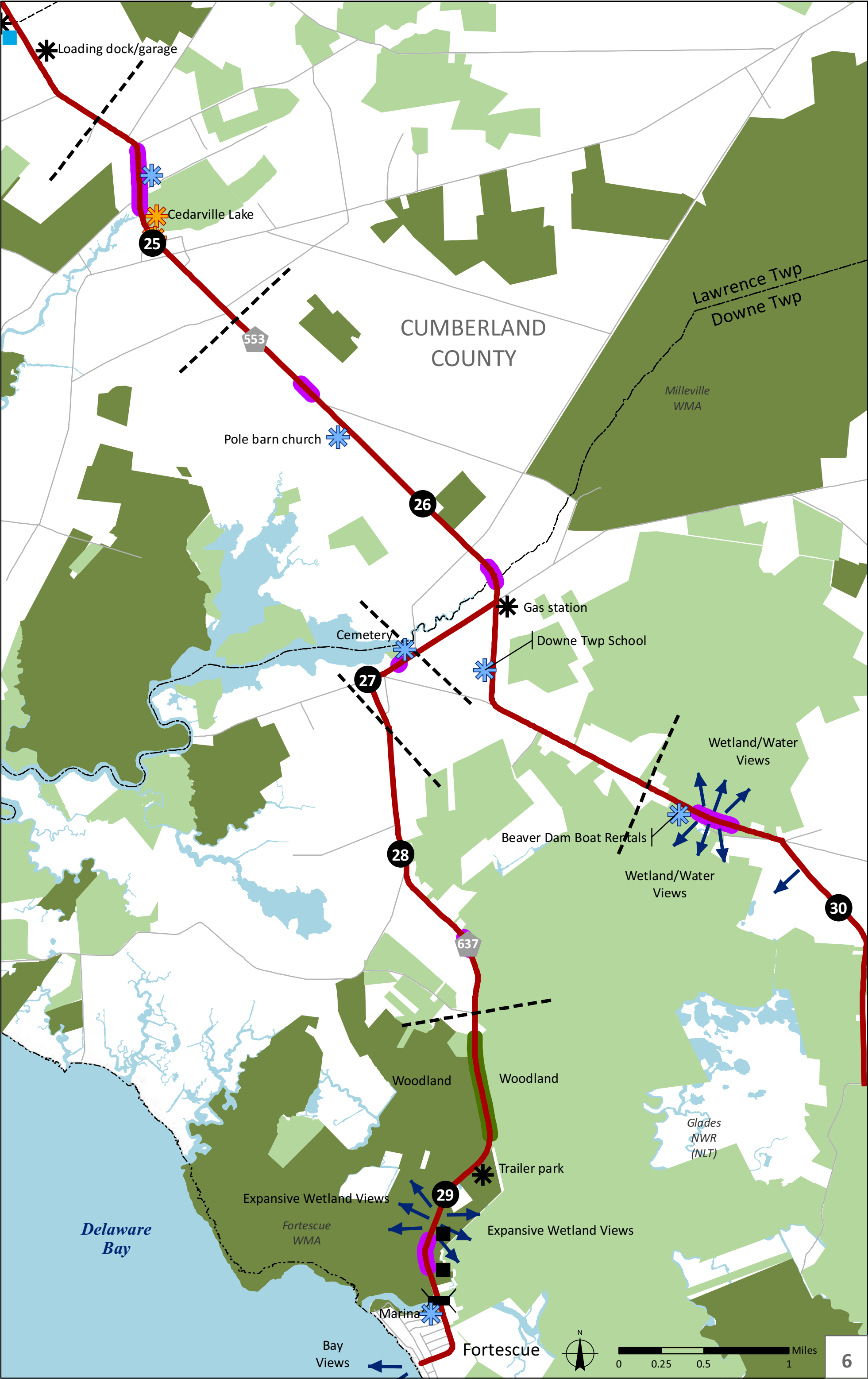




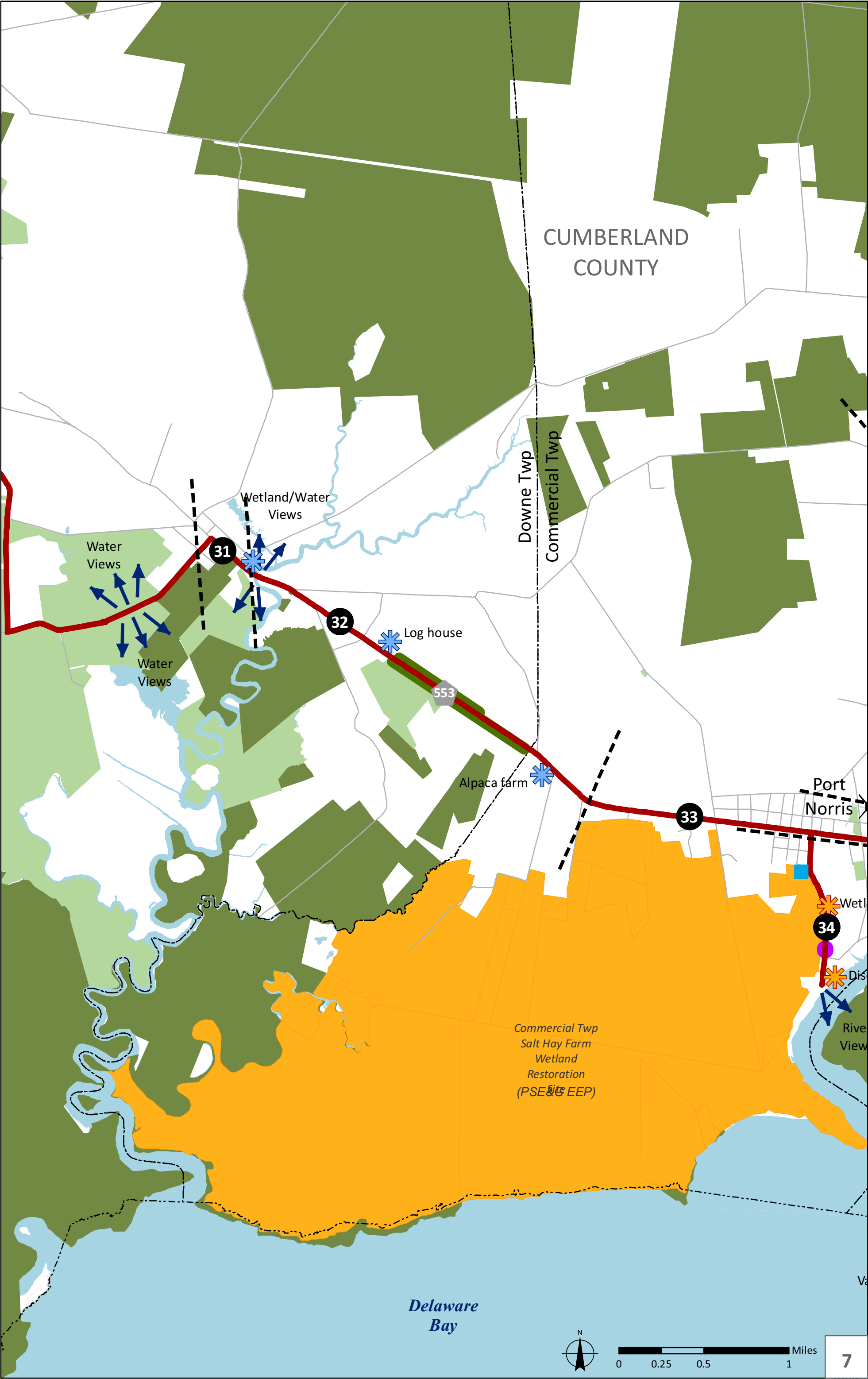






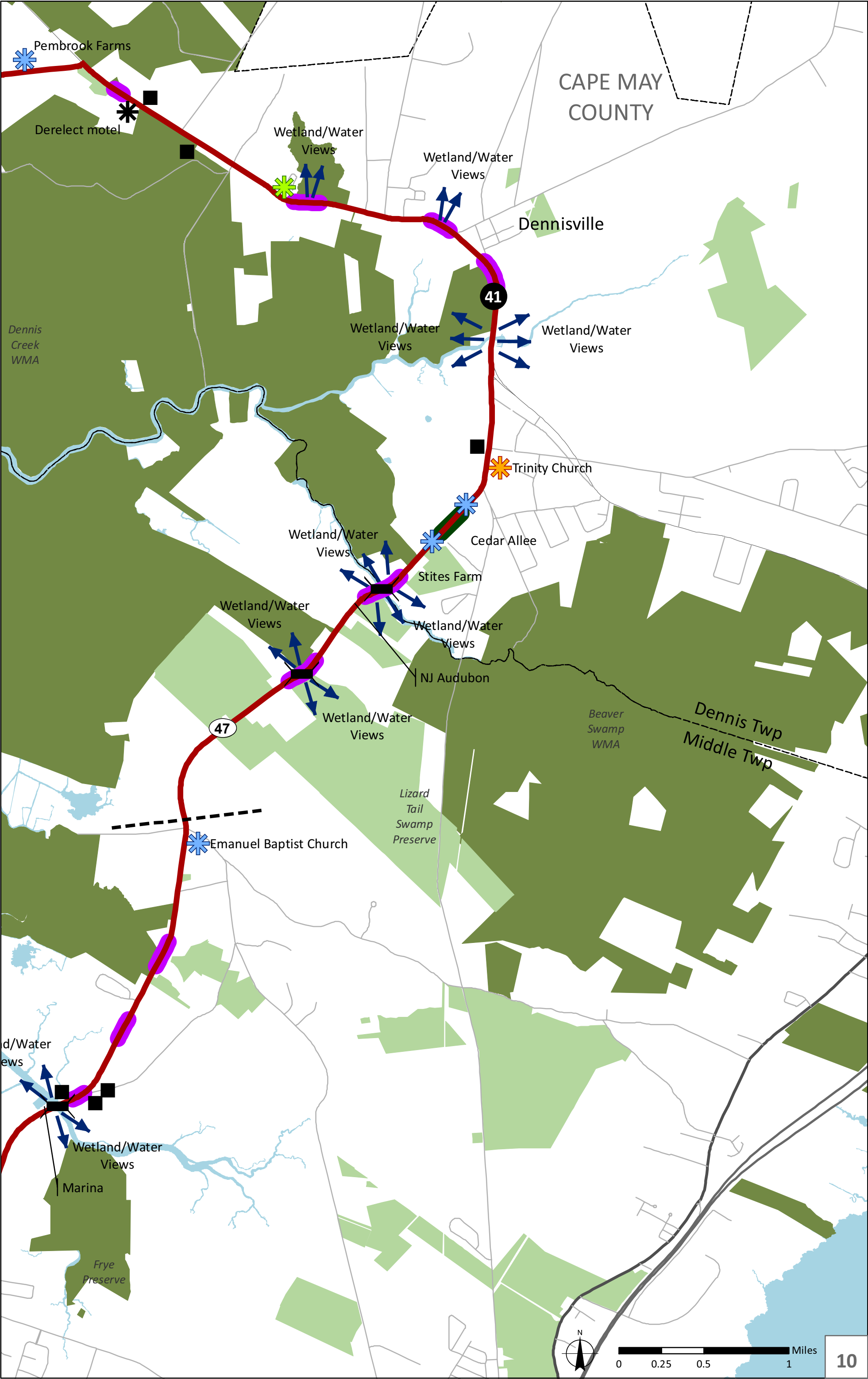


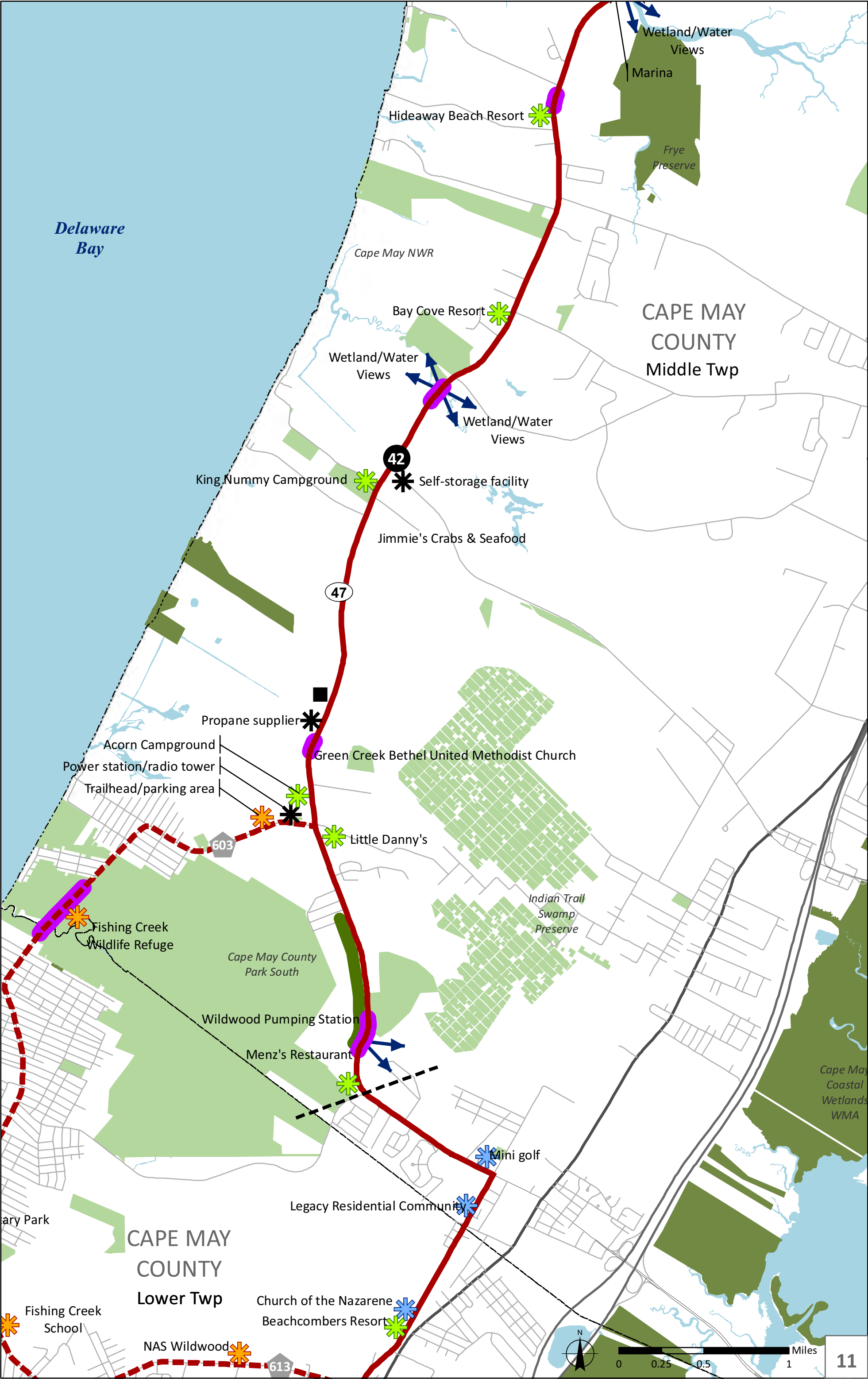
0 0.25 0.5 1 Miles















Institutional Survey

TABLE 1: PLANNING

- ★ Has undertaken plan or action
- Has portions of plan or action
- No plan or action at this time

JURISDICTION	MASTER PLAN	HISTORIC PRESERVATION PLAN	FARMLAND PRESERVATION PLAN	RIGHT TO FARM ORDINANCE ¹	EXISTING OPEN SPACE OR PLAN	HISTORIC, AGRICULTURAL, SCENIC OR RIVER CORRIDOR DISTRICT/OVERLAY ZONE	SIGN ORDINANCE/ BILLBOARD CONTROL
SALEM COUNTY	○ (1970, update on-going)		★		★ ²		
Elsinboro Township	★	★		★	★		○
Lower Alloways Creek Township				★			
Mannington Township	★ (1978, re-exam and amendment 2007)		★	★	★	★	
Pennsville Township						★	○
City of Salem	★				★ ³		
CUMBERLAND COUNTY	○	★	★		★ ⁴		

Institutional Survey

JURISDICTION	MASTER PLAN	HISTORIC PRESERVATION PLAN	FARMLAND PRESERVATION PLAN	RIGHT TO FARM ORDINANCE ¹	EXISTING OPEN SPACE OR PLAN	HISTORIC, AGRICULTURAL, SCENIC OR RIVER CORRIDOR DISTRICT/OVERLAY ZONE	SIGN ORDINANCE/ BILLBOARD CONTROL
	(1967, updates on-going)						
City of Bridgeton	★ (2008)	★			★ ⁵	★	★
Commercial Township	★ (2006)		○	★	★	★	
Downe Township	★ (2000)	○	○	★	★ ¹¹	★	
Fairfield Township	★ (1974, re- examined 2002)			★		★	○
Greenwich Township	★ (1995, re-exam 2010)	★	○	★	○	★	★
Hopewell Township	★ (2007)		★ ⁹	★	★ ⁶	★	○
Lawrence Township	★ (2003)			★			
City of Millville	★			★	★	★	★
Maurice River Township	★ (2000, re-exam 2012)				★	★	

Institutional Survey

JURISDICTION	MASTER PLAN	HISTORIC PRESERVATION PLAN	FARMLAND PRESERVATION PLAN	RIGHT TO FARM ORDINANCE ¹	EXISTING OPEN SPACE OR PLAN	HISTORIC, AGRICULTURAL, SCENIC OR RIVER CORRIDOR DISTRICT/OVERLAY ZONE	SIGN ORDINANCE/ BILLBOARD CONTROL
Stow Creek Township	★ (2007)	○	★ ¹⁰		★	★	○
CAPE MAY COUNTY	★ (2005, as amended)		★		★ ⁷		
City of Cape May	★ (Re-exam 2009)				★	★	○
Borough of Cape May Point	★ (2007)	★					
Dennis Township	★ (1994; Re-exam 2002)			★		★	
Lower Township	★ (1978, Re-exam 2011)			★	★		★
Middle Township	★ (Re-exam 2010)	★	★	★	★	★	○
Borough of West Cape May	★ (1978, latest re- exam in 2005)	★		★	★ ⁸	★	★
PINELANDS COMMISSION	★ (Updated through 2011)	★	★		★	★	

Institutional Survey

1. The Right to Farm Act was passed by the NJ Legislature in 1983 and amended in 1998. The Act protects responsible commercial farmers from public and private nuisance actions and unduly restrictive municipal regulations.
2. Salem County (2006, Separate Plan) – The Plan identifies “blueways” to protect surface water resources, greenways as linear corridors for protecting forests and wildlife habitats; and brownways for the protection of agricultural lands and pastures. Also mentions Natural Heritage Priority Sites, tourism and recreational opportunities, wildlife habitats, agricultural resources, surface water resources, cultural and historic resources, recreational resources (active and passive), preserved open space and agricultural lands, Smart Growth, and providing connections to important natural areas.
3. Salem City (2009, Separate Plan) – The plan identifies goals for bicycle/pedestrian trails, providing increased recreational opportunities (passive and active) inside and outside the City, preserving open space, protecting wetlands and other critical/environmentally-sensitive habitats, linking various areas of the City through greenways acquired by conservation easements, identification and protection of historic resources and districts.
4. Cumberland County (2011, Separate Plan) – Includes recommendations for linkages including rails-to-trails, water trails, and large tracts of contiguous open space. Also include recommendations for ownership/maintenance models as well as funding sources.
5. City of Bridgeton (2008, element of Master Plan) – Mentions the vast recreational opportunities within the parks along the Cohansey River, however there is a need for additional neighborhood parks. Also discusses the development of an inter-municipal Cohansey River Greenway Plan that would provide multi-use trail connections to the Bayshore bicycle trail and the New Jersey Coastal Heritage Trail. More public access is needed along the Cohansey River.
6. Hopewell Township (2011, element of Master Plan) – Includes goals for the creation of a transfer of development (TDR) program, coordination of plans with neighboring communities, encouraging preservation of open space by programs such as Farmland Preservation and Green Acres.
7. Cape May County (2007, element of Master Plan) – The Plan identifies needs, existing open space resources as well as open space priority acquisition areas.
8. Borough of West Cape May (2005, element of Master Plan) – Identifies the need for more active and passive recreational opportunities within the Borough. Identifies an Ocean-to-Bay network of paths connecting the Delaware Bay to the Atlantic Ocean via the Central Wetlands Corridor, as well as an Eco-Park that would contain active and/or passive recreation facilities, interpretive stations, eco-tourism opportunities and related uses. Also include
9. Transfer of Development Rights (TDR) element of the Master Plan.
10. Stow Creek Township (2007, element of Master Plan) – includes an inventory of preserved farmland and discusses the ways Stow Creek supports the agricultural industry. Also discusses the possibility of enacting a Right-to-Farm Ordinance and a Country Code.
11. Downe Township – no formal plan as approximately 72 percent of the township has been dedicated/preserved as open space.

Institutional Survey

TABLE 2: SPECIAL PROTECTION

- ★ Protection exists
- Limited protection exists
- No protection exists

JURISDICTION	CONSERVATION EASEMENTS/ FARMLAND/OPEN SPACE PRESERVATION	TDR/CLUSTER ZONING /BUFFER FOR OPEN SPACE OR AGRICULTURE	LOCAL HISTORIC DISTRICT DESIGN REVIEW AUTHORITY	WITHIN NJ CAFRA BOUNDARY ¹	TRUST FUND / TAX FOR AGRICULTURE OR OPEN SPACE	ENVIRONMENTAL IMPACT STATEMENT ²	TREE/VEGETATION PRESERVATION ORDINANCE/ SHADE TREE COMMISSION
SALEM COUNTY	★				★ ³		
Elsinboro Township				★			
Lower Alloways Creek Township		★		★			
Mannington Township	★	★		★	★ ⁴	★	
Pennsville Township				★	★	★	
City of Salem	★		★	★			
CUMBERLAND COUNTY	★				★ ⁵	★	
City of Bridgeton	★		★	★		★	★
Commercial Township	★			★		★	
Downe Township	★	★		★		★	
Fairfield Township	★	★		★			

Institutional Survey

JURISDICTION	CONSERVATION EASEMENTS/ FARMLAND/OPEN SPACE PRESERVATION	TDR/CLUSTER ZONING /BUFFER FOR OPEN SPACE OR AGRICULTURE	LOCAL HISTORIC DISTRICT DESIGN REVIEW AUTHORITY	WITHIN NJ CAFRA BOUNDARY ¹	TRUST FUND / TAX FOR AGRICULTURE OR OPEN SPACE	ENVIRONMENTAL IMPACT STATEMENT ²	TREE/VEGETATION PRESERVATION ORDINANCE/ SHADE TREE COMMISSION
Greenwich Township	★			★	★		
Hopewell Township	★	○		★			○
Lawrence Township		★		★			
City of Millville		★		★		★	★
Maurice River Township	★	★		★		★	★
Stow Creek Township	★			★			
CAPE MAY COUNTY	★	★			★ ⁶		
City of Cape May			★	★		★	★
Borough of Cape May Point				★			★
Dennis Township				★			○
Lower Township	★	○		★		○	
Middle Township	★	○		★	★		★
Borough of West Cape May			★	★			★
PINELANDS COMMISSION	★		★			★	★

1. The Coastal Area Facility Review Act (CAFRA) (N.J.S.A. 13:19) is intended to protect coastal areas from the effects of uncoordinated development, and thus preserve the most ecologically sensitive and fragile coastal lands. CAFRA applies to projects near coastal waters and along the Maurice and Cohansey Rivers. CAFRA regulates almost all development activities involved in residential, commercial, or industrial development, including construction, relocation, and enlargement of buildings or structures; and all related work, such as excavation,

Institutional Survey

grading, shore protection structures, and site preparation. Within 150 feet of the mean high water line, CAFRA regulates any new developments, residential projects with three or more units, and commercial projects with five or more parking spaces. Beyond 150 feet of the mean high water line, CAFRA regulates residential projects with 25 or more units and commercial projects with 50 or more parking spaces.

2. Environmental impact statements required for minor and major subdivisions/site plan approvals. Specific requirements vary by township and depend on type, size and location of proposed projects. The purpose of the EIS is to prepare a comprehensive analysis of potential impacts to sensitive agricultural and natural resources as well as identify mitigation measures.
3. In 2005 Salem County instituted a dedicated \$0.02 tax for farmland and open space preservation.
4. \$0.04 dedicated Farmland Preservation Trust Fund and Tax. Township also contributes 1% of total easement purchase price to landowners.
5. Cumberland County Open Space and Farmland Preservation Trust Fund Tax; \$0.01 tax on every \$100 of assessed property.
6. \$0.01 tax on every \$100 of assessed property.

Institutional Survey

TABLE 3: RECOGNITION

- ★ Recognition exists
- Limited recognition exists
- No such recognition exists

JURISDICTION	NATIONAL REGISTER LISTINGS	SCENIC ROAD ORDINANCE OR RECOGNITION	GREENWAYS OR TRAILS/BIKE TRAILS	NATURAL HERITAGE PRIORITY SITES	REGISTERED/ CERTIFIED WITH SUSTAINABLE JERSEY ¹	
SALEM COUNTY	★		★			
Elsinboro Township	★				★	
Lower Alloways Creek Township	★			★	★	
Mannington Township	★			★	★	
Pennsville Township			★	★		
City of Salem	★					
CUMBERLAND COUNTY	★		★			
City of Bridgeton	★		★			
Commercial Township	★		★	★		
Downe Township	★		★	★		
Fairfield Township	★			★	★	
Greenwich Township	★			★	★	
Hopewell Township						
Lawrence Township	★			★		

Institutional Survey

JURISDICTION	NATIONAL REGISTER LISTINGS	SCENIC ROAD ORDINANCE OR RECOGNITION	GREENWAYS OR TRAILS/BIKE TRAILS	NATURAL HERITAGE PRIORITY SITES	REGISTERED/ CERTIFIED WITH SUSTAINABLE JERSEY ¹	
City of Millville	★		★	★	★	
Maurice River Township	★		★	★	★	
Stow Creek Township						
CAPE MAY COUNTY	★		★	★		
City of Cape May	★		★	★	★	
Borough of Cape May Point	★		★		★	
Dennis Township	★				★	
Lower Township	★		★		★	
Middle Township	★		★	★	★	
Borough of West Cape May	★		★		★	
PINELANDS COMMISSION	★	★	★	★		

1. New Jersey is the first state to have a comprehensive sustainability program for communities that links certification with strong financial incentives. Sustainable New Jersey is a certification program for municipalities in the state that want to “go green”, save money, and take steps to sustain their quality of life over the long term. See www.sustainablejersey.com for more information.

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Abbotts Meadow WMA	Salem	The farm fields, meadows and a far-reaching tidal marsh of Abbotts Meadow attract thousands of birds and wildlife. Hedgerows provide habitat to Baltimore and Orchard Orioles, Northern Cardinal and Field sparrows. Come winter, waterfowl and wading birds hang around the marshlands and occasionally, a raptor or two. Osprey, bald eagles and various varieties of egrets also hang out here. In addition to the birds, muskrat are occasionally spotted, and their dens can be found all around the marshlands	Without any amenities beyond a parking area, Abbott's Meadow WMA is not for the faint at heart. For the serious naturalist; however, it is an ideal bird and wildlife watching site. It is also a popular place for hunters. The hunting seasons will vary by animal, so wildlife watchers should always be aware of the potential for hunting. Trails wind through the site. Fishing is permitted.	Directions: Traveling east for about 3.0 miles on CR 624 from Fort Elfsborg , Abbotts Farm Road will be on the right. Turn onto Abbotts Farm Road and follow to its end. There is a parking area on the left. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
Alloway Creek Watershed Wetland Restoration Site	Salem	This site consists of 2,840 acres of wetlands and 130 acres of upland adjacent to Alloway Creek and the Delaware River restored by PSEG to provide more fish habitat. Restoration efforts here have focused on reducing the invasive weed, Phragmites. In the fall and winter, raptors can be seen. In the winter they are joined by large flocks of Snow Geese and an occasional Rough-legged Hawk. In the spring numerous shorebird species arrive for breeding season, and in summer, Osprey fledglings are active.	Elevated observation platforms, two well-maintained nature trails, and a bird viewing blind provide opportunities to see migratory and resident birds, as well as other wildlife that inhabit the area. The first trail goes through a marsh area to the west, while the second, in the vicinity of the power lines, leads to one of the platforms, this one with views to the east and south. Two parking area off of Money Island Road are accessible and accommodate buses as well as standard cars.	Location: Money Island Road, Elsinboro, NJ Directions: There are multiple access areas. From state road 49 in Salem, travel southwest for two miles on CR658, which initially is named York St, and changes into Salem-Hancocks Bridge Rd. Turn right onto Ft. Elfsborg Rd., left on Money Island Rd., and follow it to the end. 2) From SR49 in Salem to Chestnut St. (CR 625) west. The road name changes to Ft. Elfsborg-Salem Rd, and parking is at the end of the road. 3) There is also viewing adjacent to the Hancock House. Hours: Open daily from dawn to dusk. Telephone: 1-888-MARSHES (888-627-7437) Website: www.pseg.com	yes	yes	yes
Burden Hill Preserve Elsinboro Neck	Salem	In the spring, Elsinboro Neck is busy with flocks of migrating shorebirds, including the Glossy Ibis, arriving in large numbers. At this time of year, the marsh mammals -- muskrat, beaver and fox -- are also active. In the summer, herons and egrets can be seen foraging or in flight, and in the winter months, migrating birds that follow the Delaware River, such as Cooper's Hawk, Peregrine Falcon and Bald Eagle, may be spotted.	Located at the mouth of the Salem River, Elsinboro Neck offers a small beach with a boardwalk high enough to afford views of the salt marsh below. Fishing is permitted on site. A small parking area is located on site.	Directions: Traveling south on CR 625/Fort Elfsborg-Salem Road, drive through Elsinboro, past the elementary school. Continue on Fort Elfsborg-Salem Road as it curves to the right and then left. Hours: Open daily from dawn to dusk. Telephone: (888) 627-7437 Website: www.pseg.com/environment/estuary		yes	
Fort Mott State Park/Finn's Point Lighthouse	Salem	Located near the mouth of the Delaware River, Fort Mott State Park is well positioned for migrating birds, including ducks and shorebirds, that use the river as a guide to their ultimate destinations. Ducks and geese settle along the riverbank, while small mammals and woodland birds -- migrating warblers and other song birds -- seek refuge in the park's forested areas. Wading birds such as the Great Egret, Snowy Egret and Great Blue Heron gather in the small moat on site. Nearby Pea Patch Island, is home to nesting egrets and herons, boasting the largest heron rookery in the mid-Atlantic. The variety of habitat within the Park and immediate vicinity attracts a diverse collection of wildlife.	Fort Mott State Park, the site of a nineteenth century for and gun battery, is rich in both history and recreation. Visitors can climb to the top of the Fort for panoramic views of the Delaware Bay or look for woodland birds and small mammals along the park's wooded Nature Interpretive Trail. A shoreline trail affords wildlife viewing year-round, especially for ducks and geese, and the ferry pier provides a great vantage point from which to observe waterfowl on the Delaware River. The park offers picnic facilities for small and large groups as well as open space to serve as informal playfields. Pea Patch Island is accessible by short ferry ride. The nature trail on the north side of the island offers views of the nesting birds.	Location: 454 Fort Mott Road, Pennsville, NJ 08070 Directions: Heading outbound on NJ 49, the byway spur, turn left on Lighthouse Road/CR 632. Stay to the left at the triangular intersection, turning left onto Fort Mott Road. The park entrance will be 1.3 miles ahead on the right. Hours: Open daily sunrise to sunset (Office open Monday-Friday 8 am to 4 pm) Telephone: (856) 935-3218 Website: http://www.state.nj.us/dep/parksandforests/parks/fortmott.html	yes	yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Mad Horse Creek WMA	Salem	Mad Horse Creek WMA covers 9,498.33 acres across three sites: North, Central and South. The wide open wetlands with only a few stands of trees provides habitat to ducks and wading birds including Clapper Rail. Winter waterfowl include Brant, Green-winged Teal, Northern Shoveler and Ring-necked Duck. In the spring, Eastern Bluebird, Marsh Wren and Seaside sparrow are active. Other wildlife finding habitat along Mad Horse Creek include fox, raccoon, opossum, muskrat, groundhog and white-tailed deer.	Mad Horse Creek offers endless waterways for paddling. A boat launch is located at the end of Stowneck Road. An extensive trail system accommodates walkers/hikers as well as bicycles. (Mountain biking permitted on designated trails year-round and seasonally on others.) Hunting and fishing are also permitted on site.	Location: Stowneck Road, Canton, NJ Directions: Traveling south on CR 623/Main Street through Canton, turn right onto Stowneck Road. Follow Stowneck Road to the end. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.org		yes	
Maskell Mill Pond WMA	Salem	Maskell Mill Pond WMA totals 1,112 acres. The pond is hidden within a deciduous oak-pine forest. Green Heron, Great Blue Heron and Great Egret can be seen from the bridge, and in the summer, red-eared sliders and painted turtles bask on floating logs. Northern Cardinal and Carolina Wren find habitat in the forest, along with the occasional Red-eyed Vireo.	Maskell Mill Pond WMA offers wildlife watching and active recreation on land or water. The WMA offers boat and canoe access to the pond where fishing is also permitted. A wooden bridge at the southern arm of the pond provides a good viewing spot and can accommodate vehicles as well as pedestrians. Trails for walking and hiking wind through the woodlands.	Location: Maskell's Mill Road, Lower Alloways Creek Twp, NJ Directions: Traveling south on CR 623/Main Street through Canton, turn left onto CR 652/Smick Road. Follow to the end and turn right onto Maskell's Mill Road. After 0.6 miles, turn right after the small bridge and then left into the parking area. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.org		yes	
Parvin State Park	Salem	Parvin State Park comprises over 1,300 acres on the edge of the Pine Barrens and includes three lakes: Thundergust, Parvin and Muddy Run. Trails wind through typical pineland forests as well as hardwood swamp, an unusual and diminishing habitat specific for several rare and/or elusive species.	Parvin State Park offers a variety of recreational activities. Swimming is permitted in Parvin Lake and all three lakes accommodate boating and fishing. The park has several options for camping and picnicking, and the visitor center offers nature interpretive programs. An extensive trail system winds through the park. Hunting is permitted in designated areas.	Directions: From the byway in Bridgeton, follow CR 77/Pearl Street to CR 56/Landis Street. Turn right onto Northwest Avenue followed by a left onto CR 611/Centerton Street. (Note that CR 611 becomes CR 553.) Follow Centerton Street for 4.6 miles. Turn right onto Almond Road. Park office is 2.1 miles down the road on your right at 701 Almond Road. Hours: Open daily sunrise to sunset (Office is open Monday-Friday, 8 am to 4 pm) Telephone: (856) 358-8616 Website: http://www.njparksandforests.org		yes	
Rainbow Lake WMA	Salem						
Salem River WMA	Salem	The Salem River WMA covers 3,225.4 acres across four sites. These provide habitat to birds, mammals, reptiles and amphibians alike. Snow Geese fill the sky in the winter, along with an occasional raptor, while Green- and Blue-winged Teal and Wood Ducks are out and about throughout the marshlands. Indigo Buntings and Orchard Orioles frequent the woodland areas, while Common Yellowthroat warblers call from the shrubs. Closer to the marshes, turtles hatch in the spring, and muskrat and river otter become more active.	The Salem River WMA offers opportunities for nature lovers and wildlife watchers to experience a variety of animal species. There is parking off NJ 45, and a 0.2-mile dirt and gravel road leads to a second parking lot with an elevated observation platform affording views of the expansive Mannington Creek marshes.	Location: NJ 45, Salem, NJ Directions to Mannington East: From northern terminus of byway, head south on CR 540 into Mannington. Turn left onto NJ 45/Salem-Woodstown Road and follow for approximately 4 miles. Entrance is on the left. Hours: Open daily sunrise to sunset Telephone: (609) 984-0547 Website: http://www.njfishandwildlife.com		yes	
Stow Creek Viewing Area	Salem	This New Jersey Fish, Game and Wildlife site features a bald eagle nest and provides an opportunity for visitors to learn about the state's eagle restoration efforts.	An access road, parking area, elevated boardwalk, interpretive exhibits, and a viewing platform provide a way to enjoy the eagles, the salt marsh, and its wildlife species.	Directions: From state road 49 in Salem, turn south on county road 658 (Hancock's Bridge Rd.). At Hancock's Bridge, CR658 makes a left at the traffic light. Turn south (right) at the next light onto CR623 (New Bridge Rd.) toward Canton, travel about 8 miles to the parking area on the south (right) side of the road, just before the bridge over Stow Creek. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: NJ Division of Fish & Wildlife (609) 628-2103. Website: www.njfishandwildlife.com	yes	yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Supawna Meadows National Wildlife Refuge	Salem	The Supawna Meadows National Wildlife Refuge is a 2,800-acre site located just north of the Salem River in the Delaware River estuary. Its central location and predominance of brackish tidal marsh make it a critical stop for migratory birds resting and feeding each spring and fall. It is also important foraging territory for nesting birds, especially those from nearby Pea Patch Island. Supawna's grassland habitats are management to attract and maintain populations of American Woodcock and American Kestrel. In addition, sandpipers and other shorebirds use the refuge marshes as a feeding area during the summer and during the migration seasons.	Two trails through the refuge provide hiking and wildlife viewing opportunities. The Grassland Trail is located on the south side of Lighthouse Road, and the Forest Habitat Trail is located further down the road on the north side at the corner of Xmas Tree land and Fort Mott Road. Hunting is also permitted in the Refuge, though for deer and waterfowl only.	Location: 197 Lighthouse Road, Pennsville, NJ 08070 Directions: Heading outbound on NJ 49, the Fort Mott/Supawna spur, turn left on Lighthouse Road/CR 632. Follow Lighthouse Road for approximately 2.3 miles. There will be a parking area and trailhead on the left. Hours: Open daily sunrise to sunset (Refuge headquarters currently closed.) Telephone: (609) 463-0994 Website: http://www.fws.gov/supawnameadows/	yes	yes	
Thundergut Pond WMA	Salem						
Bayshore Discovery Project	Cumberland	The non-profit organization, founded in 1988, educates the citizens of the Delaware Estuary about the region's natural resources and maritime culture. The organization owns and operates New Jersey's official Tall Ship, the 1928 Delaware Bay oyster schooner A.J. Meerwald. Its home port is located at the historic oyster shipping sheds on the Maurice River in Bivalve which offers a window to the Delaware Bay's past and current oyster industry. The schooner travels from port to port providing educational sails and special on-board programs for school children and the public. Bayshore Discovery Project also maintains the Delaware Bay Museum housed within the waterfront shipping sheds where exhibits highlighting maritime traditions of the Delaware Bay can be found.		Location: 2800 High Street, Port Norris, NJ 08349-3126 Directions: From county road 553 turn south on High Street in Port Norris and follow the signs to the schooner, docked behind the office at 2800 High Street. The museum is located within the sheds next to the dock. Hours: The historic wharf is open year-round; call ahead for Meerwald's sail schedule and museum hours. Telephone: (856) 785-2060 or 1-800-485-3072. Website: www.bayshorediscoveryproject.org	yes	yes	
Bayside Tract Preservation Site	Cumberland	Nesting platforms in the Bayside Tract regularly attract Osprey, and the few forest stands serve as a much need resting place for migrating birds crossing the Delaware Bay on their way north. Hedgerows bordering the site provide habitat to a variety of wildlife including deer, fox, raccoon, skunk and groundhog.	Several parking areas existing throughout the Tract, including a small area and the end of the byway spur, which is also a designated observation point. The site may be best explored by canoe or kayak, given the extensive creek network. Fishing, crabbing, trapping and hunting are all permitted on site.	Location: Stathems Neck Road, Greenwich, NJ 08323 Directions: Follow the byway route taking the Bayside Tract/Caviar Spur in Greenwich. Telephone: (888) 627-7437 Website: www.pseg.com/environment/estuary		yes	yes
Bridgeton City Park	Cumberland					yes	
Buckshutem WMA	Cumberland	Buckshutem is particularly alive in the spring when both woodland and grassland migrants and breeders are active. Acadian Willow, Great Crested Flycatchers, the Scarlet Tanager and Wood Thrush seek out the habitat provided at Buckshutem: approximately 3,00 acres of relatively untouched woodland, a 500-acre area of fallow and agricultural fields interspersed with forest stands, and an area devoted to a grassland habitat project.	The Buckshutem WMA is bset suited for walkers/hikers and hunters. Several unmarked trails weave through the site, one of which connects the two parking areas. Hunting is permitted throughout the site.	Directions: Heading south on the byway from Bridgeton on CR 609, turn left onto CR 553/Fairton Gouldtown Road. Follow north to NJ 49 for approximately 3.3 miles and turn right onto NJ 49. The entrance to the WMA is approximately 1.3 miles on the right Hours: Open daily from dawn to dusk. (A second parking area is located off Buckshutem Road.) Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Cedar Lake	Cumberland	Cedar Lake is home to several Mute Swan and a large contingent of Canada Geese. In the winter, Ring-billed and Herring Gulls are abundant, and by spring, the forest hosts numerous songbird species. In the summer, geese are busy caring for their goslings, and the blue-gill sunfish guards its nest in the sand at the lake's edge.	Cedar Lake has a small dock for fishing and a boat launch for canoes, kayaks and boats. A hiking trail beyond the pavilion next to the parking lot takes visitors through the forest alongside the lake.	Directions: Follow the byway into Cedarville. The lake is located at the heart of town, on the left traveling southbound. Hours: Open daily from dawn to dusk. Telephone: Website:		yes	
Cedarville Ponds WMA	Cumberland						
Clarks Pond WMA	Cumberland						
Commercial Township Salt Hay Farm Wetland Restoration Site	Cumberland	Portions of this 4,200-acre site were diked as early as the eighteenth century to exclude tidal flow from the Delaware Bay for the purpose of salt-hay farming. Public Service Electric and Gas Company (PSE&G) purchased the property in 1994 as part of a program to help increase fish productivity. Three-thousand acres of the site were modified in 1997 by creating a network of channels and inlets to support restoration of normal tidal flow and the growth of desirable marsh vegetation. The site now provides important spawning, nursery, foraging, the refuge habitat for fish and other aquatic organisms, and wildlife using the estuary.	This site includes recreational opportunities on land and water. The site includes three observation platforms, two elevated boardwalks, and a two-mile nature trail. A car-top boat launch at nearby Robbinstown Road provides access for paddlers looking to explore the marsh from the water.	Directions: There are three access points to the public use facilities; just off CR553 at the end of Strawberry Avenue on the north edge of Port Norris; off Germantown Avenue; and at the end of High Street in Bivalve. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: 1-888-MARSHES (888-627-7437) Website: www.pseg.com	yes	yes	yes
Delaware Bayshore Preserve	Cumberland						
Dix WMA	Cumberland	The Dix WMA is an area of vast marshlands bounded by the Delaware Bay to the southwest, woodlands and farm fields to the north and east, and more marshland to the west. The fields, small woodlots and forested wetlands provide a mosaic of critical resting, nesting and feeding habitat attractive to a variety of wildlife. In the winter at least three Bald Eagle nests are visible across the mud flats, and river otter frequent the creeks, using the old dike as a travelway. The woodlands host numerous raptors and passerines, while the hedgerows between fields and favored by sparrows, warblers and songbirds.	A walk or bike ride along the old dike affords views of the vast marshlands. Hunting is permitted on site.	Location: Back Neck Road, Fairton, NJ Directions: Heading south on the byway through Fairton on CR 553, turn right onto CR 601/Back Neck Road. At the fork in the road, stay to the left to get onto Seabreeze Road. At the intersection of Seabreeze and Schoolhouse Roads, Seabreeze becomes Middle Marsh Lane, a dirt road. Follow straight to the end. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
East Point Lighthouse	Cumberland	Constructed in 1849, this "Cape Cod" style lighthouse provided Delaware Bay oyster schooners with a navigational marker to the ports of Port Norris, Millville, Mauricetown, and Port Elizabeth. It is the second oldest lighthouse still standing in New Jersey. Observe the annual migration of thousands of shorebirds in late May, when the horseshoe crabs come ashore to lay eggs. In early fall, watch for the annual migration of monarch butterflies.		Directions: Where state road 55 ends, drive 5.8 miles on state road 47. Turn right on Rt. 740 (Mackey's Lane). Drive 0.4 mile to stop sign. Turn left onto Main Street. Drive 2.7 miles to stop sign. Turn right onto East Point Road. Drive 2.6 miles on Lighthouse Road. Hours: The lighthouse is undergoing restoration, and the building interior is not open to the public except for special events. There is an "open house" on the third Sunday of each month, April to October, from 1 pm to 4 pm. Telephone: Not available. Email: eastpointlighthousej@yahoo.com Website: http://sites.google.com/site/eastpointlighthouse	yes	yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Egg Island WMA (Turkey Point)	Cumberland	The vast, windswept salt marsh here is dotted with hummocks of cedar trees, bayberry bushes, sumac, and common reeds. Numerous tidal creeks await the explorer, crabber, and angler. There is a large pond in the middle of the tract, which wintering waterfowl find attractive. A foot bridge and observation platform connect the parking area and walking trails in the marsh. Watch for marsh wrens, seaside sparrows, northern harriers, gulls, egrets, and herons. In midsummer, be prepared for biting deer flies and green-head flies.		Location: Turkey Point Road, Dividing Creek, NJ Directions: From county road 553 in Dividing Creek, turn south onto Maple Street. Take Maple St. 2.7 miles to the road end and the footbridge into the wildlife management area. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: NJ Division of Fish & Wildlife (856) 629-0090. Website: www.njfishandwildlife.com	yes	yes	
Fortescue State Marina	Cumberland	Fortescue is known as the "Weakfish Capital of the World." The marina was purchased by the State of New Jersey in the late 1930s to aid in the enforcement of shellfish fisheries management in the Delaware Bay. Today, the marina is operated by the Fortescue Captains and Boat Owners Association. The majority of the slips contain charter vessels (both large and small).		Directions: The marina can be reached via county roads 553 and 656 to Newport and continuing south on CR637 to Fortescue. Hours: An interpretive exhibit on the history of New Jersey marinas is accessible during daylight hours. Telephone: (856) 447-5115 Website: www.njparksandforests.org	yes		
Fortescue WMA	Cumberland						
Gandy's Beach Preserve	Cumberland						
Glades Wildlife Refuge	Cumberland	Located along the Delaware Bay, this area is a conservation project of the Natural Lands Trust, a regional land trust based in Media, Pennsylvania. In addition to the salt marsh and hardwood swamp forest, you may find tidal marsh with interlacing creeks and ponds, farm fields, mixed woodlands, old-growth woodlands, and beach habitats. Russell Farm Trail is one of several opportunities to explore the area.	Glades Wildlife Refuge offers several trails for hikers, but the refuge is best seen by boat. A few boat launches accommodate canoes and kayaks. The Natural Lands Trust offers guided paddling tours and a number of crab boat rental companies rent out small boats. A public boat launch is also located at the end of Turkey Point Road.	Location: 261 Schoolhouse Road, Newport, NJ Directions: From county road 553 at Newport, turn south onto CR656 and then south on CR637 at the blinking yellow light. Follow the signs to Fortescue. Parking for the Russell Farm Trail is located 2.4 miles south from the Newport blinker (on the left.) For access to the dunes and beach, continue into Fortescue and turn left onto New Jersey Ave. Follow that until the sea wall along the road ends. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: (856) 825-9952 Website: www.natlands.org	yes	yes	
Green Swamp Nature Area/Cohansey River Watershed Wetland Restoration Site	Cumberland	The Green Swamp Nature Area is part of a 930-acre wetland restoration site along the Cohansey River. Public Service Electric and Gas Company (PSE&G) purchased the property in 1994 to increase fish productivity. Restoration efforts here have focused on reducing the invasive weed, Phragmites. A short hiking trail transects an open field, woodland, salt marsh, and freshwater wetland. Enjoy a variety of wildlife, from nesting osprey to feeding butterflies. A public boat ramp provides access to the water.		Location: 666 Back Neck Road, Fairton, NJ Directions: Follow county route 553 into Fairton and turn south on Back Neck Road. Follow it approximately two miles, and the parking area is on the right. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: 1-888-MARSHES (888-627-7437) Website: www.pseg.com	yes	yes	yes
Gumtree Corner WMA	Cumberland						

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Heislerville WMA (Matt's Landing)	Cumberland	A driving route winds through the tidal marsh boundary, brackish impoundments, salt-hay meadows, tidal mud flats, and oak-pine uplands. The Maurice River flows past the area to the Delaware Bay. Bird watchers enjoy wintering snow geese and the occasional bald eagle. Mute swans live here year-round. Horseshoe crabs spawn on the beaches during May, attracting thousands of migratory shorebirds.	Matt's Landing features an eight-mile driving loop along the dike road that encircles the impoundments. A one-mile paved bike trail weaves between the Maurice River and an impoundment, and in 2010, a new viewing platform, photography blind and interpretive signs were completed.	Location: Matt's Landing Road, Heislerville, NJ Directions: Turn west at the traffic light for the Mauricetown turnoff from state road 347 and south (left) at the next light following SR47 south. In approximately another 3 miles, turn west (right) onto CR740 (Mackey's Lane). Proceed 0.3 miles to CR616 (Dorchester-Heislerville Rd.), and turn left. Travel 2.2 miles to CR736 (Matts Landing Road). Turn right, proceed 1 mile past the impoundments, and parking is on the left. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: NJ Division of Fish & Wildlife (856) 629-0090. Website: www.njfishandwildlife.com	yes	yes	
Lummis Ponds Preserve	Cumberland						
Manumuskin River Preserve	Cumberland	The Nature Conservancy's Manumuskin River Preserve, at over 3,500 acres, is comprised of a variety of habitats including mudflats, upland forest, grassy meadows, wild rice stands, and lowland swamps. In addition to 30 other rare species, the world's largest population of the globally rare sensitive joint-vetch is protected on the preserve. The tidal wetlands here have never been diked and thus have great plant diversity. Remains of the 1790s settlement of Fries Mill are also part of the preserve.	To hike the nature trail, begin at the trailhead located at the preserve entrance off Schooner Landing Road. NO PUBLIC ACCESS per Cumberland County web site at http://www.co.cumberland.nj.us/content/171/217/853.aspx	Directions: From State Road 47 turn onto Barth Road heading northeast. Follow to end of Barth Road. At cul-de-sac, park along the northwest side of the cul-de-sac. The trail head is marked with a blaze on tree. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: (609) 861-0600. Website: www.nature.org			
Maple Avenue Impoundments, Dividing Creek	Cumberland	Maple Avenue bisects an impoundment area that features mudflats on one side and open water on the other side. This unique setting enables the viewer to encounter a great diversity of birds and other animal life. Many Mute Swan reside here, and winter brings opportunities to see many species of diving ducks as well as the Tundra Swan. Vast flocks of migrating shorebirds stop here to rest, and Bald Eagle and Red-tailed Hawk nest in the area.	The Maple Avenue Impoundments are a popular fishing spot and crabbing spot, as well as a great place to watch the wildlife.	Directions: Follow the byway to Maple Avenue, just north of Dividing Creek. Parking available along the road. Hours: Telephone: (856) 447-3100 Website:		yes	
Maurice River Bluffs Nature Preserve	Cumberland						
Maurice River Bridge	Cumberland	The Maurice River is the largest tributary feeding into the Delaware Bay. It is tidal from the base of the Union Lake Dam to its confluence with the Bay, becoming increasingly brackish as it travels south and is joined by the Manumuskin, Muskee and Menantico Rivers. The marshes along the river and its tributaries boast the largest stand of wild rice in New Jersey, attracting huge numbers of migrating and wintering waterfowl. In addition, one of the state's best concentrations of Osprey occurs along the river and several pairs of Bald Eagles nest within the Maurice River drainage basin.	The Maurice River Bridge is the site of the annual Purple Martin staging event, when the sky is filled with thousands of Purple Martin get ready to embark on their southward migration. The bridge itself affords views up and down the river, and a large parking area tucked along side the bridge on the east bank offers interpretation of the river's ecology and a boat ramp.	Directions: Follow the byway across the Maurice River. Traveling south, a parking area is located immediately past the bridge on the northern side. Hours: Telephone: Website: www.cumauriceriver.org (for information on the Maurice River)		yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Maurice River Township Wetland Restoration Site (Thompson's Beach)	Cumberland	This 1,390-acre site was previously diked to exclude tidal flow from the Delaware Bay for salt hay farming. In 1994, Public Service Electric & Gas Company (PSE&G) purchased the property. In 1997, a network of channels and inlets was created through 1,000 acres to restore the habitat that is important to the reproduction cycles of fish. The site now provides important fish and wildlife habitat. A boat ramp and an observation platform make this an excellent site for fishing, crabbing, and birdwatching.		Location: end of Thompson's Beach Road, Heislerville, NJ Directions: Traveling south on state road 47 from Dorchester and Leesburg, turn west (right) on CR616 (Glade Rd) toward Heislerville. After approximately 1.5 miles, turn left onto Thompsons Beach Road and continue to the restoration site parking area. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: 1-888-MARSHES (888-627-7437). Website: www.pseg.com	yes	yes	yes
Menantico Ponds WMA	Cumberland	The Menantico River and Ponds are part of the federally designated Wild and Scenic Maurice River watershed. These pristine waterways provide essential habitat for numerous federal and state endangered and threatened species from birds to fish and plants. The network of freshwater ponds is the result of extensive sand mining that still takes place in many of the bayshore's rural communities and provides habitat to red-bellied and painted turtles, nesting sites for the American Black Duck and other waterfowl, and feeding grounds for Osprey and Bald Eagle.	The nearly 300-acre Menantico Ponds WMA can be enjoyed by car, on foot or by canoe or kayak. There is a boat ramp on site. Trails for walking/hiking facilitate wildlife watching, and fishing and hunting are permitted.	Location: NJ 49 South, Millville, NJ Directions: From the byway (CR 670/Mauricetown Road) heading south from Mauricetown, turn left onto NJ 47 north and follow to NJ 55. Take NJ 55 to Millville. From NJ 55 merge onto NJ 49/E. Main Street at Exit 24. The WMA will be on the right. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
Millville (Bevans) WMA	Cumberland	The Millville (Bevans) WMA is almost 19 square miles and includes hardwood and mixed forests, open fields, meadows, freshwater marshes and a small pond. These habitats are home to deer, fox, opossum and other small mammals. Red-tailed and Red-shouldered Hawk soar over the forested areas, while Northern Harrier forage in the marshlands. In the spring, migrating Passerines arrive and Hairy, Downy and Red-bellied woodpeckers establish their territory. In the fall, the WMA is a great location from which to observe the raptor migration.	Roads, trails, and utility rights-of-way take visitors through a variety of habitats. Hunting is permitted, and there is a shooting range on site. The WMA is also home to a dog training facility.	Location: Shaws Mill Road, Millville, NJ Directions: Leaving Cedarville heading south on the byway (CR 553), turn left onto CR 629/Newport Road. After 0.5 miles, turn right onto CR 656/Shaws Mill Road. Parking area is 0.3 miles down the road on the left. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
Nantuxent WMA	Cumberland	At the northern end of the Nantuxent WMA is composed of dry mixed oak and pine forests bordered by farmland. To the south, the tract is wet, traversed by small guts that drain into Nantuxent Creek and then the Delaware Bay. Bird species to be seen include Bald Eagle, Great Blue Heron, Red-winged Blackbird, Marsh Wren, warblers, Turkey Vultures, Snow Geese and numerous Osprey.	The Nantuxent WMA is enjoyed by hunters and naturalists alike. Roads are unpaved and some are bumpy, but can be negotiated in a standard passenger vehicle.	Location: East Bay Point Road, Cedarville, NJ Directions: Heading southbound on the byway, just south of Cedar Lake in Cedarville, turn right onto CR 610/Maple Avenue. Maple Avenue becomes Jones Island Road. At the intersection with Bay Point Road, turn left onto an unmarked dirt road and follow it to the end. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
Newport Landing	Cumberland	Newport Landing provides a resting place, nesting site and feeding grounds to many of the common Delaware Bayshore animal species. A local pair of Bald Eagles frequent the site each year. Snow Geese arrive in thousands in winter, and in spring, Clapper Rails can be heard calling. Great Blue Heron and egrets forage along the banks of the creeks, while shorebirds such as Dunlin and Sanderling seek out the mudflats.	Newport Landing offers breathtaking views of the tidal creek and adjacent Nantuxent WMA. A restaurant, boat ramp and boat rental service are available for those interested in view the area from the water or in the great fishing and crabbing at this location.	Directions: Heading outbound on the Fortescue spur, follow the byway (CR 656/Baptist Road) to its intersection with Fortescue Road. Instead of following the byway to the left, continue straight on Landing Road. Follow to the end. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
New Sweden WMA	Cumberland						

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Peaslee Wildlife Management Area	Cumberland	One of the largest wildlife management areas in the state -- over 33,000 acres -- Peaslee has thousands of acres of upland pine-oak forests and lowland bogs. Its longest border is the upper part of the Tuckahoe River. Old cranberry bogs and a mill are in the early stages of succession, and offer excellent freshwater marsh habitats. Discover the diverse habitats: the wooded edge, pinelands, cedar bog, hardwood swamp, scrub oak forests, sweet ferns, grassy fields, and yellow-clover pasture.	Opportunities for recreation at the Peaslee WMA are extensive and varied. Paved roads allow for a driving tour of the area, while numerous sand and gravel roads accommodate walkers/hikers as well as bicyclists. A boat ramp makes it easy to explore the site from the water, and the Tuckahoe River offers a challenging trip for canoes and kayaks. Hunting and fishing are permitted on site.	Location: CR 644/Hesstown Road, Cumberland Directions: From state road 55 exit 24, take SR49 east to county road 644 (Hesstown Road), about 5 miles. Turn left, and proceed 1.7 miles. Turn east (left) on the sand road for a 1.6 mile auto tour loop. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: NJ Division of Fish & Wildlife (856) 629-0090. Website: www.njfishandwildlife.com	yes	yes	
Peek Preserve	Cumberland	The 250-acre Harold N. Peek Preserve, owned by Natural Lands Trust, is located along the freshwater, tidal portion of the Maurice River. The hiking trails will lead you through many different habitats, including wild rice marsh, Atlantic white cedar, hardwood swamp, chestnut oak upland, pine barrens, and a Virginia pine succession field. Waterfowl, bald eagles, osprey, turkeys, and great horned owls are just a few of the birds that utilize the natural resources of the preserve.	At the Peek Preserve, trails lead visitors through various habitats that include pine barrens, a cedar swamp, and a hardwood swamp. Trail guides are available in the parking lot outside the entrance gate. An observation deck connected to the field office is accessible when the Preserve is open, as is a 160-foot-long boardwalk and observation platform located a few hundred yards upstream at Jenkins Landing.	Location: 2100 NJ 47, Millville, NJ Directions: From Millville, follow state road 47 south 1.5 miles. Parking is on the right, across from Lilac Avenue. From the south, follow SR 47 north and take the jug-handle at the base of SR 55 to stay on 47. Continue north 3.5 miles, and the entrance is on the left. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: (856) 825-9952 Website: www.natlands.org		yes	
Riverview Park	Cumberland	Although Riverview Beach Park is a mowed, maintained facility, the riverbank beach, pond and lawns provide opportunities for birds to rest and feed. Common merganser, Mallard, Ring-billed and Herring Gull may be seen on the river in the winter, while Cormorants come to the park for a perch in the spring. Tree and Barn Swallows also descend on the park in the spring to feed on insects over the fields in the evenings, and in the summer, the Peregrine Falcon can be seen flying over the river, along with a variety of shorebirds and wading birds at the southern end of the beach.	Riverview Beach Park is a large, well-tended site with walking and bicycling paths, picnic areas, a playground and panoramic views of the Delaware River. A thriving amusement park at the turn of the century, it is now a popular spot for outdoor recreation, including wildlife watching. Ducks and geese gather in the pond and out on the river, while other birds feed on the lawns.	Location: 90 N. Broadway, Pennsville, NJ 08070 Directions: Heading outbound on the Fort Mott spur, follow NJ 49 for approximately 6 miles. Park is on the left. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0570 Website: www.pennsville.org/recdept/index.html		yes	
Stow Creek State Park	Cumberland	The tidal marshes of Stow Creek and the Bayshore, with dense growths of tall grasses, such as native <i>spartina alterniflora</i> and non-native phragmites, provide ideal habitat for a variety of wildlife. Muskrats, Marsh Wren, rails, Red-winged Blackbird and numerous others thrive in these fecund surroundings. Large insect populations make these marshlands a favorite hunting ground for swallows and Purple Martin. Egrets and herons frequent the shallow waters along the banks and waterfowl take to the open waters in search of food. Forests at the marshland edge provide habitat for deer, red fox, other small mammals and numerous woodland birds.	Stow Creek State Park features a boat ramp for those who want to experience the wildlife from the water and trails for those who prefer to stay on land. A small parking area is located at the end of Stow Creek Road.	Directions: Follow the byway south through Canton and into Cumberland County. Approximately one mile from the county line, turn right onto Stow Creek Road and follow to the end. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0370 Website: www.njparksandforests.org		yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Union Lake WMA	Cumberland	At 5,000 acres, the Union Lake WMA provides extensive habitat to woodland and water species. Bald Eagle and wintering waterfowl can be seen in the winter, while the arrival of migrating birds signals spring in the woodlands. Frogs and toads hop about and spotted turtles can be seen in the streams.	The Union Lake WMA offers a variety of wildlife viewing experiences. A large boat ramp and adjacent parking lot accommodate vehicles and trailers. A small dock provides a place for fishing or observing. Many miles of unmarked trails wind through the woods and along the lakeshore. Hunting and fishing are permitted.	Directions: From Mauricetown, follow CR 670/Buckshutem Road 4.3 miles to CR 627/Silver Run Road. Turn right onto CR 627 and follow for 3.6 miles. CR 627 becomes CR 555/S Race Street. Turn right onto CR 555/Cedar Street, and the make a sharp left onto NJ 49/W Main Street. Turn right onto CR 608/Carmel Road. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
Beaver Swamp WMA	Cape May			Location: CR 657/Courthouse-Dennisville Road and Gravel Hole Road, South Dennis NJ Directions: From Mauricetown, follow CR 670/Buckshutem Road 4.3 miles to CR 627/Silver Run Road. Turn right onto CR 627 and follow for 3.6 miles. CR 627 becomes CR 555/S Race Street. Turn right onto CR 555/Cedar Street, and the make a sharp left onto NJ 49/W Main Street. Turn right onto CR 608/Carmel Road. Hours: Open daily from dawn to dusk. Telephone: (609) 984-0547 Website: www.njfishandwildlife.com		yes	
Belleplain State Forest	Cape May	Belleplain State Forest was established in 1928 for recreation, timber production, wildlife management, and conservation of water supplies. The forest stand includes pine, oak, and Atlantic white cedar. Demonstrations of reforestation are conducted to study the production of forest-related crops and the conservation of forest resources.	Recreational activities include picnicing, boating, camping, hunting and fishing, swimming, and hiking over 40 miles of trails. The staff also conducts seasonal interpretive programs.	Location: County Route 550, Woodbine, NJ 08270 Directions: From state roads 47 or 347, turn east on county road 550 through the community of Belleplain. The main entrance is halfway between the communities of Belleplain and Woodbine. From the Garden State Parkway, take exit 17 and follow US9 north to the intersection with CR550. Follow CR550 and the Forest signs west through Woodbine. Hours: The area is open from dawn to dusk. The lake is open for swimming from 10 am to 6 pm from Memorial Day to Labor Day. Fees: A recreation use fee is charged for camping and picnicking. Telephone: (609) 861-2404 Website: www.njparksandforests.org	yes	yes	
Cape Island Creek Preserve	Cape May						
Cape Island WMA	Cape May						
Cape May County Park and Zoo	Cape May	The Park and Zoo is a 200+ acre site with many forested areas left in their natural state. In the winter, the park is quiet; wildlife is limited to Canada Geese, grey squirrel, raccoon, white-tailed deer and the like. In spring, the fishing ponds are alive with ducklings and goslings paddling about, while warblers and other migratory species stop by the natural areas. In the summer, osprey circle about, and in the fall migratory birds pass through on their way south.	Recreational opportunities abound at the Cape May County Park and Zoo. Trails for hikers, joggers, wildlife watchers and bicyclists wind through forested areas, while paved paths welcome rollerbladers. Ponds offer fishing opportunities, and picnic areas provide a spot to take a break. The zoo itself is home to a variety of exotic and native animals.	Directions: After passing though Dennisville on NJ 47 South, turn left onto CR 657/South Dennisville Road. Stay on CR 657 into Cape May Courthouse. Turn left onto US 9 North/Norht Main Street. After approximately 1.5 miles, turn left onto CR 609/County Park Road. Hours: zoo open 10 am until 3:45 pm in winter and 4:45 pm in summer; park open 9 am to dusk Telephone: (609) 465-5271 Website: www.capemaycountygove.net		yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Cape May Harbor and New Jersey Audubon's Nature Center of Cape May*	Cape May	Cape May Harbor is a scenic spot for viewing wildlife, particularly in the winter, when few boats are on the water. In the winter, the harbor is home to Common and Red-throated Loons, a variety of sea ducks including Bufflehead and Long-tailed Duck, Horned Grebe, Greater Scaup, and some shorebirds. Commerical fish docks at the northern end of the harbor attract White-winged Iceland and Glaucous Gulls in addition to the more common species.	In addition to offering a picturesque spot for wildlife viewing, the harbor is edged by several sandy areas that provide easy water access for kayakers. The New Jersey Audubon's Nature Center of Cape May is located across the street at the corner of Delaware and Brooklyn Avenues. A must-visit for families, the center offers a full schedule of natural history programs for visitors and residents throughout the year. It includes a three-story observation tower, exhibit aquaria with live animals and touch tanks, multiple themed display gardens and more.	Directions: Follow the byway south into West Cape May. At CR 606, turn left onto W. Perry Street. Make a slight left onto Jackson Street followed by a left onto Lafayette Street. After approximately 1.3 miles, Turn right onto Washington Street and right again onto Texas Avenue. Follow Texas Avenue around to the right where it becomes Pittsburgh Avenue. Turn left onto Delaware Avenue and the harbor will be on your left. The Natura Center is located across the street at the corner of Delaware and Brooklyn Avenues. Hours: The Nature Center is open March, April, and May: Tuesday through Saturday, 10 am to 3 pm June, July, and August: daily, 9 am to 4 pm September through December: Tuesday through Saturday, 10 am to 3 pm January and February: Tuesday through Saturday, 10 am to 1 pm Telephone: (609) 898-8848 Website: www.njaudubon.org		yes	
Cape May Migratory Bird Refuge, "The Meadows"	Cape May	The Cape May Migratory Bird Refuge has been recognized as a national and international <i>Important Bird Area</i> . A major restoration effort has created ideal bird habitat for numerous species. In the winter, at least ten species of ducks and waterfowl can be seen on the ponds and some sea ducks on the beach. Wintering raptors, including Peregrine Falcon, Cooper's Hawk, Sharp-shinned Hawk, Norther Harrier and Northern Goshawk, can be seen overhead at this time of year. Mirgrant species begin to arrive in the spring, and most migrating shorebirds have returned from breeding grounds in the far north by July. By mid-August, many of the warblers are underway and make a stop at the refuge before continuing their journey.	The Cape May Migratory Bird Refuge is a haven for birds and birders alike. Trails wind through the site out to the beach and a viewing platform provides an ideal vantage point for spotting birds.	Location: Sunset Boulevard, West Cape May, NJ Directions: Follow the byway route south toward Cape May Point State Park. The Meadows will be on your left on Sunset Boulevard. Hours: Open daily from dawn to dusk Telephone: (609) 861-0600 Website: www.tnc.org	yes	yes	
Cape May National Wildlife Refuge	Cape May	Established in January of 1989, Cape May National Wildlife Refuge is one of the newest refuges in the National Wildlife Refuge System. Located within the portion of the Delaware Bay watershed that is designated a Wetland of International Importance by the Ramsar Convention, it is composed of three divisions -- the Great Cedar Swamp Division, the Delaware Bay Division, and Two Mile Beach Unit. The Delaware Bay Division, which straddles the byway as it passes through Middle Township, supports 317 bird species, 55 reptile and amphibian species, 42 mammals, and numerous fish, shellfish, and invertebrates. The refuge has upland and lowland forests, fields, sandy beach, salt marshes, tidal creeks, and ponds.	Several foot trails provide excellent opportunities for birding, nature photography, and environmental education.	Location: 24 Kimbles Beach Road, Cape May Court House, NJ 08210 Directions (to the NWR Headquarters): Go west from exit 10 of the Garden State Parkway at Cape May Courthouse, then turn south on US9. Turn west (right) on county road 658 (Hand Avenue.) Turn south on SR47, then immediately west onto Kimbles Beach Rd. The entrance to the office is on the left. Hours: The office is open weekdays from 8:00am to 4:30pm. The refuge is open daily from dawn to dusk. Telephone: (609) 463-0994 Website: www.fws.gov/northeast/capemay		yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Cape May Point State Park	Cape May	This natural area is significant along the East Coast for its resident and migratory birds and includes habitat suitable for northern and southern species of fauna and flora. In fall, hawks are the center of attention, though at least 19 species of raptor also fill the sky at this time of year as they head south for the winter. During the winter months American Woodcock, Yellow-rumped Warbler, wintering songbirds and -- on the beach -- sea ducks are active. In the spring Purple Martins return to the area, and in the summer, the park is alive with Piping Plovers and other shorebirds, an array insects, and snakes basking in the sun.	Several blazed trails lead visitors to various pond, coastal dune, marsh and forest habitats of the park where wildlife can be viewed from observation platforms. An environmental center houses a classroom for interpretive programs and a museum on the area's natural and historic features. Surf fishers catch weakfish, bluefish, flounder, tautog, and striped bass.	Directions: Cape May Point State Park is the southern terminus of the byway. Hours: Open daily from dawn to dusk Telephone: (609) 884-2159 Website: www.njparksandforests.org		yes	
Cape May Wetlands WMA*	Cape May	The Cape May Coastal Wetlands WMA includes more than 17,000 acres along New Jersey's Atlantic coast in Dennis, Middle and Lower Townships. The WMA, which consists of various parcels generally located between the Garden State Parkway and the barrier islands, provides habitat for one of the most significant concentrations of migratory birds in the world. The area is an important stopover for a variety of shorebirds, including the red knot, more than 130 neo-tropical passerines, and 16 species of raptors. It also provides significant habitat for nesting water birds, water fowl, and rare plants and animals.	The WMA provides opportunities for hiking, fishing, hunting, bird watching, wildlife viewing, photography and many other outdoor pursuits.	Directions: Hours: Telephone: Website:			
Carol Nicoletta Park	Cape May					yes	
Dennis Creek WMA (Jake's Landing)	Cape May	The vast expanse of marsh grass is a striking view. Several tidal creeks and drainage canals traverse this area providing channels for marine fish to spawn. The northern harrier can be seen silently gliding low over the marshes in search of food for its young. Often the egrets and herons shuffle through the musty waters in search of food. Muskrats busily gather marsh grasses and reeds to construct their domed lodges where they may seek refuge from the weather and predators.	Dennis Creek has an observation platform and a boat launch for small craft and canoes to explore the marshes.	Directions: Follow state roads 55 & 47 south from Millville to the community of North Dennis. Watch for the intersection of CR557. Travel 0.3 miles further south on SR47 to Jake's Landing Road. Turn west (right) on Jake's Landing Road, and follow it to the end - approximately 1.5 miles to the parking lot, boat ramp, and Dennis Creek. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: NJ Division of Fish & Wildlife (856) 629-0090. Website: www.njfishandwildlife.com		yes	
Dennis Township Wetland Restoration Site	Cape May	This 560-acre site was diked in the 1950s to exclude tidal flow from the Delaware Bay for salt hay farming. Public Service Electric & Gas Company (PSE&G) purchased the property in 1994 as part of a program to help increase fish productivity. PSE&G modified 365 acres of the site in 1996 by creating a network of channels and inlets to restore normal tidal flow and the growth of desirable marsh plants. The site now provides important habitat for fish and other aquatic organisms.	A nature trail provides easy access to the salt marsh and a floating observation platform allows visitors to experience a mudflat at low tide and the center of a tidal creek at high tide.	Location: Stipson's Island Road, Delmont, NJ Directions: Follow state road 47 north from Dennisville. Turn west (left) at the traffic light with the intersection of SR347, and follow it approximately 2.2 miles to Eldora. Turn south (left) onto Stipson's Island Road, and follow it to the end. Hours: This unstaffed area is open daily from dawn to dusk. Telephone: 1-888-MARSHES (888-627-7437) Website: www.pseg.com	yes	yes	yes

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
East Creek Pond	Cape May	The East Creek Group Cabin and Trail is part of Belleplain State Forest and is within the Pinelands National Reserve. Along the pond's edge, conifers dot the oak-hickory forest. Throughout the forest migrating warblers take refuge in spring and in the fall, numerous migrating birds pause for a rest on their journey south.	East Creek Trail is a 7.16-mile trail leading to the Lake Nummy Recreational Area and Belleplain's Nature Center. The trail guides hikers through oak/hickory forests and along the lake shore. Canoes and kayaks are welcome on the pond, and the nearby cabin can be rented to large groups.	Directions: Heading south on NJ-47 outside of Heislerville, continue to the intersection with NJ-347. Turn left onto NJ-347 N and follow for 1.8 miles past East Creek Group Cabin and turn right into a small parking area. Hours: Open daily from dawn to dusk Telephone: (609) 861-2404 Website: www.njparksandforests.org		yes	
Eldora Nature Preserve	Camden/Cape May	Eldora Nature Preserve is the first preserve established by The Nature Conservancy in New Jersey for the conservation of insects, particularly moths and butterflies. A fenced area protects the red chokeberry, a host plant for rare moths. Songbirds and hawks are often seen among the adjacent fields and forest.	The home of renowned entomologist Dr. C. Brooke Worth is now located on The Nature Conservancy's Eldora Nature Preserve. Here, you will also find the Conservancy's Delaware Bayshores Office, interpretive exhibits, several aquariums, a display of local moths and butterflies, a gift shop, butterfly garden, and a hummingbird garden. A nature trail leads through woodlands on the way to the marsh.	Location: 2350 NJ 47, Delmont, NJ Directions: From the end of state road 55 south at the traffic light, continue on state road 47 for 10.5 miles. The Preserve entrance is the first building on the left after entering Cape May County. Hours: Open daily from dawn to dusk, office and gift shop open from 9 am to 5 pm Telephone: (609) 861-0600. Website: www.nature.org	yes	yes	
Frye Preserve	Cape May						
Higbee Beach WMA	Cape May	As birds head southward in September and October, Higbee Beach is right in their path, and as they head north in the spring, it is the first landfall after crossing the Delaware Bay. Warblers flock to the hedgerows in spring: Scarlet Tanager, American Redstart, Black-throated Blue and Northern Parula Warblers. In summer breeding species include Blue Grosbeak, Indigo Bunting, Yellow-breasted Chat, and Prairie Warbler. In the winter the WMA quiets down, except for periodic outbursts from a Gray Catbird, Brown Thrasher or Carolina Wren.	Higbee Beach is among the superb wildlife viewing locations along the byway. Trails lead to three viewing platforms affording views of the Delaware Bay and acres of shorebird habitat.	Location: west end of New England Road, Cape May, NJ Directions: Follow the byway southbound on CR 626 across the Cape May canal. After one mile turn right onto New England Road. The road dead ends at Higbee Beach. Hours: Open daily from dawn to dusk Telephone: (609) 628-2436 Website: www.njfishandwildlife.org		yes	
Indian Trail Swamp Preserve	Cape May						
Lizard Tail Swamp Preserve	Cape May	The 847-acre Lizard Tail Swamp Preserve protects a globally rare Cape May lowland swamp community located at the headwaters of Bidwell Creek. Bidwell Creek, which flows into the Delaware Bay, provides sediment to surrounding beaches and salt marsh that birds like the red knot depend on for stopover habitat during migration. Fed by groundwater, the lowland swamps are replete with a variety of natural communities: pine-oak forest, coastal plain mixed-oak forest and sweet gum and red maple swamp. Lizard Tail Swamp Preserve adjoins the Cape May National Wildlife Refuge thus extending a corridor of forest which provides critical feeding and resting habitat for migrating birds.	A narrow trail guides visitors through several habitats that include lowland swamps, ponds, and dry upland woods. A dirt road leads to the interior of the site where wildlife watchers can view a variety of woodland species.	Directions: After passing through Dennisville on NJ 47 South, turn left onto CR 657/South Dennisville Road. Stay on CR 657 for 3.3 miles. The entrance will be on the left. Hours: Open daily from dawn to dusk Telephone: (609) 861-0600 Website: www.tnc.org		yes	

Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
NJ Audubon Cape May Bird Observatory, Northwood Center	Cape May	Administered by the New Jersey Audubon Society, the Cape May Bird Observatory is dedicated to perpetuating and preserving the ornithological significance and natural history of the Cape May area. CMBO offers year-round bird and butterfly watching walks, programs, and workshops. CMBO's Center for Research and Education in Goshen has a classroom, full nature bookstore, wildlife art gallery, extensive natural history information, trails, and bird feeding station.	The Northwood Center is a small house located in a patch of tall trees adjacent to Lily Lake. The combination of trees, untouched undergrowth, a small pond, and ample birdbaths and feeders attract birds year-round and especially during the spring and fall migrations. The Center is also a hub for up-to-the-minute information on unusual birds and natural phenomenon in the region. Gather local maps and brochures on local businesses, and look around the bookstore, which carries a variety of backyard birding necessities and gifts for wildlife lovers.	Location: 701 East Lake Drive, Cape May Point, NJ 08212 Directions: Follow the byway onto Sunset Boulevard. Stay on Sunset Boulevard for approximately two miles and turn Left onto Lighthouse Avenue. Turn Right onto Lake Drive after just a few hundred yards. The Center is on your Right Hours: The center is open daily from 9:00am to 4:30pm. Telephone: (609) 861-0700 Website: www.njaudubon.org or www.birdcapemay.org		yes	
NJ Audubon Cape May Bird Observatory Center for Research and Education	Cape May	This site serves as NJ Audubon's southern headquarters, housing much of the research department and education and conservation staff. The Center's garden acts as an outdoor laboratory attracting American Goldfinch, sparrows and Red-winged Blackbird in the winter and Tree Swallow and Orchard Oriole appear in the spring. This is also another stop for migrating warblers as they head south in the fall. A "Model Backyard Habitat" serves as an outdoor classroom for visitors interested in learning how to attract and garden for wildlife, including butterflies and hummingbirds.	A short universally accessible trail takes visitors around the research center grounds, past a dragonfly pond, bird feeding station, and a variety of bird view opportunities. Inside, the center has restrooms, a drinking fountain and store offering a variety of birding gear.	Directions: Follow the byway south through Dennisville on NJ-47. The Center will be on your right, just south of the intersection on NJ-47 and CR-657/Beaver Dam Road. Hours: Daily, 9:30 am to 4:30 pm Phone: (609) 861-0700 Website: www.njaudubon.org		yes	
Norbury's Landing	Cape May	Exposed at low tide, the sand flats at Norbury's Landing are a favorite roosting spot for birds. From mid-May to early June, Red Knot can be seen flying above as they stop here to feed on horseshoe crab eggs before their 10,000-mile migration. In the summer, bottlenose dolphins can be spotted offshore and in the fall, sea ducks, like the Surf Scoter and Black Scoter float leisurely on the bay.	Norbury's Landing is the perfect spot to relax and enjoy panoramic views of the byway. It is also a convenient location to put in a sea kayak or other small watercraft.	Directions: Follow the byway south on NJ-47/S Delsea Drive through Dennisville and into Middle Township. Turn right onto CR-603/Bayshore Road. Instead of following the byway on Bayshore Road as it takes a left turn at the yellow blinking light, continue straight onto CR-642/Millman Boulevard. Drive to the end of Millman Boulevard. Hours: viewing area is open daily, all hours.		yes	
Pickle Factory Pond	Cape May	Pickle Factory Pond provides habitat to a variety of wildlife. In the winter, diving ducks frequent the pond and in the summer pickerel, perch and sunfish come alive in the pond. Bald Eagle can be seen year-round, and a number of migratory birds can be found in the adjacent fields in spring and fall.	Pickle Factory is a scenic spot for wildlife watchers, particularly those who prefer to watch the wildlife from the water. Canoeists and kayakers will enjoy a scenic and serene paddle. Fishing is permitted with a license.	Directions: Follow the byway from Cumberland County into Cape May County on NJ-47. Just over the county line, turn left onto Lehner Road and then left again onto Paper Mill Road. Travel approximately 0.4 miles. A small parking area will be on your right and the pond is just beyond. Hours: Open daily from dawn to dusk Telephone: (609) 884-2159 Website: www.njparksandforests.org		yes	
Rea Farm, "The Beanery"	Cape May	The open fields and wet woods of the Rea Farm provide habitat for a wide variety of migrating bird species. In the spring, the Farm is busy stop for migrant sparrows, warblers, vireos, tenagers and orioles, many of whom (the Prothonotary Warblers and Black-billed Cuckoos among them) remain into the summer to breed	The Rea Farm is a premier site for observing migrating birds in Cape May according to the NJ Audubon Society. Tractor paths and an abandon railroad allow access into the site.	Directions: Head west on Sunset Boulevard. Turn right onto CR-607/Bayshore Road. After 0.6 miles, turn left into the grassy parking area. Hours: Open daily from dawn to dusk Telephone: (609) 884-2736		yes	

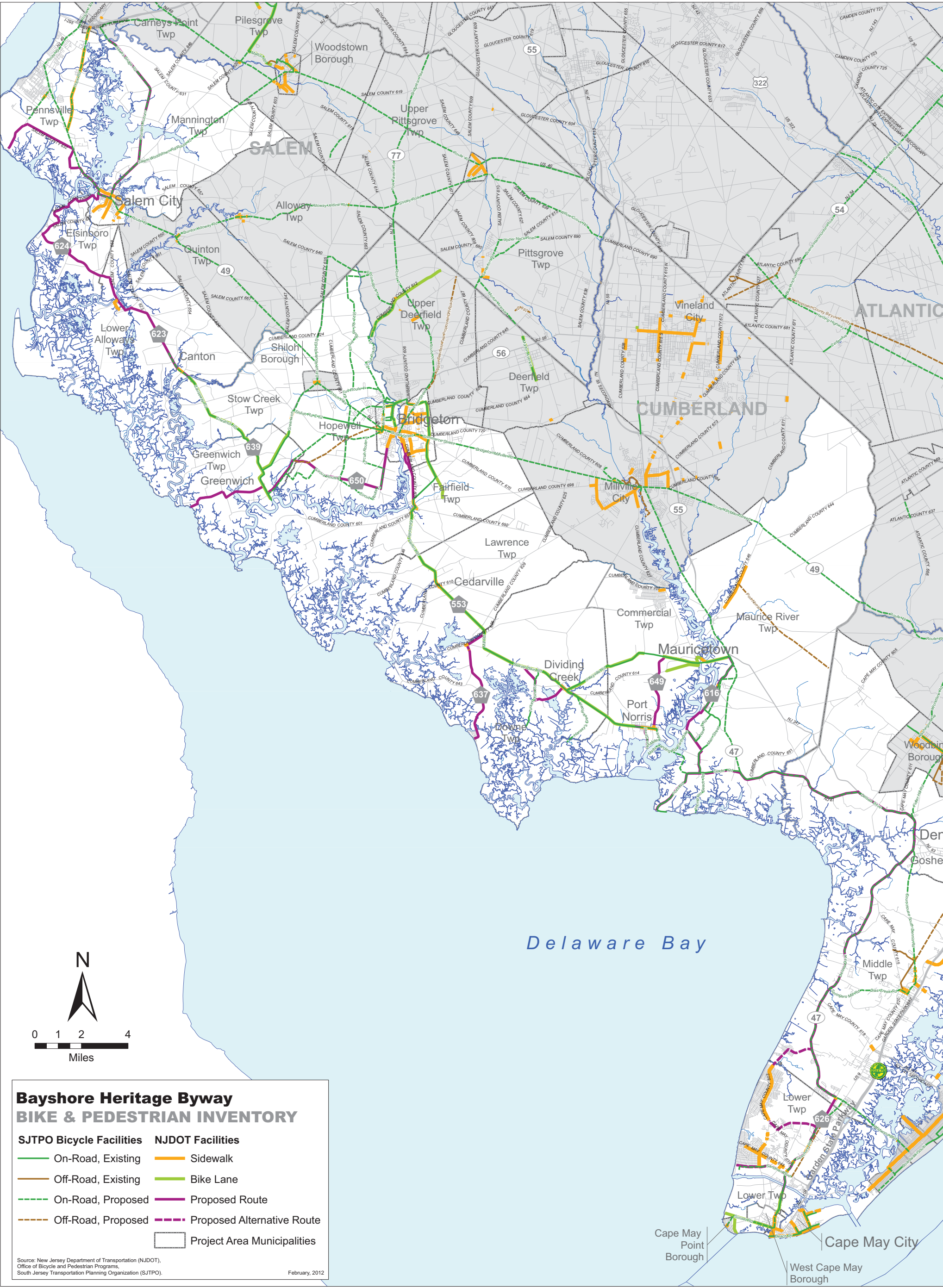
Bayshore Heritage Byway
Sites Supporting Natural/Recreational Intrinsic Qualities

Site	County	Natural Quality Description	Recreational Quality Description	Location, Hours and Information	Coastal Heritage Trail Site?	Birding & Wildlife Trail Site?	PSE&G Site?
Reed's Beach	Cape May	Reed's Beach provides habitat for a rich diversity of birds and other wildlife. Snow Geese winter on the marshes and Green-winged Teal, Black-crowned Night Heron and Great Blue Heron can be spotted at the pond half a mile down Reed's Beach Road. In the spring, thousands of Red Knot, Sanderling and Ruddy Turnstone feed on horseshoe crab eggs, and by July, southbound shorebirds begin to appear in the marshes, preparing for their journey.	Reed's Beach is an ideal location for birders or those who want to enjoy the bay view. Walk out to the end of the jetty where you can see the length of the coastline from East Point to North Cape May.	Directions: Follow the byway south on NJ-47 through Dennisville. Turn right onto Reed's Beach Road just after milepost 11.5. Continue to the end of the road and turn right onto North Beach Avenue. Continue to its end overlooking the mouth of Bidwell's Creek. Hours: Open all day, but beach access is restricted during spring shorebird migration season Website: www.state.nj.us/dep		yes	
Sunray Beach Preserve Sunset Beach	Cape May	Sunset Beach, like many along the bayshore hosts numerous shorebirds. In the spring, cormorants, herons and waterfowl descend here after their flight across the bay, and a variety of seabirds and shorebirds find a great roosting place on the surviving hulk of the <i>S. S. Atlantus</i> .	During the day, visitors to Sunset Beach keep their heads down looking for "Cape May Diamonds" in the sand, but at dusk, all eyes are the horizon, as the sky fills with color over Sunset Beach. This is an ideal spot for birdwatching, sand-castle building and relaxing.	Directions: Follow the byway on CR-626 into West Cape May and turn right onto Sunset Boulevard. Follow Sunset Boulevard to the end. Hours: Beach is always open; shops are open from 9 am to 5 pm. Website: www.njfishandwildlife.org		yes	
Villas WMA	Cape May	Enriched through massive restoration efforts, the former "Ponderlodge" site now hosts several habitats that attract a variety of wildlife. Waterfowl are abundant on Flynn's Pond, and in warmer months so are turtles, frogs and snakes. In the spring, two dozen species of warbler come to rest in the woodlands and shrub-scrub, and in the summer, butterflies -- black and tiger swallow tails, silver-spotted kipper, red-spotted purple, gray hairstreak -- flutter about the meadows.	Formerly a golf course, the cart paths allow for comfortable strolling, jogging, bicycling or rollerblading. The restoration of forest, grassland, meadow, shrub-scrub, wetland, and vernal pool habitats, means that there is also plenty of opportunities to enjoy the wildlife. Fishing is permitted in Flynn's Pond, the largest of many manmade and seasonal ponds on site.	Directions: Follow the byway south on CR-603/Bayshore Road through Lower Township. After 4.2 miles on Bayshore Road, turn right onto Shawmont Avenue and continue 0.2 miles to the parking area. Hours: Open daily, 5 am to 9 pm Telephone: (609) 984-0547 Website: www.njfishandwildlife.org		yes	
* Within 8 miles of byway but on Atlantic Coast.							

County	Proj_Name	Type	Proj_Desc
Atlantic	Airport Circle Elimination; CR 563, 646	Intersection	Replace Circle with Signalized intersection
Atlantic	Delilah Rd Bridges	Bridge	Bridge over Water Main
Atlantic	Delilah Rd Bridges	Bridge	bridge over rail road
Atlantic	Delilah Rd Bridges	Bridge	Bridge over Rt 30
Atlantic	Route 9, Northfield Sidewalk Replacement	Sidewalk	connect sidewalks and provide curbing
Atlantic	Rt 30 and Pomona Rd	Roadway	Widening of approaches on both routes
Atlantic	Rt 52 Causeway Replacement and Somers Point Circle	Intersection	Replace Circle with Signalized intersection
Atlantic	Rt 52 Causeway Replacement and Somers Point Circle	Bridge	Bridge Replacement
Atlantic	Shore Rd Resurfacing	Roadway	Resurfacing from Illiniose Ave to California Ave
Atlantic	Tilton Rd	Roadway	Resurfacing from Country Club Drive to Rt 30
Atlantic	Tilton Road	Roadway	Resurfacing from Pomona Rd to US40/322
Atlantic/Cape May	Route 50 Tuckahoe River Bridge (2E 3B)	Bridge	Bridge Replacement
Cape May	Avalon Boulevard over Avalon Canal	Bridge	Reconstruction
Cape May	Breakwater Road Extension	roadway	Extend Breakwater Rd from Seashore Rd to Rt 9
Cape May	GSP Interchaneg Improvements	Interchange	grade sperated interchange at Crest Haven Rd
Cape May	GSP Interchange Improvements	Interchange	grade seperated interchange at Shellbay Ave
Cape May	GSP Interchange Improvements	Interchange	grade seperated interchange at Stone Harbor Blvd
Cape May	Middle Thorofare, Mill Creek, CR 621	Roadway	Replacement of Ocean Drive
Cape May	Middle Thorofare, Mill Creek, Upper Thorofare	Bridge	Replacement of Mill Creek Bridge
Cape May	Middle Thorofare, Mill Creek, Upper Thorofare	Bridge	Replacement of Upper Thorofare Bridge
Cape May	Middle Thorofare. Mill Creek, Upper Thorofare	Bridge	Replacement of Middle Thorofare Bridge
Cape May	Ocean Drive Resurfacing	roadway	Resurfacing from 29 St to 4 St
Cape May	Route 50 Tuckahoe River Bridge (2E 3B)	Intersection	Signalizing Route 49 and 50 Intersection
Cape May	Rt 49 Cape may Branch Bridge	Bridge	Replace existing structure
Cape May	Rt 52 Causeway Replacement, Contract A	Bridge	Bridge Replacement
Cape May	Rt 9 & Bennett's Crossing Intersection Improvement	Intersection	Replace Bennett's Crossing intersections with Tabernacle Rd Intersections
Cape May	Sea Isle Boulevard, Section II	Roadway	Raising the Sea Isle Blvd above the 100 yr flood
Cumberland	Dante Avenue Ph I	Roadway	Resurfacing from Spring Ave to Venezia Road
Cumberland	Dante Avenue Ph II	Roadway	Resurfacing from Venezia Road to Union Ave
Cumberland	Elmer Road Resurfacing	roadway	Resurfacing from East Ave to Main Rd (555)
Cumberland	Fairton-Millville Road	Roadway	Resurfacing from Burlington Rd (CR 638) to CR 625
Cumberland	Landis Ave	Roadway	Resurfacing from Myrtle St. to Boulevards
Cumberland	Magnolia Rd Resurfacing	roadway	Resurfacing from Main Rd (555) to Spring Rd
Cumberland	Old Cohansey Rd NJ 49 to Salem Co. Line	Roadway	Resurfacing from NJ 49 to Salem County Line
Cumberland	Rt 49 Cohansey River Bridge	Bridge	Replace structurally deficiant bridge
Cumberland	Rt 49/55 Interchange Improvement	Interchange	Interchange Improvement at Rt 55
Cumberland	Sherman Ave (552) at the Boulevards	Intersection	Improve Rail Road Crossing
Salem	Almond Road Resurfacing	roadway	Resurfacing from Centerton rd to Maurice river
Salem	Commissioner's Pike	Roadway	Resurfacing
Salem	Commissioner's Pike Ph III	Roadway	Resurfacing from CR 672 to CR 615
Salem	Commissioner's Pike Ph IV	Roadway	Resurfacing from CR 615 to US 40
Salem	Hancock's Bridge Rd. Ph I	Roadway	Resurfacing from NJ 49 to CR 637
Salem	Hancock's Bridge Rd. Ph II	Roadway	Resurfacing from CR 637 to Hancock's Bridge
Salem	Pennsvill-Auburn Rd. Ph III	Roadway	Resurfacing from CR 644 to CR 646
Salem	Route 130, Hollywood Avenue (CR 618)	Intersection	Safety and Operational Improvements













Wayfinding and Signage Study

This appendix provides background information regarding wayfinding and signage needs along the Bayshore Heritage Byway route. Billboards, other off-premise signs and similar visual intrusions are addressed in Appendix 3.

BACKGROUND

Wayfinding/Signage Issues

During field work performed by the consultant team, the following issues were identified regarding signage along the byway:

- No byway-specific signage indicating route
- Byway can be reached from numerous access points – not just northern and southern termini – therefore need signage to destinations at various byway access points
- Signage for spurs – need to communicate to visitor that it is an inbound-outbound route and not part of a through route
- Numerous existing signage systems in different sizes, colors, shapes, etc.
- In some locations, too many signs create clutter, making them difficult to read
- Coastal Heritage Trail signs will no longer be maintained/replaced by the National Park Service (NPS) – how should they be handled?
- Interpretive signage at sites is not consistent and in some locations is lacking

Existing Signage along Route

The following types of signs can be found along the byway route. They include state and county signs, Coastal Heritage Trail signs (directional and site-specific), signs sponsored by local organizations, etc.



A. Coastal Heritage Trail signs
No longer maintained/replaced by NPS



B. Modified Coastal Heritage Trail signs
These signs were designed by the National Park Service as a prototype for potential Coastal Heritage Trail signage to include white-on-brown site/attraction sign with the CHT logo and site sponsor's logo on a blue background. Only three were made and installed along the byway route.



C. White-on-Green Destination Signs



D. White-on-Brown Site/Attraction Signs



E. Other Site/Attraction Signs

NJDOT's Guidelines for the Development of Scenic Byways Signage

The New Jersey Scenic Byways Program requires that all byways be signed to guide travelers along the designated route. To assist byway sponsors in their efforts to develop a signage system, NJDOT developed the *Guidelines for the Development of Scenic Byways Signage*. The purpose of the guidelines is “to achieve uniformity in presenting the byways while allowing for a diversity of expression”. To that end, the guide establishes parameters for sign development to ensure that each byway applies a consistent approach.

The first step in achieving uniformity was the development of a series of logos – one for each state scenic byway – that uses the same dimensions, color palette and graphic style. NJDOT then developed a family of sign types based on these logos. Two of these sign types are required for route marking: “Primary” and “Secondary” signs are to be used for entrance, directional, route confirmation and intersection applications (referred to in this memo as “route marking” signs). NJDOT will fabricate these signs and install them along state roads. They will also distribute the Primary and Secondary identification and directional signs to counties and municipalities with jurisdiction over roadways along the route. These managing entities will then be responsible for installing, maintaining and replacing these signs. A memorandum of understanding will be developed between NJDOT, each County, and the municipalities within that county for the placement and maintenance of the route marking signs.

In addition to the identification and directional signs, NJDOT developed a series of optional signs, which includes community identification signs, pedestrian directional signs and interpretive signs. NJ DOT will provide the roadway authorities managing the byway with templates so that they may fabricate, install and maintain the optional signs. All signs and sign locations must meet the requirements set forth in the *Manual on Uniform Traffic Control Devices* (MUTCD).

The RBA Group, under contract with NJDOT, has already completed a signage location plan for Primary and Secondary signs along the Bayshore Heritage Byway based on NJDOT's *Guidelines for the Development of Scenic Byways Signage*. Lower and Middle Township will need to revise the sign plans for the amended portion of the route. In general, signs should be placed to allow

good visibility and provide the driver with adequate time to make navigational decisions. Precise locations will be governed by MUTCD specifications. According to the NJDOT guidelines the following criteria should direct the location of Primary and Secondary signs:

- A primary sign should be placed at the beginning of the byway and on intersecting access roads
- Secondary byway signs should be placed at five mile intervals except when other byway signs are required within five miles such as at an intersection. The five miles will then be measured from the signed intersection.
- A typical intersection along the byway route will include a Secondary sign with a directional placard approaching the intersection followed by a Secondary sign after the intersection to provide for confirmation that the traveler is still on the byway. The intersecting non-byway access route will include a Primary sign approaching the intersection with a directional placard to inform the traveler that she has arrive at the byway and direct her as to which way to turn to follow the byway route.
- Signs along and directing travelers to spurs, loops, connectors or alternate routes will have additional placards indicating that this segment of the byway is not part of the main spine but rather one of the aforementioned branches.

Byway sponsors and jurisdictions with roadway management authority along the route should consult the NJDOT *Guidelines for the Development of Scenic Byways Signage* for additional information regarding signage placement.

Since the Bayshore Heritage Byway signage location plan was completed by the RBA Group, the route has been amended in Middle and Lower Townships in Cape May County. The plan will need to be updated to reflect this change in the route and submitted to NJDOT for approval. Proposed revised signage for the amended route as well as other notes on the Bayshore Heritage Byway signage location plan are recorded in the table at the end of this memo.

Signage directing travelers to byway-related sites is not specified in NJDOT's guidelines nor is it included in the signage location plan for the Bayshore Heritage Byway. The signage location plan also does not include community signs, interpretive panels and other optional signage.

RECOMMENDATIONS

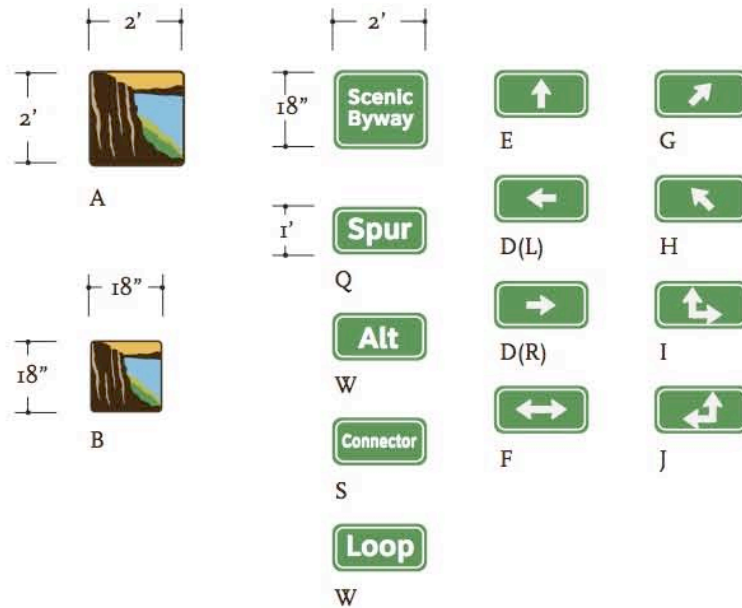
Route Marking Signage

NJDOT has invested significant time, funds and other resources in the development of the signage guidelines, scenic byway logos and sign specifications. The Federal Highway Administration (FHWA) approved the graphic design of the route marking signs with modifications (the approved sign system is shown below).

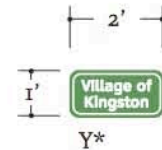


NJ Scenic Byway
Identification and Wayfinding Signage
rev. 091812

1) Scenic Byway Identification
and Wayfinding



2) Community ID
Sign



Coastal Heritage Trail Signs

The Coastal Heritage Trail signage system includes signs such as the one below that directs visitors to points of interest and sites along the trail. The Coastal Heritage Trail logo is also included on interpretive panels and other on-site signage at Coastal Heritage Trail sites.

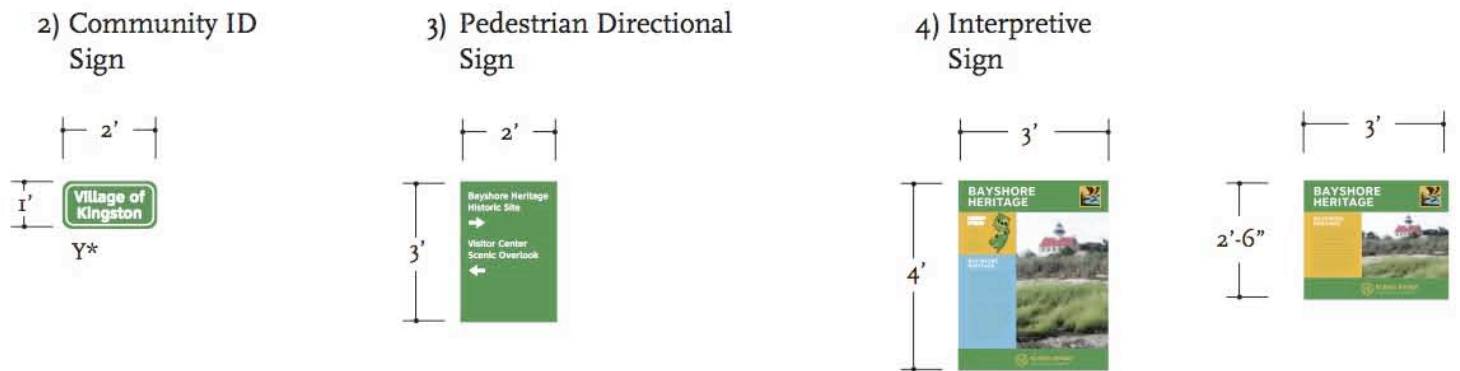


Many of the signs directing visitors to Coastal Heritage Sites have faded or are in disrepair. Given the loss of funding to the National Park Service for the Coastal Heritage Trail, there is no longer an entity maintaining these signs or replacing those that have been damaged. In

addition, the NJDOT guidelines and signage plan described above eliminate the need for additional directional signage. However, in order to build upon the recognition that the National Park Service has already established, the Bayshore Heritage Byway should incorporate the Coastal Heritage Trail into the byway signage program and review any recommended adjustments with the NJDOT Scenic Byway Program director.

Recommendations:

1. *Develop destination signage that incorporates both the Bayshore Heritage Byway and Coastal Heritage Trail logos.*
2. *At byway destination sites, interpretive panels and other on-site signage should also incorporate both logos.*



Recommended sign format from NJDOT Scenic Byway Signage Manual

See recommendations for site and interpretive signage below for examples of how the Coastal Heritage Trail program can be incorporated into the Bayshore Heritage Byway.

Site Directional Signage

NJDOT's *Guidelines for the Development of Scenic Byways Signage* includes Byway Pedestrian Directional Signs to direct visitors to byway-related sites and attractions at the pedestrian level. However, it does not provide for signage to byway-related sites at the vehicular level. In general, vehicular signage along the byway should be kept to a minimum so as not to disrupt the visual experience of traveling the byway. Still, it is important to inform travelers that they are approaching sites related to the byway. Furthermore, travelers are more likely to deviate from the main route by following a spur if they know that there are particular sites of interest on that spur. Recognizing the need for site directional signage, the National Park Service developed a sign that combines directional information with the Coastal Heritage Trail logo and the logo for the site's sponsoring organization. The sign below alerts travelers to the upcoming destination so as to avoid a sudden turn or missing the turn completely.



This sign is located in Cape May County on NJ 47 southbound to alert travelers to an upcoming destination on the northbound side. It provides directional information for the site with the Coastal Heritage Trail logo and The Nature Conservancy logo, as the Eldora Nature Preserve is a TNC site.

A similar sign should be developed for destinations along the Bayshore Heritage Byway with an option to include the Coastal Heritage Trail logo for sites that are on the trail and review any recommended adjustments with the NJDOT Scenic Byway Program director.

Recommendations:

3. *Utilize the NJDOT templates for Byway Pedestrian Directional Signs to direct visitors to byway-related sites and attractions at the pedestrian scale. These templates should be expanded upon to include the byway logo, and at Coastal Heritage Trail sites, the Coastal Heritage Trail logo.*
4. *Develop site directional signage at the vehicular level that incorporates both the Bayshore Heritage Byway logo and, when appropriate, the Coastal Heritage Trail logo and review any recommended adjustments with the NJDOT Scenic Byway Program director.*
 - a. *These signs should be modeled after the MUTCD Community Wayfinding Signs (Section 2D.50) shown below.*

Figure 2D-18. Examples of Community Wayfinding Guide Signs

A - Community Wayfinding Guide Signs with Enhancement Markers

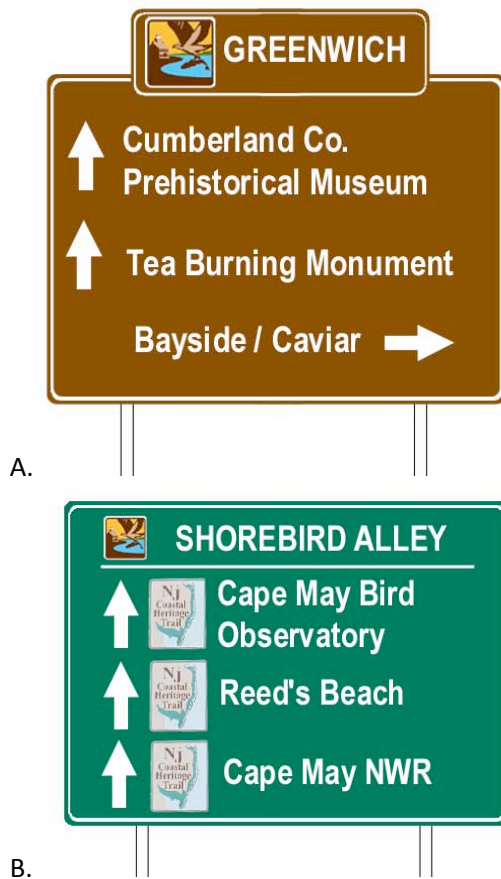


B - Destination Guide Signs for Color-Coded Community Wayfinding System



- b. They should be located along the byway at intersections with spurs, entrances to villages along the byway, entrances to historic districts, and the beginnings and ends of site clusters. They should only be used along spurs at intersections where a turn is necessary.*
- c. They should be reserved for Full and Limited Service sites and should be used sparingly to avoid creating additional signage clutter. Limit to one sign in each direction along the main spine only.*
- d. These signs should be modeled after the MUTCD Community Wayfinding Signs (Section 2D.50).*

Based on the MUTCD standards in *Section 2D.50 Community Wayfinding Signs*, the Bayshore Heritage Byway could use the following examples as standards for site directional signage along the route.



Directional Signage to Sites in Towns, Historic Districts and Site Clusters

To be placed at entries to towns, villages, historic districts or site clusters to direct visitors to sites in the area.

Options A and B show various combinations of acceptable features based on the MUTCD. The byway logo is included in both options next to the village/site cluster name. In option B, Coastal Heritage Trail logos identify sites that are also part of that collection. The logos replace the color swatches shown in MUTCD Figure 2D-18.

Interpretive Signage

NJDOT's *Guidelines for the Development of Scenic Byways Signage* includes interpretive signage among its optional signs. These are based on the National Park Service standards for wayside exhibits. Information on NPS standards can be found at <http://www.nps.gov/hfc/products/waysides/index.htm>.

Recommendations:

5. *Utilize the NJDOT templates for Interpretive Signs to tell the stories of the byway at roadside pull-offs, parking areas, byway sites and other appropriate locations along the route.*
6. *In the event that NJDOT templates are not available, refer to the National Park Service standards described in the NPS publication, Wayside Exhibits: A Guide to Developing Outdoor Interpretive Exhibits.*
7. *Incorporate both the Bayshore and Coastal Heritage Trail logos on interpretive signs at Coastal Heritage Trail sites. Include only the Bayshore logo at sites that are not part of the Coastal Heritage Trail. Note that the use of the Bayshore logo requires approval of the NJDOT Scenic Byway Program director.*



Community Gateways

Several communities along the byway already have some type of signage announcing entry into the community. These vary greatly in terms of size, style, clarity, and maintenance condition.



As discussed at the third Corridor Management Committee (CMC) meeting during the presentation on enhancement opportunities, signs can be part of a more substantial gateway feature that serves multiple purposes including

- Creating a welcoming entrance to a community and inspiring a spirit of hospitality;
- Building a unified, consistent appearance along the byway – and in turn a stronger physical identity -- by using similar materials or common design elements;
- Establishing a connection between the communities and the byway; and
- Incorporating traffic calming techniques in order to slow traffic through these mostly rural, historic towns.



This gateway in rural Centerville, Delaware, combines a sign welcoming travelers to the community with a planted splitter island that has a traffic calming effect.

This type of feature could easily be integrated into the rural village communities along the byway and pull from a palette of colors and materials that would create a unified look throughout the byway corridor.



This gateway in Charlottesville, Virginia, is better suited to a larger, more urban community, such as Salem or Bridgeton.

Again, common elements could be used to establish a connection among byway communities and rumble strips, splitters, and variations in paving could be incorporated for traffic calming.

Recommendations:

8. *Communities along the byway should coordinate the development of a materials palette that can be used to create individual but unified gateway features.*
9. *Communities should develop gateways that incorporate traffic calming elements to slow traffic entering the community.*
10. *Communities should identify local volunteer organizations such as church groups or scout troops who could take responsibility for maintaining planted areas.*

Signage Clutter

Currently the byway features a wide variety of sign types, many of which are duplicative or excessive. Several intersections are marked with white-on-green destination signs, black-on-yellow traffic control signs and yellow-on-blue county route markers as well as others such as 9-1-1 emergency contact signs, illegal dumping signs, etc. In addition, numerous off-premise advertising signs dot the roadside. Too many signs make it difficult for a traveler to see the information she is looking for. While a comprehensive byway signage plan will provide clear direction to the traveler, and streamlined site signs will reduce some of the existing clutter, the following recommendations will further reduce the unattractiveness of and confusion caused by too many signs.

Recommendations:

- 11. Wherever possible, remove duplicative signage.*
- 12. Multiple directional signs should be placed on a single sign assembly (up to three), rather than a new assembly for each sign. NOTE: the multiple assembly sign needs to be designed to address wind induced vibration, fatigue, and potential for structural collapse*
- 13. Site signage should be large enough to accommodate information for multiple sites so as to eliminate the need for more than one sign.*
- 14. In the jurisdictions that have ordinances regulating off-premise advertising, encourage leadership in those communities to enforce their ordinances. Fewer signs throughout the corridor will enhance the travel experience for visitors and residents alike.*
- 15. If not already addressed in local ordinances, amend existing ordinances to prohibit the erection of off-premise outdoor advertising signage, including but not limited to billboards**



At the junction of Sunset Boulevard and Light House Avenue, site directional signage can be used to eliminate some of the signage clutter created by separate signs for the World War II Lookout Tower, Cape May Point State Park, Cape May Lighthouse and the Coastal Heritage Trail.

*The table below summarizes regulations regarding off-premise outdoor advertising signage in jurisdictions along the byway (blank entries indicate that information was not available)

County	Jurisdiction	Billboards	Other off-premise advertising signage
Salem	Elsinboro Twp	Indirect control by limiting signs to the commercial use they are tied to.	Signs must be related to the commercial use they are tied to.
Salem	Lower Alloways Creek Twp	Not permitted.	Not permitted.
Salem	Mannington Twp		
Salem	Pennsville Twp	Permitted with restrictions.	Not permitted.
Salem	City of Salem	Encourages billboards in 2009 JGSC Salem Strategies.	
Cumberland	City of Bridgeton	Not permitted.	Not permitted.
Cumberland	Commercial Twp	Ordinances not available – currently being updated	
Cumberland	Downe Twp		
Cumberland	Fairfield Twp		
Cumberland	Greenwich Twp	Not specifically mentioned (implicitly included under off-site signs).	Not permitted.
Cumberland	Hopewell Twp	Not specifically mentioned (implicitly included under off-site signs).	Not permitted.
Cumberland	Lawrence Twp		
Cumberland	City of Millville	Not permitted in Arts District Overlay Zone.	Not permitted in Arts District Overlay Zone.
Cumberland	Maurice River Twp	Not specifically mentioned (implicitly included under off-site signs).	Permitted with restrictions in Village Business, Village Light Industrial and Village Highway Business Zoning Districts.
Cumberland	Stow Creek Twp	Generic sign ordinance (per institutional survey questionnaire)	
Cape May	City of Cape May		
Cape May	Borough of Cape May Point	Not permitted in residential zones or beyond private property line in all zones.	Not permitted in residential zones or beyond private property line in all zones.
Cape May	Dennis Twp	Not permitted except commercial agriculture in Pinelands Area.	Not permitted except commercial agriculture in Pinelands Area.
Cape May	Lower Twp	Not permitted.	
Cape May	Middle Twp	Not permitted.	Not permitted.
Cape May	Borough of West Cape May	Not permitted.	Not permitted.

Coordination with Local Signage Programs

Implementation of a signage system along the byway will require collaboration with all jurisdictions with roadway management authority along the byway.

The most immediate issue to be addressed is a location plan for signage along the amended route in Middle and Lower Townships in Cape May County. Cindy Bloom-Cronin with NJDOT has funding to reach out to these townships and educate them about the signage location plan; however, it will be up to the townships to fund and complete the plan.

NJDOT has received clearance to use the signage system outlined in the *Guidelines for the Development of Scenic Byways Signage* with modifications requested by FHWA. Coordination among byway jurisdictions is taking place through each of the three Counties.

Cape May County is currently working on its own signage plan that will need to be considered in any signage decision-making undertaken by the byway. Coordination has been initiated with Susan Sheppard, Freeholder, and Diane F. Wieland, Director, Cape May County Department of Tourism who is working on the county plan.

HOW TO USE THIS TABLE

The following table pulls together the results of six Corridor Management Committee (CMC) Meetings and one set of public meetings that took place between January and May as follows:

- CMC #1: Visions and Goals (Oct. 24, 2011)
- Public Workshop #1: (Nov. 16-17, 2011)
- CMC #2: Preservation and Conservation (Jan. 19, 2012)
- CMC #3: Enhancement (Feb. 16, 2012)
- CMC #4: Heritage Tourism (March 15, 2012)
- CMC #5: Interpretive Development (April 19, 2012)
- CMC #6: Safety and Signage (May 17, 2012)

A second set of public meetings were developed to review the strategies and a seventh advisory committee meeting was convened to discuss phasing and implementation. This table, handed out at each of the three public meetings in June 2012 accompanied a summary presentation highlighting the recommendations. Chapter 4 provides the explanatory text for the strategies to reflect the public and CMC comments received.

In addition to the strategies, the table also identifies potential partners for implementing the recommendations. Five committees are recommended that roughly correspond to the outline and referenced goals:

- Executive Committee
- Conservation and Preservation Committee (Goal 1)
- Transportation and Enhancement Committee (Goals 2 and 5)
- Heritage Tourism Committee (Goal 3)
- Education Committee (Goal 4)

Potential funding sources (partially complete) are noted where they have been identified as part of the CMC meetings or in preparation for those meetings. Additional funding sources can be found in Chapter 5 of the Corridor Management Plan

Finally, the table references three phases for implementation:

- Establishment Phase - this includes all the strategies that need to be implemented prior to full-scale marketing of the Byway
- Development Phase – includes those strategies, that when implemented, will help the Byway achieve its full potential for preservation and enhancement of intrinsic qualities of the Byway and for increasing economic activity for heritage and nature-based tourism
- Sustaining Phase – includes those strategies that are needed to maintain the byway as a heritage or nature-based tourism destination while preserving and enhancing the resources that make it attractive to begin with.

The Heritage Tourism Committee is recommended as the initial phase, which, at startup, should be combined with the Education Committee to include interpretive planning as part of their charge. The Transportation and Enhancement Committee and the Conservation and Preservation Committee should be established during the development and sustaining phases as needed to coordinate these primarily local activities at the corridor-wide scale.

Strategy or Action		Potential Partners	Potential Funding	Phase
Goal #1: Conserve and Preserve the Byway's Intrinsic Qualities <i>Develop and implement a community-based and collaborative approach to conservation and preservation that focuses on the Bayshore region in a manner that respects the rights and responsibilities of private property owners while ensuring that the byway corridor's character defining features will be preserved and maintained.</i>				
1.1	<p>Increase awareness of the corridor and its significance by establishing the Bayshore Heritage Byway as the primary touring route through the Bayshore Region.</p> <ul style="list-style-type: none"> • Provide model language to each municipal government to use as a starting point when referencing the CMP in their respective municipal and county master plans (see sidebar, this page, for example) • Provide a short and scripted (10-15 minute) presentation on the benefits of managing the Bayshore Heritage Byway as the primary heritage touring route through the Bayshore region to attract and retain those travelers with an interest in the Bayshore's rich natural and cultural heritage • Identify Corridor Management Committee (CMC) members in each jurisdiction to serve as the liaison in each municipality, to request that the CMP be referenced into the Municipal Master Plan and to make presentations at hearings and be available to answer questions <p><u>Implementation Steps</u></p> <ol style="list-style-type: none"> Relate the byway planning and implementation efforts to the next generation of the Coastal Heritage Trail Reference the byway corridor management plan in each municipality's comprehensive and open space plans to demonstrate the significant public benefit and establish a conservation purpose for the scenic, natural, and historic qualities of the open space lands and historic resources associated with the byway. Develop public information materials (both web-based and brochures) that help to increase the public and agency understanding of the definition of the byway <u>corridor</u> to include more than just the route itself– to include the lands and waters that you can see from the route and the places to visit along the route that are related to its themes as well as any regionally significant resources or features that cross or are associated with the byway. 	<p><u>BHB Conservation and Preservation Committee</u></p>	<p>This requires some volunteer work on the part of each partner organization to find someone willing to be the liaison with each jurisdiction</p>	<p>Establishment phase</p>
1.2	<p>Establish conservation and preservation values and priorities.</p> <p>NOTE: Chapter 2 of the draft CMP text documents the significance of the Bayshore Heritage Byway corridor.</p> <p><u>Implementation Steps</u></p> <ol style="list-style-type: none"> Document the conservation and preservation of the lands and waters associated 	<p><u>BHB Conservation and Preservation Committee</u></p> <ul style="list-style-type: none"> ▪ Updated annually 		<p>Establishment phase</p>

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>with the byway. Opportunities include:</p> <ul style="list-style-type: none"> ▪ Coastal habitats – the Delaware Bay and its tributaries’ globally significant migration patterns unique to the Delaware Bay and Estuary; and, ▪ Cultural and historic landscapes of the Delsea Region (of Salem and Cumberland counties and western Cape May County) and its eligibility for designation as a National Heritage Area by the National Park Service as documented in "Reconnaissance Study: New Jersey Shore of Delaware Bay" (2001). <p>ii. Establish and maintain a list of conservation priorities for the byway updated on a regular basis:</p> <ul style="list-style-type: none"> ▪ Conservation of lands, wetlands and waters that contribute to the experience of traveling along the byway (lands that can be seen from the byway – see Map 2 (http://www.lardnerklein.com/BHB/BHB_2CorDefViews011812r_11x17.pdf); ▪ Conservation of areas that contribute to the experience of traveling along the byway that are most vulnerable to change; ▪ Conservation of lands, wetlands and waters that are consistent with municipal and county open space plans that contribute to the appreciation of the globally and regionally significant natural resources found along the byway ▪ Conservation of lands, wetlands and waters that help educate the public about the primary themes associated with the byway; and, ▪ Large patches of adjacent upland forests that are adjacent to the byway travel route not only define the outer limits of the byway corridor but also play an important contribution to the overall quality of this globally significant Important Birding Area (IBA). <p>iii. Establish and maintain a list of priorities for historic preservation including rural historic and cultural landscapes:</p> <ul style="list-style-type: none"> ▪ Technical assistance for the development and implementation of preservation plans for sites and structures that are publicly accessible to byway visitors (existing Coastal Heritage Trail sites); ▪ Emergency preservation funding for sites associated with the byway whose historic qualities are threatened by environmental factors; ▪ Preservation of the setting associated with sites and structures that help educate the public about the primary themes associated with the byway; and, ▪ Establishment of rural historic districts for areas with significant maritime heritage. 			
<p>1.3 Link the byway’s conservation and preservation values and priorities with partners’ values and priorities.</p>	<p><u>BHB Conservation and Preservation Committee</u></p>	<p>GREEN ACRES NONPROFIT ACQUISITION</p>	<p>Development Phase</p>

Strategy or Action	Potential Partners	Potential Funding	Phase
<p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Identify sites and develop criteria for designating priorities that align with those of the New Jersey Wildlife Action Plan and CCP plans for National Wildlife Refuges. ii. Collaborate on a regional basis to pursue Green Acres Program funding. Local governments and nonprofits can use Green Acres funding for land preservation projects related to the byway [and for park and recreation development projects to support public use of the byway, although nonprofit park and recreation projects are limited). Emphasize the Green Acres Project Areas (currently Cape May Peninsula, Delaware Bay Greenway, Historic Resources). iii. Local government open space and recreation plans should be amended to include the byway by referencing the completed and approved corridor management plan and incorporate priority conservation and preservation areas for the byway into the conservation and preservation priorities for each local government. iv. Work with the State Agricultural Development Committee and county farmland preservation plans and programs to encourage preservation of agricultural lands. v. Identify sites and develop criteria for establishing preservation priorities that are consistent with the <u>New Jersey State Historic Preservation Plan</u> and the <u>New Jersey Heritage Tourism Plan</u> including the priorities of historic preservation-related programs and agencies in New Jersey whose responsibility is to identify sites in need of protection and preserve them. <ul style="list-style-type: none"> ▪ New Jersey Historic Preservation Office; ▪ Preservation New Jersey; ▪ New Jersey Historic Trust; ▪ New Jersey Historical Commission; ▪ Green Acres Program; and ▪ Main Street New Jersey 	<ul style="list-style-type: none"> ▪ Land trusts ▪ Green Acres Program ▪ NJ Audubon Society ▪ Local historic societies ▪ New Jersey Historic Preservation Office ▪ New Jersey Historic Trust ▪ Preservation New Jersey ▪ New Jersey Historical Commission ▪ Green Acres Program ▪ Main Street New Jersey 	<p>GRANTS To acquire open space for recreation and conservation purposes statewide http://www.nj.gov/dep/grantandloanprograms/nhr_gana.htm</p> <p>Farmland Preservation Program</p> <p>http://www.state.nj.us/agriculture/sadc/farmpreserve.htm</p>	
<p>1.4 Leverage values into actions – collaborate with your partners to achieve higher priority status among other regional and national efforts.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Take advantage of coastal and watershed resource programs. ii. Utilize New Jersey’s Conservation Exchange. iii. Work with watershed based partners to link together conservation and preservation priorities 	<p><u>BHB Conservation and Preservation Committee</u></p>	<p>National Coastal Wetlands Conservation Grant Program</p> <p>Environmental Quality Incentives Program,</p> <p>Conservation Innovation Grants Program (CIG); NJ</p> <p>Environmental Services Program (ESP)</p>	<p>Sustaining Phase</p>

Strategy or Action		Potential Partners	Potential Funding	Phase
			http://www.state.nj.us/dep/esp/	
1.5	<p>Monitor change to protect your values.</p> <p><u>Implementation Step</u></p> <ul style="list-style-type: none"> i. Meet annually with county and municipal boards and commissions and professional planning, preservation, and engineering staff to discuss the “State of the Bayshore Heritage Byway” and gather information about upcoming plans, projects, and programs that may impact the byway and how best the byway sponsor might provide input regarding upcoming projects and programs. 	<p><u>BHB Conservation and Preservation Committee</u></p> <ul style="list-style-type: none"> ▪ County and municipal government representatives 		Sustaining Phase
<p><i>Establish the Byway as a Destination by Developing a Strong Identity Through Consistent Signage; Visitor Facilities; a Unified, Context-sensitive Aesthetic; and Community Support of Byway Management and Maintenance.</i></p> <p><i>New Jersey’s Delaware Bayshore offers scenic views, miles of wetlands and a rich culture based on historic settlements along the Delaware Bay and its tributaries, all of which are a source of pride among residences and an attraction to visitors. However, in order to achieve and maintain the desired level of visitation as well as to improve the quality of life for byway communities, additional facilities and improvements to existing facilities are needed. This section presents an overall goal and five strategies for enhancing the byway experience, over time while minimizing the impact of intrusions along the route.</i></p>				
2.1	<p>Corridor Wide: Help visitors to find and follow the byway.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Implement the route marking system outlined in the NJDOT <i>Guidelines for the Development of Scenic Byway Signage</i> or similar MUTCD-approved route marking system. ii. Revise sign plan for amended route in Cape May County (Lower and Middle Townships) and the spur the Cape May – Lewes Ferry iii. Install route marking signs for agencies with jurisdiction of roadway (to be coordinated through each County transportation department) iv. Design and implement a wayfinding signage program (consistent with MUTCD) for byway-related sites that builds upon the Coastal Heritage Trail and utilizes the geographic and thematic clusters as a means of organizing the signage system and to avoid duplication. v. Install information kiosks with similar visual and graphic identity at points of entry to the byway corridor. vi. Design and implement a mobile application that is compatible with and builds upon other state and federal agency efforts along similar lines (See Goal 3 and 4). 	<p><u>BHB Transportation and Enhancement Committee</u></p> <ul style="list-style-type: none"> ▪ NJDOT ▪ County and municipal governments 	FHWA Transportation Enhancement Programs, as consolidated in FY 2012 budget reauthorization (livability programs)	Establishment Phase and Development Phase

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>2.2 Corridor Wide: Make the roadside appearance more attractive and welcoming throughout the corridor.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Work with County and municipal governments and local volunteer groups to maintain 100% coverage of the byway for “adopt-a-highway” programs or similar. ii. Design and implement a program for “adopt a spot” to encourage new roadside landscape plantings especially at community and village gateway areas. 	<p><u>BHB Transportation and Enhancement Committee</u></p> <ul style="list-style-type: none"> ▪ NJDOT/DEP ▪ County and municipal governments (e.g. county improvement authorities) ▪ Local volunteer groups/civic associations 		<p>Development Phase</p>
<p>2.3 Community-based: Assist communities in their efforts to develop new and enhance existing visitor facilities and link those facilities to the byway through interpretation and visual identity.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Visitor Centers and kiosks: Develop and implement a program to enhance existing visitor centers, provide new visitor information kiosks for those locations identified in 2.1. For Community Gateways, visitor centers should incorporate exhibits regarding the significance of the Bayshore region. Smaller kiosks should incorporate information about what to see and do along the byway in that particular area of the byway. ii. Restrooms: Develop and implement a program with local businesses to encourage the use of restrooms as an opportunity for business development. Examine potential funding sources from DEP as a means of water quality management. iii. Restaurants/accommodations: Develop and implement a program for hospitality training (see Strategy 3, Heritage Tourism). iv. Interpreted pedestrian and bicycle trails – Using the river corridors as the primary organizing element and priority for development, work with localities to design and implement multi-use or on road bicycle and pedestrian pathways connecting community gateways with Bayshore destinations (Salem City to Fort Mott along the Salem River, Bridgeton to Greenwich along the Cohansey River, Mauricetown to East Point Lighthouse along the Maurice River, and a pathway along connecting Greater Cape May destinations, perhaps using the Canal and shorelines) v. Develop and implement a village streetscape enhancement program and pursue funding collaboratively to include community entrances, traffic calming as needed, tree planting, sign coordination, walkways /sidewalks, and drainage. vi. For rural villages, develop appropriately scaled enhancement efforts that are 	<p><u>BHB Transportation and Enhancement Committee</u></p>	<p>National Recreational Trails Program: To provide financial assistance for developing and maintaining trails and trail facilities. Trails can be for non-motorized, multi-use and motorized purposes. http://www.nj.gov/dep/grantandloanprograms/nhr_nrtpl.htm;</p> <p>Transportation Enhancements Program www.enhancements.org/directory.html</p>	<p>Development Phase</p>

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>consistent with the desire to preserve the rural village character (e.g. no concrete curbs and sidewalks, maintain narrow scale of road/village, keep informality of roadway character).</p>			
<p>2.4 Site-specific enhancement opportunities Assist organizations in their efforts to develop new visitor attractions or enhance existing attractions and link those sites to the byway themes through interpretation and visitor services.</p> <ul style="list-style-type: none"> i. Work with existing Coastal Heritage Trail sites to update interpretive materials, incorporate Bayshore Heritage Byway themes, and develop preservation plans (see Strategy 1.1). ii. Develop and implement a small museum and visitor attraction consortium to pursue funding and design services for management of collections, exhibit design and installation, coordinated programming and event management as a means of increasing visitation and managing the site for more visitors. iii. Develop and implement shoreline access plans as a means of increasing opportunities for bird watching or natural area interpretation and sustainable approaches to providing better access to the Delaware Bay and its beaches. iv. Prepare an application for the FY2013 under the new "Transportation Alternatives" category, USDOT/FHWA (formerly Transportation Enhancements) which includes scenic pulloffs and waysides as an eligible category 	<p><u>BHB Transportation and Enhancement Committee</u></p>		<p>Development Phase</p>
<p>2.5 Guide future changes in land use as a means of gradually improving community appearance over time focusing primarily upon maintaining historic and natural context of wildlife areas and villages, and encouraging more attractive and vibrant cities and towns.</p> <ul style="list-style-type: none"> i. Establish a quick response team for addressing visual impact of future installations for transmission lines, cell towers, large scale solar and wind "farms" to encourage siting in appropriate places and using more context sensitive approaches regarding the scale and contrast of proposed facilities. ii. Identify and develop model ordinances for adoption by municipalities' transmission lines, cell towers, large scale solar and wind farms. iii. Develop simple and easy to understand guidelines for siting rural residential and minor subdivisions that accommodate the needs for homes while building in a more context sensitive manner. iv. Collaborate on a regional basis to bring in subject matter experts on community 	<p><u>BHB Transportation and Enhancement Committee</u></p>	<p>Smart Growth Planning Grants http://nj.gov/osp/resources/sggrants.htm</p> <p>National Endowment for the Arts (Your Town Program)</p>	<p>Sustaining Phase</p>

Strategy or Action		Potential Partners	Potential Funding	Phase
	<p>revitalization of main streets and for transforming and integrating aging commercial corridors into the city and town fabric, especially those along the Byway at the edges of cities and towns.</p> <p>v. Consider the development of historic district overlays as a means of guiding future changes within historically significant villages, towns and cities (see http://www.nj.gov/dep/hpo/3preserve/mlul_7_07.pdf)</p>			
<p>Goal #3: Expand Heritage and Nature-based Economic Development Opportunities</p> <p><i>Utilize the byway and New Jersey's business development resources to help the region build its capacity to attract and retain those travelers with an interest in the Bayshore's rich natural and cultural heritage and develop marketable programs and activities, along with expanded business opportunities, that increase the comfort level of visitors – such as good food, nice places to stay, a more welcoming community appearance – and keep them coming back time and time again.</i></p>				
3.1	<p>Use the byway to extend the stay of existing visitors by marketing activities aimed at birders, bicyclists, boaters (non-motorized), beachcombers, and maritime heritage destination travelers.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Link the byway planning and marketing activities to existing Cultural Heritage Commissions and their strategic plans in all three Counties as well as the goals of the <u>New Jersey Heritage Tourism Plan</u>. ii. Continue to increase awareness of the significance of the Bayshore region through programming and coordinated events by establishing a region-wide calendar of events and Bayshore Heritage Byway web page. iii. Expand existing programming and incorporating lectures, educational sessions, food and arts and crafts events, guided touring , etc. as a means of increasing the length of visitor stays iv. Link bicycle touring with arts and history in Salem County; link birding and bicycling with nature-based educational sessions and guided touring in Cumberland County, and encourage beach visitors to try the quiet side of Cape May. 	<u>BHB Heritage Tourism Committee</u>		Development Phase
3.2	<p>Identify clusters of resources as a means of establishing destinations that are linked together by pedestrian paths and/or bicycle paths and trails – make sure that each destination has a full service site (or plan for one – see Strategy 3.3 about itineraries and 3.4 about towns).</p>	<u>BHB Heritage Tourism Committee</u>	NJHT – 2012 grant program – intent to apply due July 12, 2012; Application due Sept. 20, 2012	Development Phase

Strategy or Action	Potential Partners	Potential Funding	Phase
<p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Confirm the clusters and sites identified in the CMP on Map 8 (http://www.lardnerklein.com/BHB/BHB_Sites041712_11x17.pdf). ii. Using the CMP resource inventory, touring concepts and interpretive framework (Strategy 4), conduct small group meetings with sponsors of existing sites within each cluster (starting with the Maurice River Cluster as a demonstration) to identify potential itineraries, common themes, common dates for events and activities, visitor services and potential priorities for expanding the range of visitor opportunities. Itineraries should begin at one of the four gateway communities (Salem, Bridgeton, Port Norris/Mauricetown or Millville, and Cape May) and end at destinations along the Bayshore. 			
<p>3.3 Work in a coordinated manner to develop and expand itineraries that extend the range of activities for that targeted audience.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Combine and coordinate the cluster plans on an annual basis and maintain a common calendar on a seasonal basis that is utilized by all Bayshore communities and clusters emphasizing the ephemeral side of birding and other wildlife migration patterns, arts and crafts events, bicycling events, food events, and community-based celebrations (similar to http://www.cumauriceriver.org/pages/calendar.html, but developed as a common Bayshore region calendar for the entire byway). ii. Based on the cluster meetings, continue to meet on an annual basis to design and expand upon itineraries using the geographic clusters shown on Map 8. (http://www.lardnerklein.com/BHB/BHB_Sites041712_11x17.pdf) and associate the itineraries with major events such as the Purple Martin migration, or other birding festivals and/or cultural events. iii. Market the itineraries and associated events as packages through regional advance advertising, familiarization tour with nature-based tour operators, web sites, etc. (as per Strategy 3.7). iv. Evaluate and consider adopting a passport program or become part of an existing passport program incorporating itineraries 	<p><u>BHB Heritage Tourism Committee</u></p>	<p>The Discover NJ History License Plate Fund provides small grants (up to \$3,000) ... to promote interpretation, marketing and promotional links among heritage sites; http://www.njht.org/dca/njht/touring/platefund/</p> <p>NJ State Council on the Arts - General Program Support (GPS)— New Jersey based, nonprofit organizations, agencies, institutions, or units of local government to help underwrite the expense of presenting on-going arts programs. http://www.njartscouncil.org/dos_njsca_grants.html</p>	<p>Development Phase</p>

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>3.4 Coordinate beach access planning and implementation as a means of increasing the capacity for addressing visitor needs in a sustainable way - including parking (bicycle and automobile), restrooms, walking paths to the beach, interpretation and shoreline management – using the clusters as an organizing approach.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Schedule a common workshop with DEP to coordinate beach access plans and link those beach access plans to the byway. ii. Incorporate approved beach access points into the itineraries. iii. Develop a Delaware Bay beach access visitor guide that provides factual information about the Bayshore birding and wildlife opportunities, bicycling opportunities, and maritime heritage (the guide should be timeless, and not include events, business information, or other information that is time sensitive or that may change). iv. The printed guide should include web references to visitor service guides as per strategy 3.5 below. 	<p><u>BHB Heritage Tourism Committee</u></p>	<p>NJ DEP</p>	<p>Development Phase</p>
<p>3.5 Use towns and full-service sites as a home base for itineraries, especially towns that have visitor support services such as accommodations, restaurants, restrooms, parking, etc.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Complete an annual inventory of visitor services to include locations with addresses, planned hours of operation, web page links, etc. that will go in to a seasonal visitor guide for the Bayshore region – coordinate with other published visitor guides. ii. Work with DMO's in three counties (note issue of Salem County's association with the Delaware River DMO addressed in Strategy 3.6) to publish a Bayshore Annual Visitor Guide and web- and mobile application based seasonal guide. iii. Use signage strategies to direct visitors to welcome centers in each of byway gateway communities (see Strategy 4.5) as a means of directing visitors to nearby community services and providing them with up to date travel and visitor information about the byway. iv. Develop a program and sponsor hospitality training seminars for hospitality businesses in existing byway communities through the 	<p><u>BHB Heritage Tourism Committee</u></p>		<p>Development Phase</p>

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>NJSBDC or through County Chamber of Commerce sponsorship. Hospitality training should include assistance in providing information about the Bayshore region's natural and cultural heritage for front-line employees</p>			
<p>3.6 Position marketing tools (web-based and print) and event planning and programming to match visitor service improvements as a means of managing levels of visitation to the carrying capacity of the resources.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Place the Bayshore Heritage Byway into the context of existing marketing efforts in the South Jersey. The plan recommends that the Bayshore Heritage Byway be managed as the primary touring route for New Jersey's Delaware Bay and Estuary and that it be linked by the Cape May-Lewes Ferry to comparable touring routes along the Atlantic seaboard, the Delaware Bay and the Chesapeake Bay. ii. Establish an MOU or other informal agreements with any existing travel and tourism organizations that is currently marketing sites on the (the State of New Jersey Tourism Office, Southern Shore and South Jersey DMO's , nearby Wildwoods and Atlantic City, and the New Jersey Birding and Wildlife web sites) to coordinate linkages and visitor information back and forth among web sites, how information about visitor attractions along the byway are portrayed and how visitor information about events and programming is portrayed and linked together, utilizing the common visitor package as per 3.4 and 3.5 above that is updated on an annual basis – see Chapter 5 on implementation for organizational recommendations. iii. Apply for a tourism grant to establish a Bayshore Heritage Byway web site based on the results of the discussions with regional DMOs and sponsoring organizations iv. Consider using the format of the New Jersey Forever Green web sites (http://www.forevergreennj.com/) and discuss with the Southern Shore DMO the potential for expanding the reach of the forever green web site to include Cumberland and the quiet side of Cape May County. v. Through the annual cluster planning approach identified above, and an annual assessment of visitation goals, determine enhancement, 	<p><u>BHB Heritage Tourism Committee</u></p>	<p>NJ Travel and Tourism competitive grant program, which helps fund targeted marketing initiatives at the local and regional level. (deadline was May 14, 2012 for FY 2013) http://www.visitnj.org/grant-opportunities</p>	<p>Development Phase</p>

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>facility, and programming priorities for expanding visitor experiences.</p>			
<p>3.7 Gain more recognition for the route (building upon Coastal Heritage Trail) – consider the potential for National Heritage Area designation or other recognition programs.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Using the Bayshore Heritage Byway CMP planning and approval process, determine the level of public support for designation of the Bayshore Region as National Heritage Area and/or a National Scenic Byway. ii. Seek further recognition for the byway travel route from travel organizations such as Rand McNalley and AAA. Coordinate with US Fish and Wildlife Services scenic byway program to determine whether or not a designation for the Bayshore Heritage Byway could be recognized through that agency. iii. Pursue opportunities establishing an eBird Trail Tracker which is a real-time, online system to gather information and track sightings of birds. The Forsythe NWR is part of this system and efforts should be made to establish one for the Cape May and Supawna Meadows NWRs. iv. Nominate regional itinerary for Rand McNalley’s “Best of the Road” web site and AAA mid-Atlantic itineraries. v. Based on the eligibility established in the 2001 reconnaissance study, determine with NPS assistance what additional, if any, feasibility study components are needed. Based on a completed feasibility study (initiated locally) seek Congressional support and potentially Congressional Designation as a National Heritage Area. vi. For National Heritage Area designation, use the CMP for the byway as a starting point for expanding and developing a heritage area management plan using the guidance provided by http://www.nps.gov/heritageareas/REP/Notebook.pdf 	<p><u>BHB Heritage Tourism Committee</u></p>		<p>Sustaining Phase</p>
<p>Goal #4: Uncover the Stories Depicting the Bayshore’s Rich Natural Heritage and Community Life <i>Establish a new interpretive program that builds upon the interpretive resources of the Coastal Heritage Trail (originally developed by the National Park Service) and ties together the stories associated with the Bayshore’s natural heritage and historical places in order to establish a seamless, coherent, enjoyable, and educational travel experience.</i></p>			

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>4.1 Establish the Bayshore Heritage Byway as an outdoor museum along its entire length.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Adopt the recommended interpretive framework (themes and topics) as part of the CMP ii. Establish an interpretive committee comprised of representatives of each of the sites and attractions along the byway corridor and first determine how much of the framework is already interpreted and how much needs to be adapted or newly presented. iii. Based on the analysis, apply for funding for an interpretive plan to develop coordinated and specific recommendations for each site, for new sites, and to determine the media and tools that are appropriate to communicate the desired interpretive messages. 	<u>BHB Education Committee</u>	<p>National Scenic Byway Program Grant</p> <p>http://www.bywaysonline.org/grants/ (pending reauthorization)</p>	
<p>4.2 Adapt and Update the Coastal Heritage Trail themes to the Bayshore region and expand those themes to identify potential interpretive topics [themes to be revised from CMC #5 and tie in to the themes established in the document “The Contours of New Jersey History: An Essay on Context” prepared for the <u>New Jersey Heritage Tourism Master Plan</u></p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Building upon the strategies identified in 4.1, examine the existing interpretive system already in place along the Coastal Heritage Trail to determine which interpretive panels can be replaced and updated with existing screen prints. ii. Determine how best to link the Coastal Heritage Trail interpretation to the new byway interpretive framework (e.g. through brochures, logos, QR codes, etc.). 	<u>BHB Education Committee</u>		
<p>4.3 Link the storylines and themes to the destination clusters that give each sub region its own unique identity. Ensure that each geographic cluster has at least one place to get good information and one place to get a good education about the area in question.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Using the Points of Interest Table contained in the CMP as a starting point <p>http://www.lardnerklein.com/BHB/BHB_PtsOfInterest031312.pdf and</p>	<u>BHB Education Committee</u>		

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>the itinerary planning process outlined in 3.4 and 3.5, determine the missing gaps in the interpretive presentation and establish priorities as part of the interpretive plan in 4.1.</p> <p>ii. Build upon the interpretive focus of each of the clusters based on the analysis of existing sites contained in the CMP give priority to interpretive programming development for the focus areas, 1 in each cluster.</p> <p>iii. Provide interpretive overview panels or exhibits in each visitor center with the emphasis on the clusters interpretive focus and provide information on the locations of sites where more can be learned about the focus area topics.</p>			
<p>4.4 Use the appropriate Interpretive Methods & Tools to communicate and link the sites together to create a coherent, educational and enjoyable experience throughout the byway.</p> <p><u>Implementation Steps</u></p> <p>i. Based on the results of the interpretive planning phase, develop appropriate web-based and mobile application tools to tell the story of each cluster area.</p> <p>ii. Seek funding for interpretive exhibits and programming based on the interpretive planning and itineraries.</p> <p>iii. Develop a guideline for implementing a common visual and graphic identity so that individual sites and attractions can update their interpretation at their own pace.</p> <p>iv. Coordinate with the publishing of annual visitor guides to incorporate interpretive messaging and linking those messages to sites to provide more information (see http://www.forevergreennj.com/C/Outside_Thinkers/28/U/John_McPhee/297.aspx as an example).</p>	<p><u>BHB Education Committee</u></p>		
<p>4.5 Use programming and events to draw visitors from site to site and place to place by promoting lecture series, music, arts and crafts, food, and other related folk life and heritage activities and associate those activities with the Bayshore Heritage Byway</p> <p><u>Implementation Steps</u></p> <p>i. Using the overall interpretive planning in 4.1, coupled with the annual</p>	<p><u>BHB Education Committee and Heritage Tourism Committee</u></p>		

Strategy or Action		Potential Partners	Potential Funding	Phase
	<p>assessments in 3.4 and 3.5 to develop a prioritized list for programming along the byway.</p> <p>ii. Seek funding through a regional consortium such as the Mid-Atlantic Arts Foundation to bring musicians, artists, craftsman, storytellers, and more for a series of coordinated events associated with the byway communities (this could be associated with other byway regions especially the Delaware River or associated with common festivals from other regions – bird migration events for example).</p> <p>iii. Work with County Cultural Heritage commissions and organizations to implement programming such as artist studio tours, historic house and garden tours, seasonal tours, and food events, etc. and link those events to the interpretive framework to help increase awareness of the cultural and natural significance of the Bayshore region.</p>			
<p>Goal #5: Increase the Range and Safety of Travel Choices and Opportunities <i>Enhance the quality and safety of the byway-related travel experience for all modes of transportation by expanding the range of travel opportunities for pedestrians and bicyclists as well as those who use public transportation and by utilizing context sensitive approaches to address future roadway safety and capacity projects.</i></p>				
5.1	<p>Adopt a process and approach for doing transportation work along the Bayshore Heritage Byway that increases awareness and sensitivity to the intrinsic qualities of the byway and is consistent with the New Jersey Roadway Design Manual, the Smart Transportation Guidebook and with the NJDOT Complete Streets policy.</p> <p><u>Implementation Steps</u></p> <p>i. Increase the awareness of the Bayshore Heritage Byway among NJDOT, County, and Municipal transportation planning and engineering staff through the corridor management planning and implementation process and by forming a transportation committee to meet annually to review upcoming planned and programmed projects along the byway.</p> <p>ii. Develop a system at all levels to flag projects that are planned and programmed along the byway at the funding and programming level so that efforts can be made early in the process to incorporate context sensitive approaches and processes.</p> <p>iii. Encourage the adoption of complete streets policies at the Municipal and County level building upon the New Jersey complete streets policy.</p>	BHB Transportation and Enhancement Committee		

Strategy or Action		Potential Partners	Potential Funding	Phase
5.2	<p>Encourage the use of appropriately scaled and selected speed reduction measures as a means of increasing safety for all users of the byway in the transition areas approaching each of the cities, towns and communities</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Using the CMP as a starting point develop a proactive list of locations where traffic calming and pedestrian safety measures are needed to reinforce the heritage tourism and interpretive goals of the byway program. ii. Develop and adopt guidelines for traffic calming and pedestrian safety measures specifically for the rural and historic communities along the byway that are sensitive to the rural and historic context. iii. Seek transportation enhancement funding for the design and implementation of priority traffic calming measures 	<p><u>BHB Transportation and Enhancement Committee</u></p>		
5.3	<p>Prioritize bicycle improvements (for the widest range of bicycle users) and pedestrian improvements in the gateways and river corridors that link the byway communities of Salem, Bridgeton, Millville, Port Norris, and Mauricetown and Cape May) with the nearest full service interpretive sites associated with that river corridor along the Delaware Bay shoreline.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Using the results of the proposed cluster and itinerary detailed planning process as a guide (see Heritage Tourism Strategies, AC #4), as well as County and State level bicycle and pedestrian planning, identify gaps and linkages needed to establish a network of safe and attractive pedestrian and bicycle networks along the primary river corridors. ii. Seek recreational trail funding, as well as transportation enhancement funding for the prioritized links. iii. Work with bicycle clubs and other user groups to establish maintenance and monitoring programs for the rural routes suitable for bicycle use. 	<p><u>BHB Transportation and Enhancement Committee</u></p>		
5.4	<p>Establish a consistent design treatment for each bridge type and guardrails along the corridor that preserves as much as practical the views toward the water or wetlands</p>	<p><u>BHB Transportation and Enhancement Committee</u></p>		

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>and provides safe pedestrian access where practical as a means of increasing awareness and recognition of the importance of waterways and wetlands, water quality overall, and to the qualities of the Bayshore experience in general.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Use the historic bridge sign (detail developed by NJDOT) as a means of raising awareness of the waterways and wetlands as travelers cross, helping to bring attention to their value and significance. ii. Coordinate with the beach and water access plans to identify locations where water access or fishing access is appropriate near bridges and develop and implement design treatments to manage those access points. iii. Develop and adopt a preferred parapet wall treatment (to replace the Jersey-shaped barrier over time) that meets the necessary test level and other design parameters for the specific roadway while also providing visual access to the river, creeks and wetlands below (see FHWA Bridge Rail Guideline). iv. Work with state and local roadway departments to agree upon preferred guardrail, drainage, vegetation management, and speed reduction measures for the byway 			
<p>5.5 Work cooperatively among NJDOT, County and Municipal owners of the designated scenic roads to implement the state signage plan for scenic byways as a means of recognizing the safety benefits of increasing awareness for all drivers that are traveling on a byway.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. NJDOT will install signs along state highways in accordance with the approved signage manual (final draft and approval pending) as funded by the National Scenic Byway Program grant. ii. NJDOT will be establishing MOUs with the County and Municipal governments to install signs on both County and Municipal roads (signs provided by NJDOT). iii. MOUs to include agreements regarding maintenance and replacement of signs (20% of total installed signs anticipated to be produced as replacements for storage). 	<p><u>BHB Transportation and Enhancement Committee</u></p>		

Strategy or Action	Potential Partners	Potential Funding	Phase
<p>5.6 REFER TO 2.1</p> <p>Use a wide range of tools for helping visitors to find sites and attractions along the byway including directing travelers to visitor centers in gateway communities and facilitating the use of web-based and mobile applications as a means of providing targeted information to help visitors plan their route.</p> <p><u>Implementation Steps</u></p> <ul style="list-style-type: none"> i. Using the site inventory and proposed detailed cluster planning process as a starting point, identify the sites and attractions that are eligible for attraction signing (e.g. full service sites open 300 days per year and offer programming, etc.) ii. Consolidate attraction signing along the byway to reduce the overall number of duplicative signs and remove signs that point to locations that no longer exist or are open. iii. Develop and implement a byway specific attraction signing and mobile application program to continue to monitor and update attraction area signing and technological changes. 	<p><u>BHB Transportation and Enhancement Committee</u></p>	<p>NJ State Council on the Arts - General Program Support (GPS)</p>	

This section provides an approach for interpreting the Bayshore Heritage Byway including recommendations for organizing and implementing the interpretive program. These recommendations provide a framework for specific actions to be taken by the scenic byway organization and a means to coordinate with byway partners. Also the byway's interpretive themes are outlined along with suggestions for implementation.

The byway organization needs to coordinate the actions of partners across the entire byway and assist them in presenting the interpretive themes as an integrated experience. The interpretive program should provide opportunities for visitors to explore the communities, landscapes and stories associated with the byway. An interpretive context must highlight meaning and significance and also provide links between places and themes. The interpretive framework should guide the efforts of the Heritage Tourism Committee as they work towards updating all interpretive and educational materials. Also the interpretive planning completed for the Delaware Bay section of the New Jersey Coastal Heritage Trail provides an excellent basis for the content needed for the byway's interpretive program. (***)Please note that as of October 2011 the National Park Service has terminated funding and staff support for the New Jersey Coastal Heritage Trail program. (***)

Bayshore Heritage Byway Interpretive Themes & Topics

Interpretive themes are the "big ideas" (concepts of national or regional significance) within which the interpretation of individual resources, places and stories may be presented and understood. Topics are important storylines that contribute to themes. Five primary interpretive themes with associated topics help convey the overall natural and cultural heritage and significance of the Bayshore Heritage Byway:

❖ The Bayshore's Nature

- Geological History
- The Delaware Bay Estuary: Nature's Nursery
- Salt Marshes
- Downriver & Upstream
- Low-lying Uplands
- Skirting the Pine Barrens
- Notable Local Fauna
 - A Birder's Paradise
 - Shoreline Inhabitants
 - Fish
 - Amphibians & Reptiles
 - Mammals
 - Pesky Critters
- Notable Local Flora

❖ The Bayshore's Legacy

- The Nanticoke - Lenape Homeland
- Colonial Middle Ground
 - At the Edge of Empires
 - Whaling Camps
 - A Hidden Scandinavian Heritage
 - First Farms of the Garden State

- New Jersey: A Diverse English Colony
- Salem City: 18th Century Market Town
- Greenwich: New World Port of Entry
- The Quakers & Patterned Brick Houses
- Crossroads of the Revolution
- 19th Century Working Communities
 - Bridgeton: Center for Local Industry
 - Mauricetown: Boatbuilding on the Bay
 - Port Norris: Built on Shellfish
 - Bivalve & Shellpile: Oyster Ghost Towns
- United States Coastal Defense & Military Installations

❖ **The Bayshore's Bounty**

- A Prehistoric Abundance
- Oysters & Other Shellfish
- Horseshoe Crabs
- Cultivating Salt Hay
- Garden State Truck Farms
- Jersey Fresh: Roadside Stands on the Byway
- Rediscovering Jersey Tomatoes
- Sand & Glass

❖ **The Bayshore's Migrations**

- Migratory Birds & The Atlantic Flyway
 - Purple martins
 - Swifts & swallows
 - Songbirds
 - Shorebirds
 - Seabirds
 - Waterfowl
 - Raptors
- Fish
 - Alewife
 - American eel
 - Atlantic croaker
 - Bay anchovy
 - Blueback herring
 - Hogchoker
 - Menhaden
 - Shad
 - Shark
 - Striped Bass
 - Sturgeon
- Insects

- Monarch Butterflies
- Marine Mammals
 - Dolphins
 - Whales
 - Seals
- ❖ **The Bayshore's Leisure-time**
 - Cape May: America's Oldest Seaside Resort
 - History of Delaware River Picnic Parks
 - Religious Camp Meetings
 - Fish and Hunt Camps
 - Bicycling
 - Hiking
 - Paddling
 - Bird-watching

These five themes identified for the Bayshore Heritage Byway are intended to be broad and comprehensive so that they capture the wide range of potential stories significant to individual communities, habitats and sites. The use of these themes will help determine how the interpretive program will be implemented throughout the byway, how interpretation might be organized from a regional perspective, and how links between sites and resources might be established.

Guiding Principles for Interpretation

The following guiding principles are suggested when considering an interpretive program for the scenic byway. Although interpretation along the byway may be implemented by a variety of different partners over time, it should be closely coordinated and these guiding principles should be followed. Where direct support from the byway organization is anticipated, one of the responsibilities of the Heritage Tourism Committee, as described later in this chapter, should review plans to ensure consistency.

- **Quality** - Interpretation along the scenic byway should meet a high quality standard. Interpretive exhibits, installations, tour scripts, printed materials and online media should meet the highest standards in terms of content, design, materials, fabrication, accessibility, and overall experience. Special events should also match this level of quality. Design guidelines for exhibits and infrastructure should be developed and used to assist partners in maintaining quality standards. In cases where funding is made available to a byway partner for projects and programs, a review of the proposed presentation and installation is necessary to assure consistency with interpretive goals and scenic byway themes. The byway organization should provide design assistance and technical support to partner organizations in the development of interpretive projects and programs. Installations should be designed to complement the landscape in which they are located. They should contribute to community character and conform to natural settings.
- **Creativity** - The Bayshore Heritage Byway should promote creativity in its interpretive program along with the aforementioned emphasis on quality. Wherever possible, creative alternatives to signage and waysides should be encouraged in conveying interpretive content. Artwork and landscape installations are appropriate ways to provide interpretation while enhancing community

and natural contexts. The byway organization should endeavor to create a reputation for the creative approach it takes in developing its interpretive program.

Tempting leads and interpretive connections should invite visitors to move from place to place. Themes and stories should be presented in ways that help visitors draw connections, spark interests, and encourage further investigation. Revelations and surprises should be incorporated into the experience.

- **Accuracy** - Interpretive content must be well-researched and accurate. Source material should be identified in the development of interpretive content and should be consistent with professional standards used by practitioners in scientific disciplines and the humanities. The extent of what is actually known and unknown should be clearly conveyed to visitors. Sometimes, what is *not* known is as interesting as what is known. If stories are based upon legend, folklore or oral tradition it should be clearly stated. The proposed Interpretive Committee for the scenic byway should be comprised of experienced historians, naturalists and interpreters to advise partners in the development of interpretive programs and review proposed content.
- **Authenticity** - To the maximum extent possible, stories should be communicated in an appropriate context which directly connects the visitor to a place. Whenever possible, authentic physical features—buildings, roads, viewsheds, and other resources should be used as the backdrop to tell stories. The scale, character and evolution of the landscape should be conveyed to the audience to help them better visualize and experience the story being told. In cases where the landscape has changed, its historical appearance should be conveyed through artwork, historic photographs, documented historical accounts or augmented reality applications. In some instances ‘placemakers’ can be used as a tool to mark locations for reference by visitors.
- **Experiential Learning** - Many people learn and remember things when an element of physical interaction is offered as part of the experience. Interpretive programs can be experiential to the maximum degree possible. Communication that is visual and connected to real things and authentic places and features should be emphasized over the reading of waysides and text. Public art can be very helpful in conveying interpretive content through the senses. Walking a trail being described interpretively helps visitors experience the story through their muscles. Hearing first person stories from a living history interpreter has a stronger impact than reading text. The opportunity to actively do things should be offered whenever possible over the mere providing of information. Visitors should be encouraged to experience stories and landscapes through various senses.
- **Variety** - Interpretive media and techniques should be designed to acknowledge different learning styles and generational differences in how information is received and absorbed. A variety of possible experiences should be provided in order to satisfy the interests and capabilities of different age groups, temperaments, and cultural orientations. Options should offer varying levels of activity, timeframes, and levels of required concentration. For example, alternative walking tours of 10 minutes, 30 minutes, and 60 minutes in length provide options for individuals with different levels of stamina or time constraints. Also equivalent facilitation for interpretive programs should be provided for individuals with physical limitations or disabilities.
- **Context** - Each story should be connected to the broader historical and natural context using the scenic byway themes and topics. Stories should be used to illustrate these themes and topics relating to a global and regional perspective in ways that make them immediately understandable.

Historical and natural context for each story should be clearly and accurately communicated, but easily comprehended. By using context, a cultural and natural backdrop is provided allowing the visitor to easily make connections to the big picture at different interpretive stops and resource locations.

- **Significance and Meaning** - Interpretation is much more than the reciting of facts. As Freeman Tilden, a career employee with the National Park Service wrote in his 1957 book *Interpreting Our Heritage*: “Through interpretation, understanding; through understanding, appreciation; through appreciation, protection [of our nation’s significant cultural and natural heritage].” Interpretation goes beyond the reciting of facts by drawing connections in a story to larger, meaningful truths. In developing interpretive content, each story should be examined for its significance. Each story or interpretive exhibit should have a key message it is intended to convey.
- **Multiple Points of View** - Visitors should be offered stories from multiple points of view and be led to appreciate how stories may hold multiple meanings. Varying perspectives should be presented in their historical context so we appreciate how people from diverse groups saw things differently. Visitors should not be told what to think, but should be allowed to draw their own conclusions.
- **Shared Experience:** Interpretation should be provided in ways that help audiences identify with and relate to experiences in their own lives. Using authentic stories of real people communicated in their own words in the actual places where events occurred should be encouraged whenever and wherever possible. The expression of universal emotional concepts such as love, loss, satisfaction, anxiety, pride, and uncertainty, allow opportunity for visitors to empathize and relate in a personal way.

The interpretive program for the scenic byway should include such tasks as creating a website and social media experience, publications, living history and tour guide services, and other initiatives that coordinate and support the byway interpretive presentation as a whole. It should include preparation of a comprehensive scenic byway interpretive plan. Interpretive projects should be identified, conceived, prioritized, and planned based upon the comprehensive interpretive plan and implemented through a planning process for interpretation and the visitor experience. Organizational partners and other interested individuals should be engaged early in the process as ideas are being formulated. When projects are at the initiative of an organizational partner, the participation of the scenic byway organization should be at or near the beginning of project planning. The byway organization in turn should provide encouragement and support.

Partners who should be involved in the implementation of each project should be identified and engaged. Sources of funding for implementation should be secured, and a process for implementation developed and scheduled. As individual projects are implemented, plans should be prepared to the appropriate level of detail describing the project and its position and role within the overall interpretive program. Projects involving byway funding, support, and/or promotion should go through a review and approval process for quality control prior to initiation of the actual project. Plans for specific projects should be prepared at the conceptual or schematic stage of design documentation. They should be reviewed by the byway organization’s Interpretive Committee for consistency with the comprehensive interpretive plan and guidelines. Projects should not proceed until the committee’s approval has been obtained. Planning requirements should be flexible, constructive, and tailored to the nature and circumstances of the project. They need not be complicated or burdensome. In general, plans should provide the following information:

- Organizations and individuals involved with the project
- Overall project concept and objectives
- Location and site plan
- Intended audiences
- Consistency with interpretive plan and guidelines
- Scenic byway themes and topics being interpreted
- Interpretive media to be used
- Key interpretive message for each exhibit
- Authenticity and accuracy of interpretive content
- Exhibit or installation designs
- Design consistency with established formats and design guidelines
- Interpretive connections to other sites and partners
- Estimated project costs

Chapter 5 of the Corridor Management Plan, Implementation, recommends the formation of a Heritage Tourism Committee (corridor wide), one of whose responsibilities is to guide the interpretive program for the Bayshore Heritage Byway. The committee should be led by members of the byway organization's board of directors (or management committee) and include representatives from partner organizations, specifically individuals with experience or professional-level training in interpretation, public history, and/or natural science. The committee will oversee preparation of the comprehensive interpretive plan and the subsequent implementation of interpretive projects whether by the scenic byway organization or partner. The role of the committee is to:

- Guide the interpretive planning and implementation process;
- Engage the appropriate professionals and partners in the process;
- Oversee the interpretive approach and format;
- Assure the accuracy of interpretive content; and
- Facilitate the creation of a high-quality visitor experience.

From an interpretive perspective, the identity of the scenic byway should be used for design elements associated with interpretive exhibits, wayfinding, publications, website, and others media formats and materials presenting interpretive content. Design associated with the region's identity and brand should be coordinated with signage design. At the time this corridor management plan is being prepared, wayfinding signage for the byway is being designed by the New Jersey Department of Transportation consistent with other designated byways in the state program and will be installed along the Bayshore Heritage Byway.

The Bayshore Heritage Byway should prepare a coordinated set of interpretive publications to support presentation of the scenic byway's interpretive themes and stories. All byway publications should use the graphic identity adopted by the state, should be available for download from the byway's website, and should be available for interpretive content in other media formats. All publications should be produced in both print and electronic formats. The following range of publications is suggested for consideration by the byway organization:

- An interpretive brochure introducing the scenic byway from a regional perspective and connecting the communities along the byway to thematically related sites in Salem, Cumberland and Cape May counties.
- A scenic byway brochure presenting all five interpretive themes and suggesting opportunities for visitors to explore.
- A large fold-out map of the scenic byway from Cape May to the Delaware Memorial Bridge showing the landscape, communities, trails, walking tours, visitor facilities, and locations where interpretation is provided.

- Individual brochures for each interpretive theme and related topics presenting the theme along with related stories and subject matter. Each brochure should include a map showing the places where full service interpretation and points of interest for the respective theme is offered
- Interpretive guides for each theme should be prepared presenting interpretative content in additional detail.
- Interpretive guides with information, activities and interpretive content for young people.
- Audio and video presentations on subjects related to the five scenic byway themes.
- Trails guide for the walking and biking trails along and in close proximity to the byway
- Interpretive guides presenting the natural history and ecosystems found along the byway.
- Media applications should be used to make interpretive content and orientation information available in as many formats as possible using applications, podcasts, Facebook, and other social media platforms.