

Star-Spangled Banner National Historic Trail Star-Spangled Banner Scenic Byway

National Park Service
U.S. Department of the Interior



Dear Friends,

The National Park Service (NPS) is pleased to announce that the Draft Star-Spangled Banner National Historic Trail and Scenic Byway Comprehensive Management Plan and Corridor Management Plan and Environmental Assessment (Draft CMP/EA) is now available for public review and comment. Since the establishment of the trail in 2008, input from our partners, trail visitors, communities along the trail, and the trail advisory council has been instrumental in development of the CMP.

The CMP is both a comprehensive management plan for the Star-Spangled Banner National Historic Trail and a corridor management plan for the Star-Spangled Banner Scenic Byway. The CMP addresses issues relevant to the future management of the trail, as identified by our partners, in public workshops, and through public comment. The CMP will guide decision-making for the trail and byway for the next 20 years or more, providing the guidance needed by the NPS and its partners to achieve the vision for the Star-Spangled Banner National Historic Trail and Scenic Byway. The NPS together with the Maryland Office of Tourism Development, the Maryland State Highway Administration, and many partners will develop the trail. Other partners will include federal and state agencies, communities throughout the region, heritage areas, Chesapeake Bay Gateways and Watertrails Network partners, non-profit organizations, and businesses.

This newsletter provides an overview of the proposed trail management framework and the two alternatives considered in the CMP. It also identifies the preferred alternative based on findings of the planning process.

The full Draft CMP/EA is available for download at the trail's planning website http://parkplanning.nps.gov/STSP_CMP. You may also request a CD or print copy by contacting the trail office at (410) 260-2495 or emailing STSP_Information@nps.gov. A copy is also available for review at trail headquarters.

You may comment on the Draft CMP/EA through May 21, 2012. Comments can be made at the trail's planning website http://parkplanning.nps.gov/STSP_CMP or by sending an email to STSP_Information@nps.gov. Comments may also be sent by letter to the trail headquarters at 410 Severn Avenue, Suite 314, Annapolis, MD 21403.

Thank you for your interest in the Star-Spangled Banner National Historic Trail and Scenic Byway. We look forward to receiving your comments on the Draft CMP/EA, and we welcome your involvement in the future of the trail and byway.

Sincerely,

John Maounis
Superintendent

The Star-Spangled Banner National Historic Trail and Star-Spangled Banner Scenic Byway connect the places, people, and events that led to the birth of the National Anthem during the War of 1812. Established by Congress in May 2008, the Star-Spangled Banner National Historic Trail is one of 19 national historic trails recognized for their historic value and their educational and recreational potential. The Star-Spangled Banner Scenic Byway is a state-designated driving route that follows the historic paths travelled by the British within Maryland. Together the trail and byway cover approximately 560 miles of land and water routes in the Chesapeake Bay region of Maryland, Virginia, and the District of Columbia along which the British armies and American defenders travelled and fought.



Purposes of the Trail and Byway

The purposes of the Star-Spangled Banner Trail and Byway are to:

- protect the sites, landscapes, and routes significant to understanding the people, events, and ideals associated with the War of 1812 in the Chesapeake region and “The Star-Spangled Banner”
- provide educational and interpretive opportunities related to the War of 1812 and its relevance to modern society
- foster improved opportunities for land- and water-based recreation and heritage tourism

Interpretive Themes

Interpretive themes describe broad concepts that will be expanded upon through interpretive media and services to make trail and byway places, people, and stories more meaningful and relevant to visitors.

- Almost thirty years after gaining independence, Americans resisted a land and water invasion by Great Britain, and military events in the Chesapeake region became central to the outcomes of a broader three-year struggle that established a foundation for the United States’ economic independence and military strength.

- In the early 1800s, the Chesapeake region – due to its central location on the eastern seaboard, network of navigable waterways, robust natural resources and fertile agricultural lands – served as a hub for trade, industry and government, making it a prime target for the British.
- During the War of 1812, individuals in the Chesapeake region endured great political, economic, and emotional upheaval and faced personal choices that profoundly impacted domestic life, influenced

the evolution of U.S. government and commerce, and had ramifications far beyond the battlefield.

- The United States flag and “The Star-Spangled Banner” anthem – symbolizing the resiliency of the new nation and the American character – inspired a renewed sense of nationalism in U.S. citizens after the War of 1812, and endure today as potent international icons of the United States of America

The Trail as a Legacy of the War of 1812 Bicentennial

This summer the Chesapeake region will begin its commemoration of the 200th anniversary of the War of 1812. The commemoration will continue through 2015 focusing on the events that occurred around the Chesapeake Bay and on its tributary rivers from 1812 through 1815. Hundreds of thousands of additional visitors are expected to visit sites around the bay and to attend special events. Visitors will learn about the places, people and events of the War of 1812 through diverse new programs and recreational opportunities. Many will follow the new Star-Spangled Banner National Historic Trail and Scenic Byway as they travel from site to site.

Much planning has preceded the upcoming commemoration. Communities around the bay have collaborated with bicentennial organizations, heritage areas, the National Park Service, state government agencies, tourism entities, and individual sites of significance to the war. Planning for the long-term development and management of the Star-Spangled Banner National Historic Trail and Scenic Byway has integrated with planning for the bicentennial commemoration. Investments made during the commemoration are laying the foundation for the trail. In years to come, the trail will build on these investments, carrying on the bicentennial’s legacy.

Comprehensive Management Plan for the Trail and Byway

The purpose of a comprehensive management plan (CMP) is to guide planning, development, and management of the trail and byway for the next 20 years or more. The CMP is needed to provide long-term coordinated direction for the NPS, Maryland byway partners, and other partners who will collaborate to make the trail and byway a reality. As a plan for the trail, the CMP includes findings and recommended actions required for managing national trails. As a plan for the byway, the CMP meets requirements for managing scenic byways and will support future nomination of the route as a national scenic byway or All-American Road. The CMP is also an environmental assessment (EA) prepared to meet requirements of the National Environmental Policy Act (NEPA).

The Planning Process

The CMP planning team – led by NPS staff at the Star-Spangled Banner National Historic Trail and assisted by advisors from state and local planning agencies – prepared the CMP following planning program standards of the National Park Service. The federal advisory council for the trail and the advisory committee for the Maryland scenic byway assisted. The team also worked with Chesapeake Bay Gateways and Watertrails Network (CBGN) partners, numerous other stakeholders, and members of the public.

The planning process generally involved four steps: interpretive planning, trail and byway resource identification, scoping to identify management concerns, and consideration of management alternatives. The NPS planning team encouraged public comment by circulating newsletters and hosting public open house workshops and stakeholder meetings during each step.

The Draft CMP/EA is currently available for public review and comment. For instructions on how to comment on the Draft CMP/EA and for information on next steps in the planning process please refer to page 8 below.

Overview of the Alternatives Considered

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

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

Each alternative assumes a different emphasis and management approach to addressing major trail management issues (see CMP chapter 5).

An additional alternative – Chesapeake Campaign of Summer 1814 (alternative 2) – was developed and presented to the public for review and comment in spring 2011 but was dismissed from further consideration, primarily because it is encompassed within Alternative 3. Public comments supported these conclusions.

Description of Alternatives¹

Continuation of Current Management (Alternative 1)

Visitor Experience Focus

Visitors would follow the land route from Solomons to North Point.

Existing water trails and access on the Anacostia, Patuxent, Potomac, and Sassafra Rivers would provide views of some War of 1812 sites.

Trail partners would be encouraged to provide 1812 interpretation independently or in collaboration with nearby partner sites.

The visitor center at Fort McHenry National Monument and Historic Shrine would be the primary visitor hub on the trail.

Resource Protection Focus

Protection of significant trail resources, landscapes, and viewsheds would be encouraged through existing protection programs funded by trail partners.

Partnerships

Trail partners would be encouraged to develop products and programs that support trail interpretive themes and link sites.

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

Visitor Experience Focus

Visitors would learn about the people, places, events, and untold stories of the War of 1812 to 1815 time period, the commercial and social context of the war, the war's legacy, and the bay's natural ecology, as they explore and recreate along the trail land route.

Water trails would provide new and enhanced interpretive media and public access beyond the extent of the Patuxent, Patapsco, and Potomac Rivers to the Upper Bay, Eastern Shore, Southern Maryland, and neighboring Virginia War of 1812 Heritage Trail.

Guided and self-guided itineraries and other interpretive media would provide new opportunities to explore the cultural and natural history of the Chesapeake Bay while recreating along intersecting hiking, biking, or water trails, including the Captain John Smith Chesapeake National Historic Trail and Potomac Heritage National Scenic Trail.

The visitor center at Fort McHenry National Monument and Historic Shrine would be the primary visitor hub on the trail. Visitor contact would also occur at existing contact facilities managed by partners in each region of the trail, and at facilities shared with other national trails.

Resource Protection Focus

Protection would focus on significant resources, viewsheds, and landscapes evocative of the early 19th century along land and water routes that link sites and stories from the 1812 – 1815 time period.

Limited NPS technical and financial assistance would be available on a cost-sharing basis through cultural and natural resources, recreation, and collaborative conservation programs.

Partnerships

Partnerships would emphasize integration of regional trail planning efforts that would provide recreational experiences and enhance visitor understanding and appreciation of the Chesapeake Bay.

A non-profit friends organization would facilitate expansion of recreation opportunities and public access, land protection, and integration of related history and recreation initiatives, including national trails.

Limited NPS technical and financial assistance would be available to coordinate regional efforts relative to recreation, landscape protection, interpretation, and heritage tourism.

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

Alternative 1 – Continuation of Current Management

Visitor Experience

In alternative 1 visitors would continue to learn about the places, people, and events of the War of 1812 in the Chesapeake region at partner sites and along existing land and water trails. Visitors would travel the trail from site to site, following a land route in Maryland marked by the state, on state and local roads from Solomons to North Point. Visitors would also travel the trail's water routes, following existing water trails along the Patuxent, Potomac, Anacostia, and Sassafras Rivers; from the water they could view War of 1812 sites and landscapes, stopping at partner sites where boaters could land or dock boats. Visitors would continue to have access to the water routes from existing public access sites located at local, state, and federal parks. In the future, partners would develop new water trails and access facilities if and when funding for implementation is available.

The trail website would continue to provide the public with information about the trail, how to visit the trail, and things to do. Visitor orientation would occur primarily at Fort McHenry National Monument and Historic Shrine where visitors would learn about interpretive programs and events in the Baltimore area, as well as opportunities for complementary learning and recreation experiences in downtown Baltimore and in other regions of the trail. The existing interpretive plan for the trail would provide the framework for public appreciation of trail resources and for a wide range of partnership activities that would facilitate public use and understanding of trail history. The NPS would continue to provide grants and technical assistance, as funding allows, to partners for projects that interpret the trail's resources and that promote and interpret conservation stewardship of bay-related natural and cultural resources. Partners would be encouraged to provide appropriate visitor facilities and services at their sites along the trail.

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

Existing land trails from Solomons to North Point – including auto routes, scenic byways,

greenways, bike routes, and hiking trails – would provide recreation opportunities and access to partner sites. In the future, partners would be encouraged to expand the network of land trails if and when funding for implementation is available.

Resource Protection

Partner sites would be encouraged to continue to develop a better understanding of trail resources and to protect trail resources and promote and interpret conservation stewardship of related resources through site management, programming, marketing, and citizen involvement.

NPS would continue to provide technical assistance to federal, state, local, and non-for-profit organizations in their efforts to conserve open space along the trail, particularly where it would protect the setting of high potential historic sites and landscapes evocative of the early 19th century. There would be no potential for federal land acquisition.

Partnerships and the Role of the NPS

Trail development would occur opportunistically as partnerships are forged or enhanced with traditional and non-traditional partners and as partners propose and implement projects at individual sites. NPS would encourage partners along the land route from Solomons to North Point to work collaboratively to implement proposed land trails and infrastructure and to develop new products and programs that support trail interpretive themes and link sites.

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

Visitor Experience

In the future trail visitors would explore the trail – on land and on water – enjoying greatly expanded opportunities for recreation and for learning about the War of 1812. People would approach the trail with a wide range of interests and expectations. Some visitors would explore the area on their own, while others would hire a guide or participate in formal, guided group tours. Area residents would utilize trail features, including hiking trails or water trails on a regular basis, or as volunteers at trail sites. Virtual visitors would experience the trail via electronic media and educational curricula.

The visitor experience would be focused at an expanded network of partner sites along an enhanced network of recreational trails on the land and on the water. Visitors would learn about the people, places, events, and stories of the War of 1812 time period, the commercial and social context of the war, as well as the war's legacy and the natural history of the

Chesapeake Bay.

The trail website would continue to provide the public with information about the trail, how to visit the trail, and things to do; it would be expanded to highlight recreation opportunities along the trail. Visitor orientation on the trail would occur primarily at Fort McHenry National Monument and Historic Shrine – the primary visitor hub on the trail. Visitors would be encouraged to visit other regions of the trail, including a stop at one of many regional visitor contact facilities for orientation and information regarding site-specific learning and education opportunities. Regional visitor contact facilities would be located at one existing partner site within each trail region, which would be enhanced to provide exhibits and other media that orient visitors to the overall trail, with a focus on opportunities for trail experiences within the region.

Guided and self-guided itineraries and other interpretive media would provide new opportunities to explore the cultural and natural history of the Chesapeake Bay. Expanded and new educational programs at partner sites along the trail would tell the stories of the War of 1812 as well as the natural history of the Chesapeake Bay. Existing programs would be expanded for teacher training and outreach to youth. Geocache tours would provide additional interpretive and educational experiences.

Visitors would experience the trail by following a marked multi-state land route on local and state roads from Solomons to North Point or by following nearby recreational trails on land – such as the proposed North Point Heritage Greenway Trail. New land trails would be implemented as recommended in Maryland's Access, Stewardship and Interpretive Opportunity Plan. Thematically-related initiatives – such as the Virginia War of 1812 Heritage Trail and a Southern Maryland 1812 Trail – would guide people by land to locations along the trail's water route, such as Alexandria, Tangier, Caulk's Field, and Leonardtown. Full integration with the Captain John Smith Chesapeake National Historic Trail would enhance outdoor recreation opportunities. The Potomac Heritage National Scenic Trail and state heritage areas and greenways would provide physical connections among resources from different historical time periods.

An expanded network of water trails would provide new interpretive media and public access to the Chesapeake Bay on the Patapsco and Susquehanna Rivers and in the upper Chesapeake Bay. Additional opportunities would become available over time as partners develop new water trails and enhancements to existing water trails in eleven areas as recommended in Maryland's Access, Stewardship and Interpretive Opportunity Plan.

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

Focal Areas for Star-Spangled Experiences

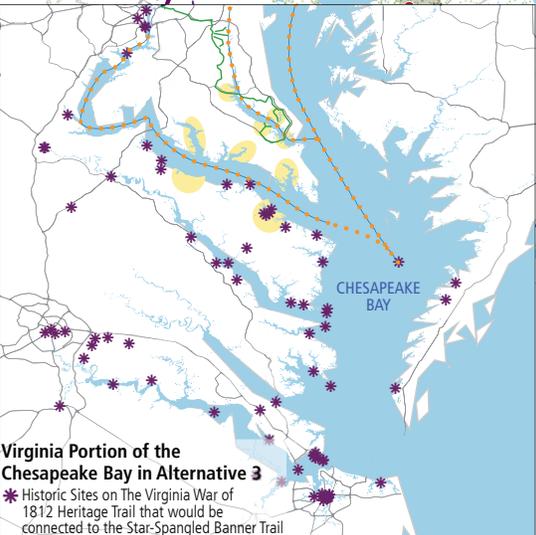
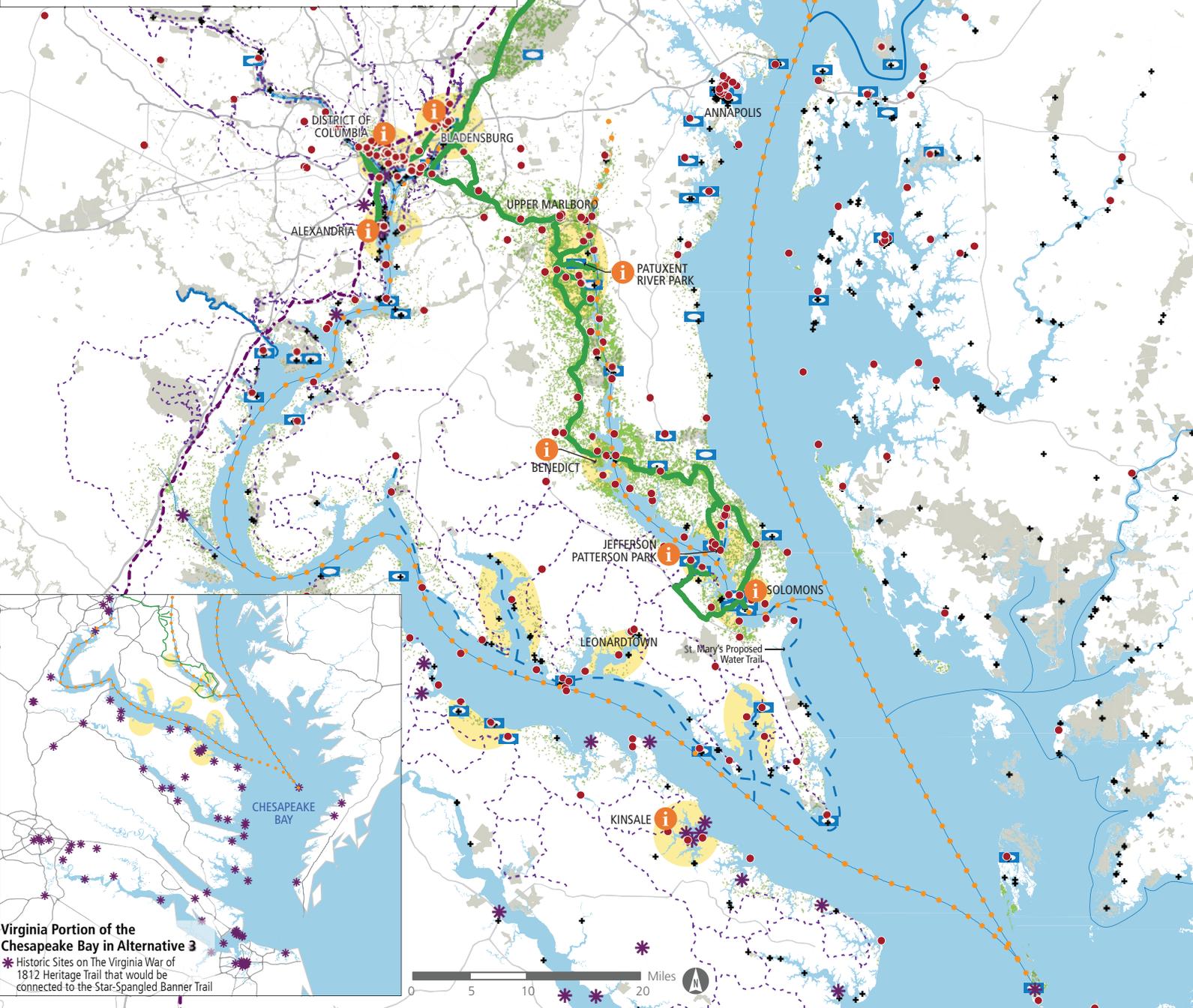
-  Areas with Clusters of Opportunities for Enhanced Water Trails, Hike/Bike Trails, and Interpretation
-  Visitor Center - Fort MCHENRY National Monument and Historic Shrine
-  Future Visitor Contact Facilities Where Orientation Could Occur
-  Chesapeake Bay Gateways and Watertrails Network Sites (where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

Related Resources (potentially protected through enhanced resource protection programs)

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

Star-Spangled Banner Trail

-  Land Route
-  Water Route



Virginia Portion of the Chesapeake Bay in Alternative 3

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

There would be an emphasis on providing new access facilities along the trail, including a mix of pull-offs, trails to the water, day-use facilities near the water, and “frontcountry” soft put-ins/take-outs. Some sites would also offer recreation opportunities, such as day-use facilities for picnicking, fishing, hiking and, at some sites, primitive camping. In addition, a few “backcountry” soft landings (paddlers waysides) would be developed which would not have vehicular access. In general, future investment in new access sites would include actions recommended in Maryland’s Access, Stewardship and Interpretive Opportunity Plan. To the maximum extent possible, new facilities would be developed to jointly access the Star-Spangled Banner Trail and the Captain John Smith Chesapeake National Historic trail.

Resource Protection

Partner sites would be encouraged to protect trail resources and to promote and interpret conservation stewardship of related resources through site management, programming, marketing, and citizen involvement. The NPS and its partners would continue to develop a better understanding of trail resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunities they offer for visitors to experience the trail and to tell its stories. Information would be obtained through studies by the trail partners and the NPS if and when there is partner interest and funding is available through matching grants and/or other sources. NPS would also work with local governments to promote awareness of trail resources and implement procedures that would protect trail-related resources.

Resource protection emphasis would be on actions that protect all trail-related resources, but particularly on those that occur along high potential route segments and that are designated as high potential historic sites. Priority would also be placed on protecting evocative landscapes that adjoin high potential historic sites along the land routes of the trail.

Long-term protection of trail resources would occur through cooperative efforts by the NPS and its partners using a variety of land protection strategies. NPS would provide technical assistance to partners with education of landowners regarding stewardship, planning, land protection, and identification of funding sources.

If lands of primary protection interest could not otherwise be protected, federal land acquisition could potentially occur where there is a willing seller and a site contributes to implementation of the trail CMP. As stated in the National Trails System Act, direct federal acquisition for trail purposes would be limited to high potential sites or high potential route segments.

Partnerships and the Role of the NPS

The NPS Chesapeake Bay Office would continue to assume responsibility for overall coordination of the trail in cooperation with the Maryland State Highway Administration and the Maryland Office of Tourism Development. A trail friends group would assist with many functions that are vital to the trail, complementing and supporting NPS administration and management efforts.

Future trail management would occur on a regional basis – led by regional coordinators – focusing efforts at a more manageable scale along the 560 miles of land and water routes.

Within each region, trail management would build on what the NPS and its partners are currently doing to develop the trail and on planned investments within each region for the bicentennial commemoration.

Partnerships would emphasize integration of regional trail planning efforts. Trail partners would fully collaborate on projects, programs, and infrastructure, including shared facilities that provide recreational experiences and enhance visitor understanding of the Chesapeake Bay. The NPS and state and local partners would co-develop infrastructure and programming, including water trails, bicycle routes, and interpretive media and programs that enhance the visitor experience and appreciation of the Chesapeake Bay. Limited NPS technical and financial assistance would be available to coordinate regional efforts relative to recreation, landscape protection, interpretation, and heritage tourism. Grants from the NPS would require projects to be consistent with the CMP and focus area studies, or other plans consistent with the CMP.

The Maryland Office of Tourism would lead efforts with the NPS to facilitate discussion and planning among regional marketing interests in Maryland, Virginia, and the District of Columbia (see CMP section 3.9). A marketing team composed of state and local tourism offices and regional coordinators would plan and coordinate marketing efforts and create a promotion and marketing plan. Regional coordinators would foster implementation of promotion and marketing plans in their trail region. The NPS would sign a memorandum of understanding with agencies and local partners in Virginia and co-brand and market the Virginia War of 1812 Heritage Trail in association with the Star-Spangled Banner Trail.





Why is Alternative 3 the Preferred Alternative?

Continuation of Current Management (Alternative 1)

Public Comment

Of the 113 comments received from the public, none supported selection of alternative 1 as the preferred alternative.

Environmental Impact Analysis Findings

Environmental impact analysis revealed that alternative 1 would result in **minor beneficial impacts** on aquatic resources, terrestrial resources, threatened and endangered species, cultural resources, visitor experience, trail management, and socio-economic conditions in the region.

Alternative 1 would result in **minor adverse impacts** on terrestrial resources.

Advantages Analysis Findings

Alternative 1 would offer no advantages when compared to alternative 3.

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

Public Comment

The public and stakeholders showed overwhelming support for alternative 3. Ninety-nine percent (112) of those commenting preferred alternative 3 because they felt it:

- commemorates all the events of the war
- covers the entire geographic width and breadth of the war
- offers more opportunities for expanded tourism
- provides the best opportunity for the trail to be the legacy of the bicentennial commemoration
- increases visitor exposure to the rich cultural and natural history of the Chesapeake Bay
- provides a more comprehensive and overlapping framework for partners to work collaboratively with a variety of organizations on a wider range of initiatives
- better connects with and supports other national historic trails, greenways, heritage areas, and attractions throughout the region

Environmental Impact Analysis Findings

Environmental impact analysis revealed that alternative 3 would result in **moderate beneficial impacts** on aquatic resources, terrestrial resources, threatened and endangered species, cultural resources, visitor experience, trail management, and socio-economic conditions in the region.

Alternative 3 would result in **minor adverse impacts** on aquatic resources and terrestrial resources.

Advantages Analysis Findings

Alternative 3 would better fulfill the mission and responsibilities of the national historic trail. When compared to alternative 1, alternative 3 would:

- provide a higher degree of protection of trail-related resources
- provide greater enhancement of 1812-related interpretation, education, and understanding for visitors
- provide greater enhancement of public use and enjoyment of the trail
- provide greater opportunity for effective trail development and management

Focus Area Studies

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

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

Study findings for each focus area include an illustrative concept, a trail development approach, and a list of priority projects (see CMP chapter 5). Implementing these in each focus area could accomplish the following four principal objectives:

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

Priority projects include new and enhanced infrastructure, water access and water-based tours, interpretative media, and programming to support guided and self-guided tours and recreation opportunities. In general, local entities through partnerships with state and local governments, bicentennial organizations, heritage areas, tourism entities and individual sites, and potentially the NPS, would lead efforts to fund and implement projects based on partner interest and available funding. NPS could provide assistance as available to leverage partner-led projects.



Star-Spangled Banner National Historic Trail

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This newsletter was produced in connection with the Star-Spangled Banner National Historic Trail Comprehensive Management Plan/ Environmental Assessment and Star-Spangled Banner Scenic Byway Corridor Management Plan.

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The National Park Service Chesapeake Bay Office coordinates the Chesapeake Bay Gateways and Watertrails Network and serves as the administrator for the Star-Spangled Banner National Historic Trail and the Captain John Smith Chesapeake National Historic Trail. The Maryland Office of Tourism Development serves as the administrator for the Star-Spangled Banner Scenic Byway within Maryland.

EXPERIENCE YOUR AMERICA

For more information about this newsletter please contact:

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Public Input Sought on Trail and Byway Management

Next Steps for the Trail and Byway

Following the closing of the 30-day public review and comment period on May 21, 2012, the National Park Service will evaluate comments received from individuals as well as from other federal agencies, organizations, businesses, and others regarding the Draft CMP/EA. If the results of public and agency review do not identify any potential for significant impacts, the CMP planning team will prepare a “finding of no significant impact” (FONSI), which will summarize the comments received on the Draft CMP/EA and document the management alternative selected for implementation. Conversely, if agency and public review reveals potential for significant impacts, the NPS could proceed with a “Notice of Intent to Prepare an Environmental Impact Statement” (EIS). Upon completion of the EIS, the alternative selected for implementation would be documented in a “record of decision.”

Implementation of the Plan

The approval of a CMP/EA does not guarantee that funding and staffing needed to implement the plan will be forthcoming. Implementation of the approved trail management plan would depend on future funding from the NPS and its partners. Most actions would also depend upon partnership commitments of funds, time, and effort. Full implementation of the plan by the NPS and its partners could be many years in the future.

How to Comment

The full draft document is available for download and comment at the trail’s planning website http://parkplanning.nps.gov/STSP_CMP. You may comment on the Draft CMP/EA or request a CD or print copy by contacting the trail office at (410) 260-2495 or emailing STSP_Information@nps.gov. The Draft CMP/EA is also available for review at trail headquarters at 410 Severn Avenue, Suite 314, Annapolis, MD 21403.

“The Star-Spangled Banner National Historic Trail, a trail consisting of water and overland routes totaling approximately 290 miles, extending from Tangier Island, Virginia, through southern Maryland, the District of Columbia, and northern Virginia, in the Chesapeake Bay, Patuxent River, Potomac River, and north to the Patapsco River, and Baltimore, Maryland, commemorating the Chesapeake Campaign of the War of 1812...

...the Secretary of the Interior shall...encourage communities, owners of land along the trail, and volunteer trail groups to participate in the planning, development, and maintenance of the trail; and consult with other affected landowners and Federal, State, and local agencies in the administration of the trail...

...subject to the availability of appropriations, the Secretary of the Interior may provide, to State and local governments and nonprofit organizations, interpretive programs and services and technical assistance for use in carrying out preservation and development of the trail; and providing education relating to the War of 1812 along the trail.”

--National Trails System Act (P.L. 90-543, as amended through P.L. 111-11, March 30, 2009)