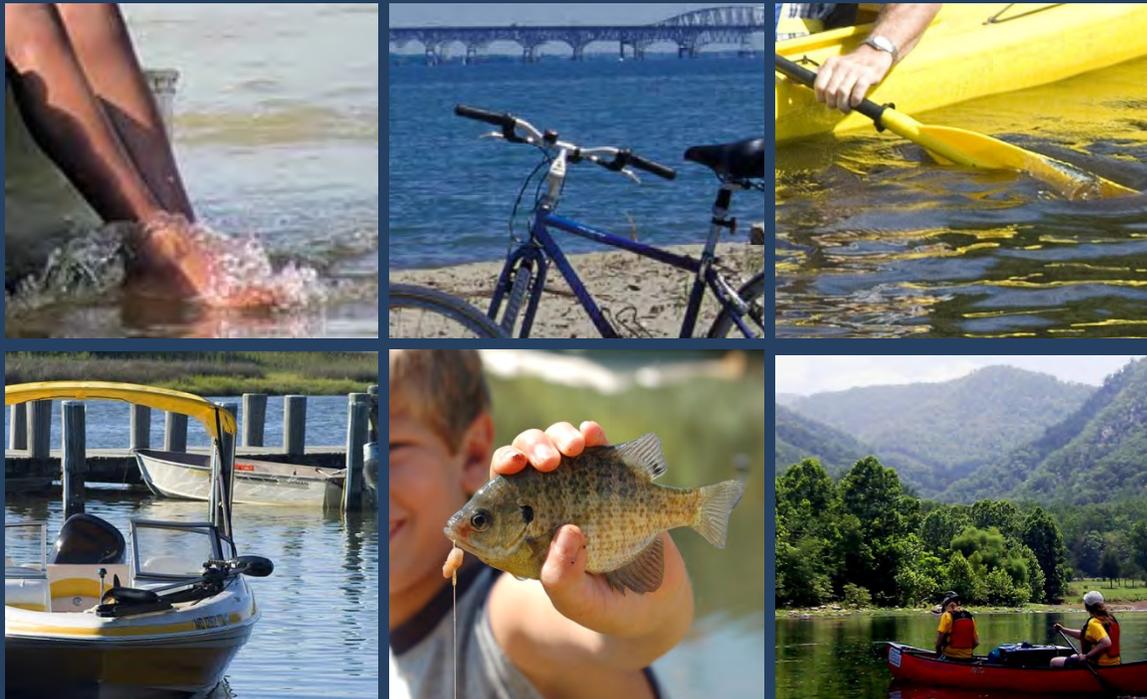


# DRAFT

## Chesapeake Bay Watershed Public Access Plan

July 2012

Prepared by the National Park Service in collaboration with the Commonwealths of Pennsylvania and Virginia, the States of Delaware, Maryland, New York, and West Virginia, and the District of Columbia.



Cover Photos

Top: NPS, NPS, NPS/Starke Jett

Bottom: NPS/Starke Jett, Lara Lutz, James River Association

**DRAFT**

# **Chesapeake Bay Watershed Public Access Plan**

**July 2012**

Prepared by the National Park Service in collaboration with the Commonwealths of Pennsylvania and Virginia, the States of Delaware, Maryland, New York, and West Virginia, and the District of Columbia.

## Acknowledgements

This *Chesapeake Bay Watershed Public Access Plan* was prepared in collaboration with a “Public Access Planning Action Team” composed of staff involved in public access planning and implementation at each of the Chesapeake watershed states, the District of Columbia, and the National Park Service. Action Team members involved in developing this plan include:

- John Davy, National Park Service – Chesapeake Bay Office
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- Larry Hart, Virginia Department of Game and Inland Fisheries
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- Bret Preston, West Virginia Division of Natural Resources
- Tammy Stidham, National Park Service – National Capital Region
- Emily Wilson, Maryland Department of Natural Resources

Hundreds of citizens contributed directly to this plan as well, through public workshops and use of an on-line tool for suggesting public access sites. In fact, the majority of potential public access sites identified in this plan come directly from suggestions made by citizens.

For more information on this plan, please contact: John Maounis, Superintendent, National Park Service, Chesapeake Bay Office, (410) 260-2471 or [john\\_maounis@nps.gov](mailto:john_maounis@nps.gov).

## Reviewing this Draft Plan

We welcome public comments on this draft *Chesapeake Bay Watershed Public Access Plan* through August 24, 2012. Comments can be provided in two ways:

- 1. Via email:** You can submit written comments to [ChesapeakeAccess@nps.gov](mailto:ChesapeakeAccess@nps.gov). This is the best option for overall comments on the plan or suggestions regarding the text.
- 2. Via on-line mapping tool:** To suggest existing access sites that may have been missed in this plan or to recommend potential new access sites not included in appendix B of the plan, please use the on-line mapping tool at <http://www.baygateways.net/AddPA>. Instructions on the tool will guide you in how to mark and describe a site.

The identification of potential access sites is not a closed or static process. New opportunities for access will continue to be identified over time by citizens, non-governmental organizations, and local, state, and federal government. New recommended sites will be incorporated in future updates to the data supporting this plan.

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Note: The maps included in this document necessarily compress the 64,000 square-mile Chesapeake Bay watershed to a letter-size page. Clearly, this is not the optimal way for viewing some of the information presented in this plan. Accordingly, each of the maps is also available through an on-line viewer, which allows the user to look at the information in different scales. Links for on-line maps are provided in the text of this document and also in the list below.

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Providing adequate public access to the Bay and its tributaries is important for quality of life, the economy, and for long-term conservation of the region's treasured natural and cultural resources.

## **Chesapeake Bay Watershed Public Access Plan** **July 2012 | National Park Service | Chesapeake Bay Office**

### **Executive Summary**

The Chesapeake Bay region is rapidly urbanizing. More than eleven million people live in metropolitan areas close to the Bay, including significant diverse communities and new immigrants. Fewer people interact daily with the waters, forests, and open lands of the region. Despite this trend—or perhaps because of it—regional residents increasingly seek opportunities to reconnect with the outdoors.

State, federal, and local governments are guardians of these opportunities, providing public sites where everyone can enjoy the natural and cultural bounty of the Chesapeake Bay watershed—relaxing, learning, and reflecting in direct interaction with the region's treasured outdoors. Some sites provide direct access to the Bay and its rivers for boating and swimming. Others provide spots where visitors without watercraft can fish, observe wildlife, walk trails, and camp along the water's edge.

Open, green spaces and waterways with ample public access bolster public health and quality of life. People rely on these special places to exercise, relax, and recharge their spirits. Outdoor time strengthens family bonds and nurtures fit, creative children. At the same time, it builds personal connections with the very places that have shaped life in the region for centuries—especially its streams, rivers, and bays. This has a distinct economic value, too, as tourism, much of it associated with the area's waters, is a potent force in the region.

The sense of place that evolves from outdoor experiences along Chesapeake waters often leads to a feeling of shared responsibility for the resources. People who enjoy the outdoors are more likely to become active



NPS/Jett

citizen stewards, engaged in the many conservation and stewardship efforts taking place throughout the region.

Despite this, physical access to the Bay and its tributaries—the very resources that form the basis for the Chesapeake’s unique identity—is limited. This has real consequences for quality of life, for the economy, and for long-term conservation.

The *Strategy for Protecting and Restoring the Chesapeake Bay Watershed* was released in May 2010, in response to Executive Order 13508 (Chesapeake Bay Protection and Restoration) issued by President Obama. It includes a key goal to increase public access to the Bay and its tributaries by adding 300 new public access sites by 2025. The basis for this goal lies in the long-standing public demand for greater access to the water in the Chesapeake region.

The strategy explicitly calls for the National Park Service, in conjunction with the watershed states and other federal agencies, to “develop a public access plan to inform and guide expansion of Chesapeake watershed public access.” Further, the strategy directs the plan to assess the demand for public access; describe (inventory) the existing public access facilities; assess barriers to public access; determine gaps in the public access system; identify opportunities for new access sites; and help direct federal, state, and local funding toward public access opportunities.

This *Chesapeake Bay Watershed Public Access Plan* serves these purposes. The plan was produced in concert with a Public Access Action Team, which includes people involved in public access planning and implementation in each of the Chesapeake watershed states and the District of Columbia. They worked with National Park Service staff, helped guide the planning process, and participated in key decisions with respect to scope and definitions. Team members also served as the primary contacts and reviewers of data as it related to their specific jurisdictions.

This plan reflects public access to significant streams, rivers, and bays in the entire Chesapeake watershed, including portions of Delaware, Maryland, New York, Pennsylvania, Virginia, West Virginia, and all of the District of Columbia. No prior plan for the region has addressed this broad geographic scope.

Specifically, the plan covers all tidal streams and bays with boating opportunities; streams classified as “fifth-order” and higher; and streams smaller than fifth-order when they are part of a water trail or contribute to its development.

Public access sites are locations owned and managed by a public entity (or a nonprofit organization in an agreement with a public entity) providing the following:

- Boat-related access: boat ramps, car-top boat launches, soft launches (supporting paddle craft, motor, and/or sail boats)
- Swimming access: designated areas appropriate for swimming
- Fishing access: piers, bank fishing facilities or easements, and parking adjacent to the water
- Viewing access for water, wildlife, and shoreline areas: nature trails, hiking or biking trails, waterfront trails, boardwalks, and observation decks located at or leading to the water's edge.

Through an extensive process involving review of existing local, state, and federal data, public workshops and an on-line public mapping tool, this plan describes the status of existing public access as follows:

- There are 1,144 documented existing public access sites where people can launch boats, fish, swim, or look out over the Bay and its tributaries. About a third of these sites provide more than one types of access.
- The number of access sites is very low in comparison to the amount of shoreline in the Chesapeake watershed. There are just 770 existing access sites along the shorelines of the Bay and tidal portions of its tributaries, a combined length of 11,684 miles—equivalent to the distance along the United States' west coast from Mexico to Canada.
- Multiple studies and plans, including all state outdoor recreation plans, continue to document high public demand for access to streams, rivers, and bays.
- On average, sites are about 15 miles apart, creating significant stretches of shoreline with no access. In some cases, the gap between sites is dozens of miles. For example, the southern bank of the tidal James River includes a 64-mile stretch with no regularly open access sites. Long, inaccessible stretches make it difficult to plan trips along water trails and reduce the benefits of ecotourism. A lack of public access also leads to trespassing, as users have no other option for getting on or off the water.
- Less than half of access sites provide launches or landings for boats or paddle craft.



NPS/Spielmann

- State agencies report significant overcrowding at trailerable boat launching facilities along the Bay and tidal tributaries.

To identify potential new public access sites, the planning team reviewed existing planning documents to identify and assess all previously proposed potential sites, and members of the public identified hundreds of additional desired sites at workshops and on-line. The team reviewed and refined the list of these sites for this plan. This revealed that:

- 316 specific potential new sites have been identified for providing public access to the water.
- Over half of these sites are already on publicly owned land.
- Only a small fraction of these sites (5 percent) are categorized as “construction-ready.” The remainder requires either additional design and permitting or more substantial evaluation.
- Boat launching capacity is the most frequently suggested access type for these sites (47 percent of the total sites).
- The highest demand for new public access sites is frequently but not exclusively concentrated in and around urban areas.
- A large number of potential sites are along existing water trails or national historic trails, which can often bring strong community and local support for developing needed sites.
- Members of the paddling public frequently expressed a desire for small primitive campsites, picnic areas, and restrooms at appropriate locations along water trails.



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The plan recognizes and documents a series of planning and policy considerations that will influence a strategic approach to expanding public access. In addition, the plan sets out a series of actions for moving access development forward. These include:

1. Make funding for public access a priority.
2. Carry out and support more detailed assessments and project design for potential sites.
3. Fill strategic gaps in access along water trails.
4. Incorporate identified proposed public access sites and actions in key plans.
5. Further examine urban public access issues and needs.
6. Work with private sector funders to develop access.
7. Engage in hydropower re-licensing processes to expand public access.

8. Explore options for resolving railroad crossing liability.
9. Establish memoranda of understanding (MOUs) with transportation departments.
10. Explore potential for additional access on public lands.
11. Fully address accessibility at public access sites.
12. Build opportunities for citizen stewardship.

Implementing these actions and responding to the specific opportunities for adding access sites will expand the number of places for people to get to the water by more than 25 percent by 2025.

*Ultimately, this undertaking is not just about adding more boat launches or fishing piers. It is about extending the scope and range of access to the water to greater and greater reaches. Citizens of the region want more places along the water where they can walk, sit, play, picnic, camp, swim, fish, watch wildlife, and put in their canoes, kayaks, paddleboards, sailboats, and powerboats. Public access to the Chesapeake Bay and its tributaries is important to their quality of life.*

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An Executive Order from President Obama triggered this plan to add 300 new public access sites to the Chesapeake Bay watershed by 2025.

## I. Introduction

The *Strategy for Protecting and Restoring the Chesapeake Bay Watershed* was released in May 2010, in response to Executive Order 13508 (Chesapeake Bay Protection and Restoration) issued by President Obama.<sup>1</sup> This strategy includes a key goal to “Conserve Land and Increase Public Access.” Specifically, the strategy aims to increase public access to the Bay and its tributaries by adding 300 new public access sites by 2025. The basis for this goal lies in the long-standing public demand for greater access to the water in the Chesapeake region.

The *Strategy for Protecting and Restoring the Chesapeake Bay Watershed* explicitly calls for the National Park Service, in conjunction with the watershed states and other federal agencies, to “develop a public access plan to inform and guide expansion of Chesapeake watershed public access.” Further, the strategy calls for the plan to assess the demand for public access; describe (inventory) the existing public access facilities; assess barriers to public access; determine gaps in the public access system; identify opportunities for new access sites; and help direct federal, state, and local funding toward public access opportunities.

This *Chesapeake Bay Watershed Public Access Plan* serves these purposes. It was produced in concert with a Public Access Action Team, which includes people who are involved in public access planning and implementation in each of the Chesapeake watershed states and the District of Columbia. They worked with National Park Service staff on many aspects of the effort, helped guide the planning process, and participated in key decisions with respect to scope and definitions. Team members also served as the primary contacts and reviewers of data as it related to their jurisdictions.

Over the following pages, the plan is organized to:

- Summarize the demand for public access in the watershed.



NPS/Rogers

- Outline the process, steps, and definitions used for this plan.
- Establish the baseline of existing public access sites.
- Depict specific potential public access sites that could be developed in the future, as well as areas and stretches requiring additional attention.
- Describe planning challenges to be considered in adding new access sites.
- Summarize findings and set out next steps for implementing the plan and increasing access.



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The six Chesapeake watershed states and the District of Columbia have all noted a high need for additional public access opportunities.

## II. The Demand for Public Access

### Executive Order and America’s Great Outdoors Report

The Chesapeake Bay region is rapidly urbanizing. More than eleven million people live in metropolitan areas close to the Bay, including significant diverse communities and new immigrants. Fewer people interact daily with the waters, forests, and open lands of the region. Despite this trend—or perhaps because of it—regional residents increasingly seek opportunities to reconnect with the outdoors.

State, federal, and local governments are guardians of these opportunities, providing public sites where everyone can enjoy the natural and cultural bounty of the Chesapeake Bay watershed—relaxing, learning, and reflecting in direct interaction with the region’s treasured outdoors. Some sites provide direct access to the Bay and its rivers for boating and swimming. Others provide spots where visitors without watercraft can fish, observe wildlife, walk trails, and camp along the water’s edge.

Open, green spaces and waterways with ample public access bolster public health and overall quality of life. People rely on these special places to exercise, relax, and recharge their spirits. Outdoor time strengthens family bonds and nurtures fit, creative children. At the same time, it builds personal connections with the places that have shaped life in the region for centuries—especially its streams, rivers, and bays. This has a distinct economic value, too, as tourism, much of it associated with the area’s waters, is a potent force in the region.

The sense of place that evolves from outdoor experiences along Chesapeake waters often leads to a feeling of shared responsibility for these resources. As a result, people who enjoy the outdoors are more likely to



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become citizen stewards, engaged in the many conservation and stewardship efforts taking place throughout the region. Since a core Chesapeake restoration goal is to make the Bay and its tributaries “fishable and swimmable,” then public access to the water is both an end goal and a way to get there.

Despite this, the *Strategy for Protecting and Restoring the Chesapeake Bay Watershed* clearly states that physical access to the Bay and its tributaries—the very resources that formed the basis for the Chesapeake’s unique identity—is limited. This has real consequences for quality of life, for the economy, and for long-term conservation.

Americans’ demand for access to water is echoed in the *America’s Great Outdoors* (AGO) report.<sup>2</sup> AGO listening session participants expressed strong support for their waterways and better access to water-based recreation. This resulted in a goal in the AGO report to “Empower communities to connect with America’s great outdoors through their rivers and other waterways.” Recommendations under this goal include establishing a national blueway trails initiative and facilitating recreational access to waterways. The report notes that many people cannot access their local water bodies due to physical barriers, unsafe conditions, or lack of awareness as to what may be close at hand. The *America’s Great Outdoors Fifty-State Report*, which outlines two specific actions to enhance people’s outdoor connections in each of the 50 states and the District of Columbia, has at least one action involving the enhancement of public water access in Pennsylvania, Maryland, Virginia, and the District of Columbia.<sup>3</sup> Thus again, a strong need has been demonstrated to enhance public access opportunities for all segments of the population.

### **Demand and Need at the State and Local Levels**

The six Chesapeake watershed states and the District of Columbia have all noted a high need for additional access in their State-wide Comprehensive Outdoor Recreation Plans (SCORPS), public access plans, and boating infrastructure plans. In Virginia’s current SCORP, for example, the highest ranked outdoor recreation need is for better public access to the state’s waters.<sup>4</sup> Throughout the six-state Bay region, water-based recreation—including fishing, all types of boating, swimming, and beach use—are among the top twelve activities based on the percent of the population participating in each activity. Wildlife observation and enjoying a water-related view from observation decks or the water’s edge are also highly desirable. Economically, this is demonstrated by the higher

fees users are willing to pay in some state park systems for campsites and cabins with water frontage. Picnic shelters, cabins, and campsites located on the water are the ones most requested and usually reserved first.

In the major tidal portions of the Bay region, there continues to be a high demand for additional boat ramps to handle trailered water craft. Many existing sites cannot handle the use they receive on summer weekends. This creates conflicts between users and also with site neighbors, as people park their cars and trailers along nearby roads once the parking area at the launch ramp is full.

Another indication of the demand for new access sites is the growing popularity of water trails. Pennsylvania's SCORP, for example, shows that 45 percent of the people surveyed said there was a need for more water trails—not surprising, since participation in paddle sports has grown significantly over the past decade and is expected to continue.<sup>5</sup> The Outdoor Foundation's *2011 Outdoor Recreation Participation Report* showed that participation in kayaking, paddle-boarding, and windsurfing increased by 33 percent in just the past year.<sup>6</sup> In the Chesapeake watershed, a 2011 survey in Virginia found that canoeing and kayaking increased by over 70 percent in the last five years.<sup>7</sup> In all six states in the Bay watershed and in the District of Columbia, numerous local agencies and organizations have worked with state and federal partners to develop new water trails. Today, there are more than 3,200 miles of water trails in the Chesapeake region. Many new trails are under consideration. Additional public access sites are needed to support these trails, as well as those yet to be developed.

The demand for new access sites was clearly and consistently demonstrated during the public input meetings held for the development of this plan. On the average, participants identified over 25 needed access sites at each of the four workshops held in the Bay region. Additionally, an on-line survey received approximately 10,000 views during the month the survey was in process and the public submitted hundreds of potential new access sites on waterways throughout the study area.

### **Economic Benefit**

According to the 2006 study *The Active Outdoor Recreation Economy*, paddle-based recreation and fishing alone have a total national economic value of \$97.5 billion.<sup>8</sup> The 2011 report, *The Economics Associated with Outdoor Recreation, Natural Resources Conservation, and Historic Preservation in the United States*, found that recreational power boating generated \$32.5 billion in



NPS/jett

sales and services.<sup>9</sup> Power boating, particularly on the Bay and its major tributaries, contributes well over \$2 billion to the area's economy. Clearly, water-based recreational activities make important economic contributions to states and localities across the Bay region. This drives the high demand and need to not only maintain what exists but also provide new access and support facilities for water-based recreation.



James River Association

In addition to developing and maintaining ramps and trailer parking for powered craft, a number of communities are also developing and promoting water trails as a part of their eco-tourism initiatives. The development of appropriate access both up and downstream from these “trail towns” is important to their success. Depending on the size of the waterway, these trails can include facilities to support paddle craft, trailerable power boats, or even larger cruising vessels. Each community promotes their trail and support amenities in an effort to attract tourism dollars. Partnerships are developed with state agencies, local governments, non-profits, outfitters, and the food and lodging industry.

Success stories in this regard include the Mathews County Blueways, which has developed a series of water trails in the county and support services for visitors. Another example is the Susquehanna Greenway Partnership, which has just begun the Susquehanna River Towns Program. The program will provide technical assistance to towns along the Susquehanna River to develop events, ordinances that preserve the riparian corridor along the river, and partnerships within the community to promote tourism. Delaware is developing and promoting the Nanticoke River Water Trail by working in partnership with Sussex County Tourism; the towns of Seaford, Blades, Laurel, and Bethel; and several non-profit groups such as the Nanticoke River Watershed Alliance.

Communities throughout the region are undertaking activities to boost tourism. For some, the emphasis may be on upgrading and/or maintaining their infrastructure to support both power and sail craft for popular traditional activities such as fishing or cruising. Others may be developing water trail projects and support facilities. Some are undertaking efforts to add or improve public parks along the water to support a variety of activities. No matter the path, success depends on the provision and maintenance of adequate public access and the services to support it.

### **Connecting Families with Nature**

Providing public access to the region's waterways can play a key role in connecting people, especially families, with our natural world. This is be-

coming more and more important as trends show that Americans are spending an average of 90 percent of their time indoors. Outdoor experiences have become particularly critical for children, who typically spend over 7.5 hours each day (53 hours each week) using electronic entertainment.<sup>10</sup> This contributes to an increase in obesity and associated health problems, not to mention a loss in social and interpersonal skills.

New studies are showing that interaction with nature is important to personal development and human health. It cannot be replaced with indoor electronic gaming. New evidence gained from workplace, education, health, and childhood development studies is revealing that interaction with our natural world is far more important to sound development than some had previously thought. Access to public waters throughout the Bay region could help reconnect families with their natural world and all of the associated benefits that outdoor activities can bring.

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More than 150 of the potential new access sites listed in this plan were suggested by members of the public.

### III. Planning Process and Parameters

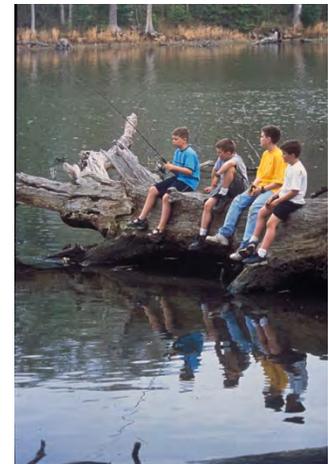
#### Geographic Area

This plan reflects public access to significant streams, rivers, and bays in the entire Chesapeake watershed, including portions of Delaware, Maryland, New York, Pennsylvania, Virginia, West Virginia, and all of the District of Columbia. No prior plan for the region has addressed this geographic scope. Past efforts under the Chesapeake Bay Program limited the inventory and tracking of public access sites to the Chesapeake Bay, its major tidal tributaries up to the fall line, and the mainstem of the Susquehanna River in Pennsylvania.

This plan uses a uniform definition of the water bodies covered by the plan to ensure a consistent planning process and facilitate future tracking efforts. There are three elements to this.

First, consistent with the past public access planning efforts of the Chesapeake Bay Program, all tidal streams and bays with boating opportunities are included in the planning area.

Second, the plan covers “fifth-order streams” and higher, as shown on [the map](#) on page 10. Stream order is a system for classifying streams and rivers based on a scale of 1 to 12, with first-order streams being the smallest and twelfth-order the largest. Typically, first- through third-order streams are small headwater tributaries. The Amazon, largest river in the world, is a twelfth-order stream. Within the Chesapeake watershed, the lower Susquehanna and lower Potomac are seventh-order streams; the Shenandoah River, a tributary of the Potomac, is a sixth-order stream; the York River is also a sixth-order stream, while one of its tributaries, the Pamunkey River, is a fifth-order stream. Fifth-order streams are large enough to offer canoe/kayak use during at least some part of the year.



Chesapeake Bay Program

# Chesapeake Bay Watershed Public Access: Tidal Shoreline and Streams of Fifth Order or Higher



Finally, at the discretion of state planning staff, access sites can be considered on streams smaller than fifth-order when such streams are part of a water trail or contribute to its development.

### **Definition of Public Access and Types of Access Development**

This plan recognizes that ownership and management responsibility of a public access site are key factors in planning for and funding public access development. Maintaining an accurate inventory of open, available public access sites—and their associated amenities—is a critical component for planning, marketing, and funding. For this reason, and to make a clear distinction between sites in the public estate versus those operated by others, public access sites are defined as those sites owned, operated, and/or managed expressly for a type of public access by:

1. Any unit of federal, state, or local government; or
2. A non-governmental organization operating under an agreement with a governmental agency.

Informal sites—those that may be on public land and used by the public but which are not managed by an agency for access—are not counted as public access sites. To be counted, a site must be developed and expressly managed for a type of public access.

The types of access included in this plan are as follows:

- Boat-related access: boat ramps, car-top boat launches, soft launches (supporting paddle craft, motor, and/or sail boats)
- Swimming access: designated areas appropriate for swimming
- Fishing access: piers, bank fishing facilities or easements, and parking adjacent to the water
- Viewing access for water, wildlife, and shoreline areas: nature trails, hiking or biking trails, waterfront trails, boardwalks, and observation decks located at or leading to the water's edge.

### **Definition of New Public Access**

For the purposes of this planning effort and future tracking, the following will be considered new public access sites that count towards the goal of developing 300 new sites by 2025:



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NPS/Jett

- Development of a new public access facility on a site owned and operated by a governmental entity or non-governmental organization operating under an agreement with an entity of government
- Development of a new type of access at an existing site, such as a fishing pier added to a site that currently has a boat ramp

If an informal site becomes officially recognized and managed by a public agency, it would then be counted as a new public access site.

Certain enhancements to existing public access are not counted as new access. For example, adding new parking, a restroom, picnic area, or other amenity to an existing site does not equate to a “new” site. To be counted as a new access site, a new type of access must be added to the existing site.

### **Establishing the Baseline of Existing Access Sites**

Developing the new baseline of existing access sites involved two steps:

1. *Analysis by state and federal agencies:* Participating agencies were provided with a spreadsheet showing a preliminary inventory of access sites along with a map of the study area showing fifth-order streams and higher. Sites were inventoried based on the four types of access used in this plan (boating access, fishing access, swimming access, and viewing access). The agency partners checked data on file and updated the spreadsheet and map with all existing sites that were missing from the list.
2. *Public additions:* During a public involvement process (described below), participants were asked in workshops and through an on-line tool to review the existing site maps and spreadsheets and to identify any existing sites that had been missed. Participating state and federal agencies reviewed these additions to ensure accuracy.

Data from these steps were used to establish and describe the new baseline of existing access sites, discussed in appendix A.

### **Public Involvement in Identifying Access Sites**

An extensive effort was made to ask members of the public where access is needed, as well as to probe their knowledge of existing sites. This process was handled in two ways. First, four public meetings took place in key urban areas, including Baltimore, Maryland; Richmond, Virginia;

Harrisburg, Pennsylvania; and Washington, D.C. At each of these meetings, the public was invited to note on maps locations where new access was desired. This process resulted in the identification of over 100 potential access sites.

Second, a new web-based tool was developed to allow anyone with Internet access to identify the location of a potential access site and list the type(s) of access desired at that site. This tool was active for one month, receiving over 10,000 hits and suggestions for more than 400 potential access sites. This innovation in obtaining public feedback allowed for a much broader range of public participation and demonstrated strong public interest in water access.

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NPS/Rogers

The combined shoreline of the Bay and its tidal tributaries totals 11,684 miles—equivalent to the distance along the United States' west coast from Mexico to Canada.

## IV. Current Status of Public Access in the Chesapeake Watershed

This section illustrates the following major points:

- There are 1,144 documented existing public access sites where people can launch boats, fish, swim, or look out over the Bay and its tributaries.
- On average, sites are about 15 miles apart, creating significant stretches of shoreline with no access. In some cases, the gap between sites is dozens of miles.
- About one-third of the sites provide multiple types of access.
- Less than half of the sites provide launches or landings for boats or paddle craft.

This plan documents 1,144 existing public access sites in the Chesapeake watershed as of September 2011, making it the most extensive inventory to date of current public access sites in the region.<sup>11</sup> That said, some existing sites managed by local governments have likely escaped documentation through this process. As these sites are identified in the future, they will be added to the inventory as previously existing sites.

[The map](#) on page 17 shows the location of all existing public access sites documented through this inventory (see also table 1).

A total of 1,144 public access sites might seem like a reasonable number for the area. In the context of a 64,000 square-mile watershed with 17 million residents, however, this is not the case.

- While there are 770 existing access sites along the shorelines of the Chesapeake Bay and the tidal portions of its tributaries, this combined tidal shoreline totals 11,684 miles—equivalent



NPS/Rogers

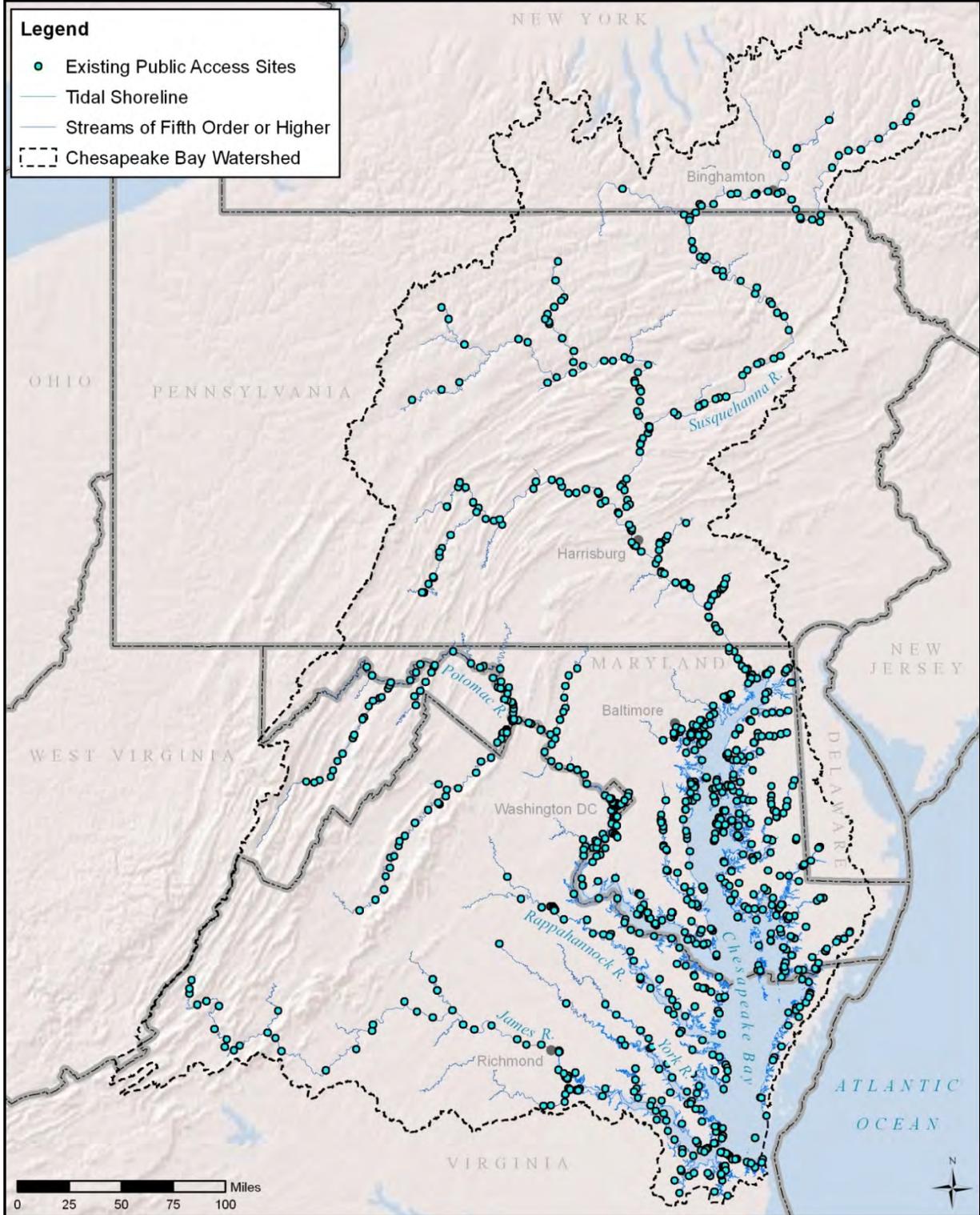
to the distance along the United States’ west coast from Mexico to Canada.

- The average distance between public access sites along the tidal shoreline is over 15 miles. In many cases it is much higher: along the southern bank of Virginia’s James River, between City Point Park in Hopewell and Chippokes State Park, there are no regularly open public access sites in a span of approximately 64 miles.
- Along the east bank of the Susquehanna River, between the confluence of the West Branch and the town of Tunkhannock, there are only two sites along 96 miles of riverbank, resulting in an average distance of 32 miles between sites.
- For those who wish to launch boats, the travel distance between access sites can be even more extreme, as only 43 percent of existing access sites provides facilities for putting boats, canoes, or kayaks into the water.

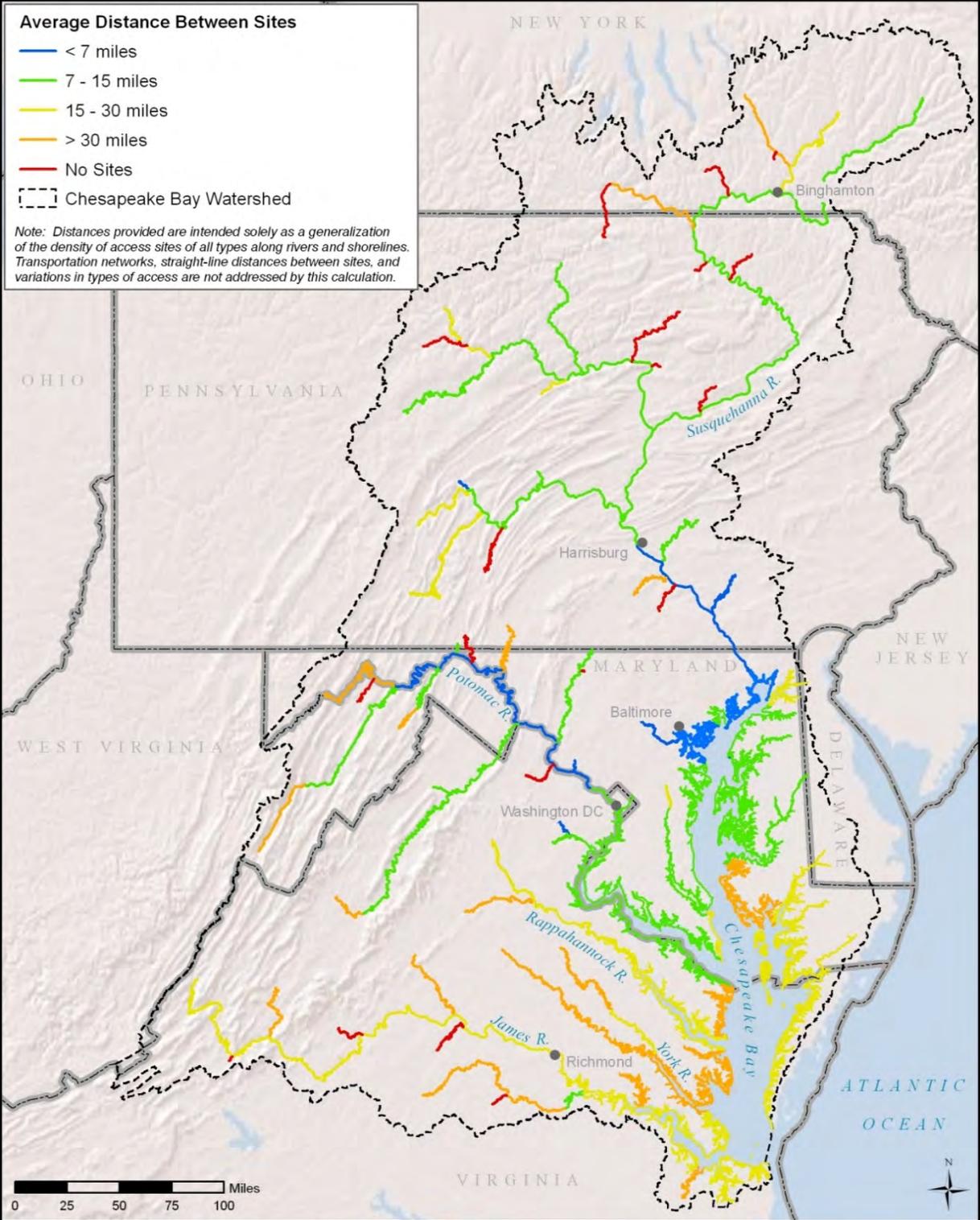
It is difficult to visualize gaps between public access sites on a watershed-wide scale when long distances are compressed to fit on a page. [The map](#) on page 18 offers one representation of the distribution of access sites. It depicts the *average* distance between access sites along the riverbank or shoreline of river segments and the Bay.<sup>12</sup>

Jurisdiction	Number
District of Columbia	23
Delaware	6
Maryland	578
New York	26
Pennsylvania	180
Virginia	287
West Virginia	44
Total	1,144

# Chesapeake Bay Watershed Public Access: Existing Public Access Sites



# Chesapeake Bay Watershed Public Access: Average Length of Shoreline or Riverbank Between Existing Sites



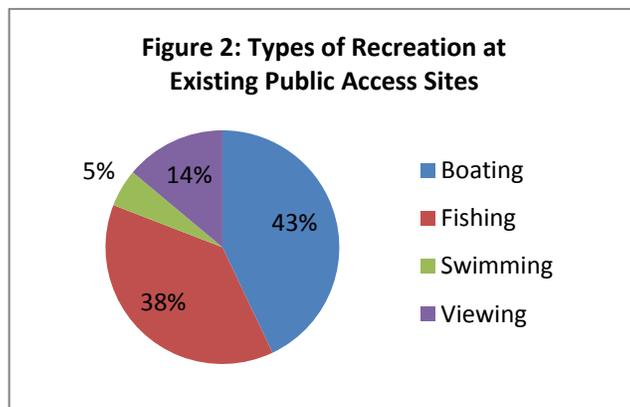
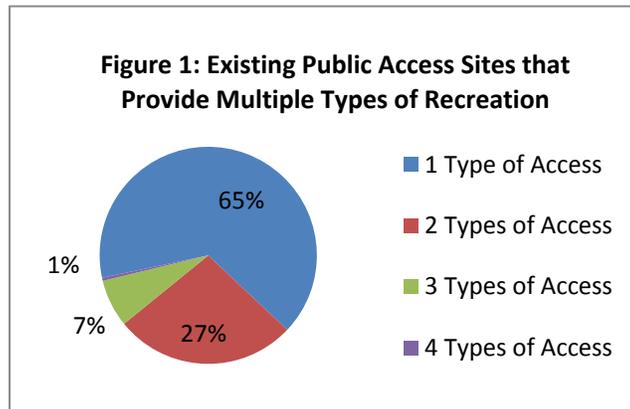
It is important to remember that actual distances between sites vary and the actual length of the shoreline is greater than it might appear.

Approximately 92 percent of the existing public access sites are located in Maryland, Pennsylvania, and Virginia. This is not surprising since these states make up about 85 percent of the land mass in the study area.

The highest density of existing public access sites is generally around the major population centers of these states that have reasonable proximity to water resources. The densest concentrations of existing access sites are around Baltimore and Annapolis, Maryland; in the Washington, D.C./ Alexandria, Virginia area; the Hampton-Norfolk area; and around Harrisburg, Pennsylvania. For example, a city effort to establish “street-end parks” at the water is one reason why Spa Creek in Annapolis, Maryland, has 17 sites along 7.5 miles of shoreline—an average of one site every four-tenths of a mile.

About one third of existing public access sites throughout the Chesapeake watershed offer multiple types of recreational experiences (fig. 1). Specifically, 302 of the 1,144 existing public access sites offer two types of access, 79 sites offer three types of access, and five sites offer all four types of recreational access. The remaining 729 sites offer a single type of recreational access.

There are 651 existing public access sites that offer boating access (43 percent of total sites), 575 sites that offer fishing access, 211 sites that offer viewing access, and 79 sites that offer swimming access (fig. 2). It is worth noting that viewing and swimming occur at many sites not specifically designed for these uses.



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NPS/Jett

This plan identified 316 potential access opportunities in the Bay region, and the list will be regularly updated with new suggestions.

## V. Potential Public Access Sites in the Chesapeake Bay Watershed

This section describes potential locations for new public access sites in the Chesapeake Bay watershed. It illustrates the following points:

- Over 300 specific potential new sites have been identified for providing public access to the water, based on public input and local, state, and federal agency planning documents.
- Over half of these sites are already on publicly owned land.
- Only a small fraction of these sites (5 percent) are categorized as “construction-ready.” The remainder requires either additional design and permitting or more substantial evaluation.
- Boat launching capacity is the most frequently suggested access type for these sites (47 percent of the total sites).

Identification of the potential public access sites occurred through three major steps:

1. *Assessment of state plans:* State members of the Public Access Action Team reviewed existing planning documents to identify and assess all previously proposed potential public access sites.
2. *Public identification of desired access:* Members of the public identified hundreds of desired access sites during the public outreach portion of this effort. They also indicated many stretches of shoreline or riverbank where access is desired, but without suggesting specific locations for new sites.

Over 500 potential access sites were identified through the steps above.



PA DCNR

3. *Action Team review:* The Public Access Action Team refined the list of potential sites by carefully reviewing all of the submitted information. In some instances, the same site was recommended several times by different sources. In other cases, a recommended site already existed and was moved to the inventory of existing sites if it had not already been captured. Some sites had already been investigated and found unsuitable; others were submitted without enough information to adequately identify them, and they were deleted from the list.

The full process resulted in a final list of 316 potential access opportunities in the Bay region. However, the identification of potential access sites is not a closed or static process. New opportunities for access will continue to be identified over time by citizens, non-governmental organizations, and local, state, and federal government. These will be incorporated in future updates to the data supporting this plan.

<b>Table 2: Existing &amp; Potential Public Access Sites</b>		
<b>Jurisdiction</b>	<b>Existing</b>	<b>Potential</b>
District of Columbia	23	5
Delaware	6	6
Maryland	578	106
New York	26	1
Pennsylvania	180	87
Virginia	287	111
West Virginia	44	0
<b>Total</b>	<b>1,144</b>	<b>316</b>

### **Grouping Potential Sites by Readiness**

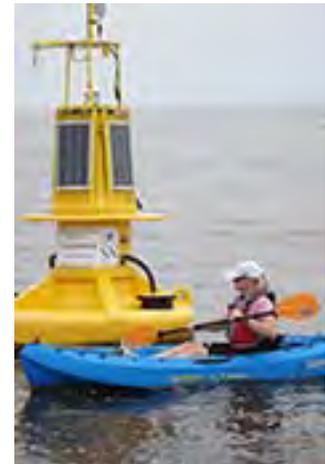
This plan groups potential access sites by readiness for development:

- Category 1 - Sites that are essentially ready for construction, with planning and permitting generally complete
- Category 2 – Sites that still require some additional planning and review before they could be developed
- Category 3 – Sites that need substantial analysis and planning before they could be developed

Public access is often opportunistic and a site not identified in the plan could become available, generate support, and move to a category 1. Also, a category 3 site could be more critical for access than a category 1 site; if the support and funding materializes it could become a priority. Potential sites identified in the future will be added to the plan in the appropriate category.

In short, this plan groups sites based on how quickly they could be developed if funding were made available. *This plan could not and does not rank sites from lowest to highest priority.*

[The map](#) on page 24 depicts the potential public access sites by category. A table listing each potential site is in appendix B.



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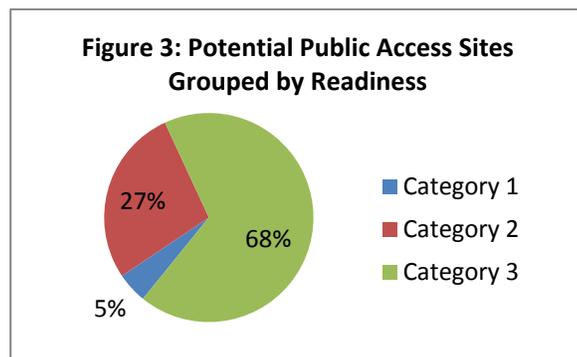
### Analysis of Potential Access Sites

Of the 316 potential public access sites identified in this plan, 40 percent were identified from prior local, state, and federal agency planning processes; the remaining 60 percent were suggested by the public.

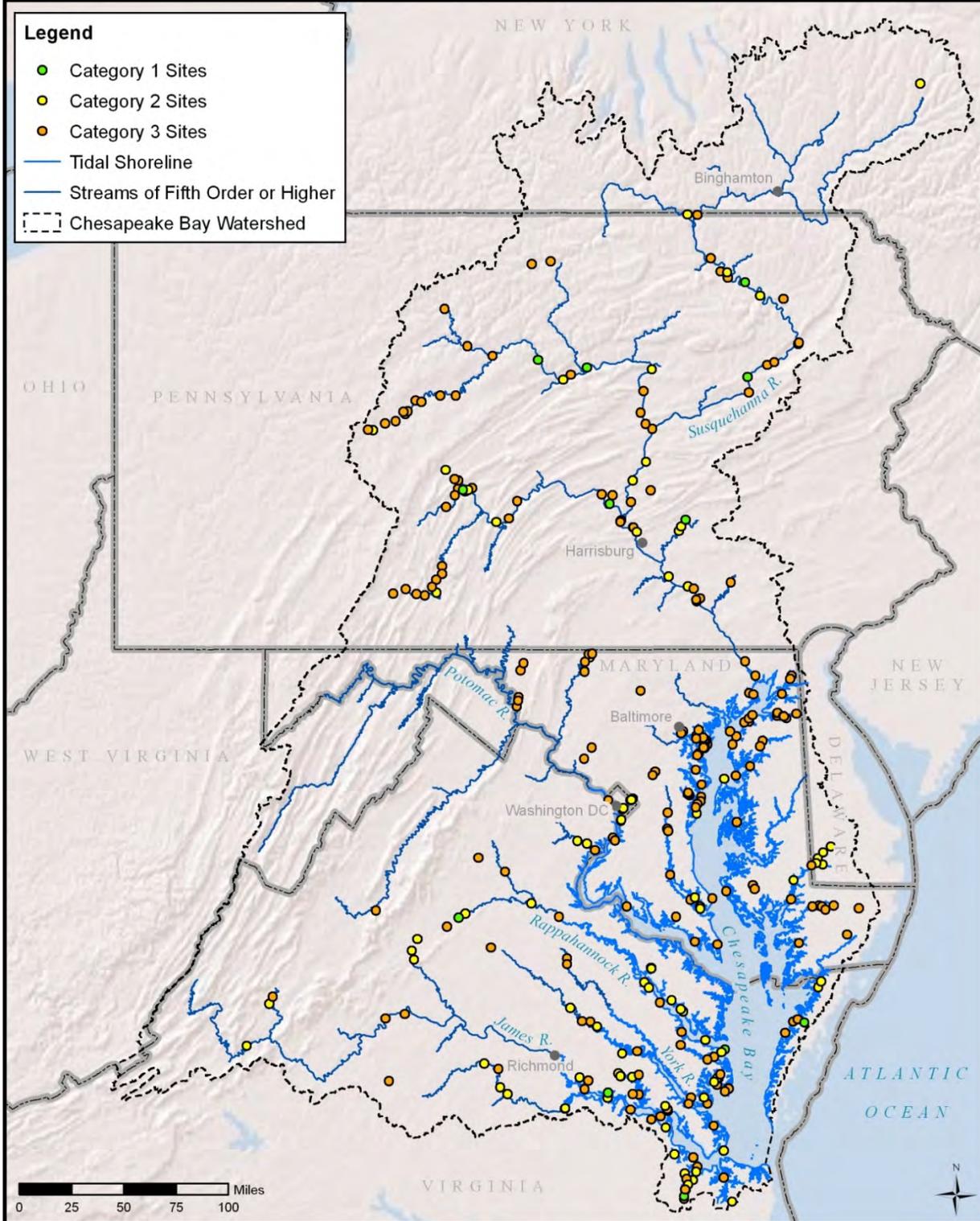
Of the potential sites, approximately 96 percent (304 sites) are located in Maryland, Pennsylvania, and Virginia. These states have the largest land mass in the watershed. Six potential sites were identified in Delaware, five in the District of Columbia, and one in New York. None were identified in West Virginia (see table 2).

Not surprisingly, the majority of potential sites require significant additional investigation before any development could proceed; as a result, 68 percent of the potential sites were placed in category 3. Twenty-seven percent falls into category 2, which consists of sites that need some additional planning and permit review before they could be developed.

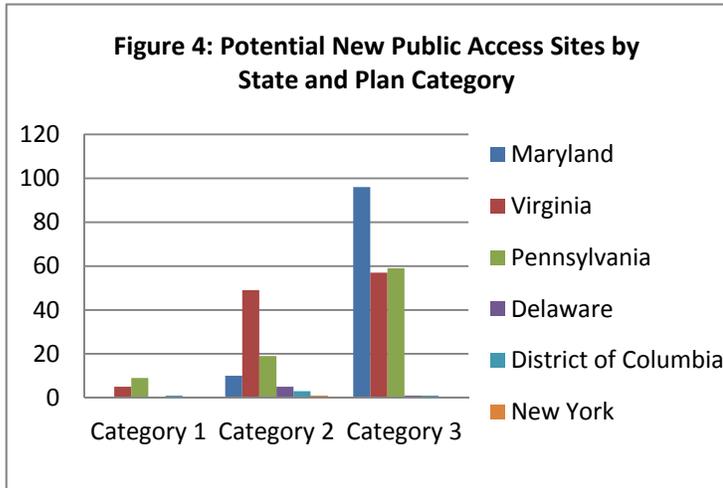
At the time this plan was developed, only 5 percent of the potential sites were nearly “construction-ready” and placed in category 1 (fig. 3).



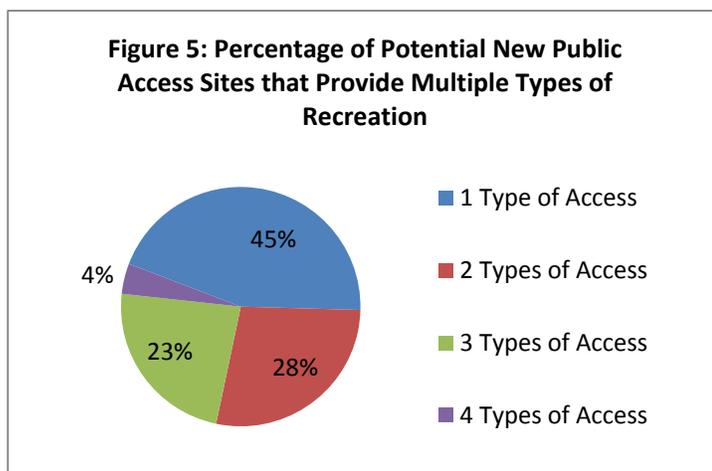
# Chesapeake Bay Watershed Public Access: Potential Public Access Sites



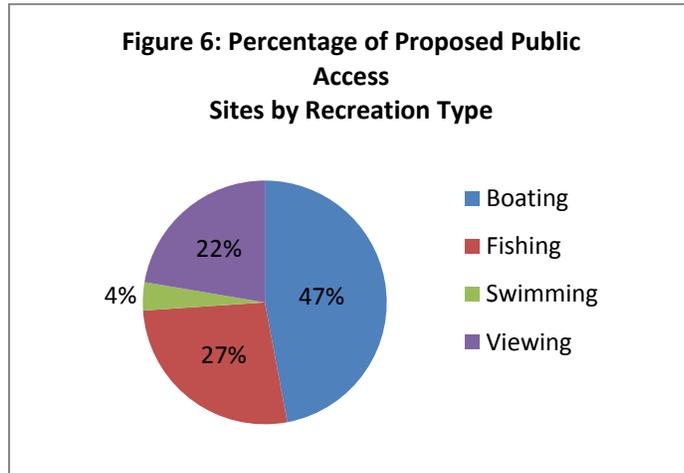
There were nine in Pennsylvania, five in Virginia, and one in the District of Columbia (fig. 4).



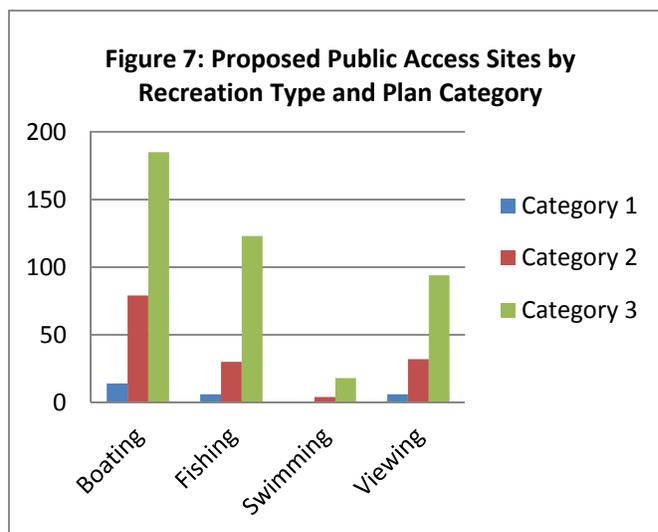
Approximately 55 percent of the potential sites had more than one type of recreational access suggested. At approximately 28 percent of the sites, two types of recreational use were proposed. At 23 percent of the sites, three types of recreation were proposed. At 4 percent of the sites, all four types of recreational usage were proposed. A single recreational use was proposed for approximately 45 percent of the potential new public access sites (fig. 5).



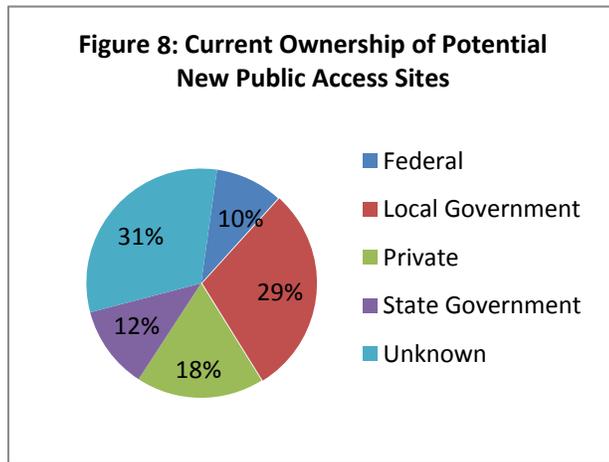
While there were often multiple types of recreational uses suggested for a site, some uses were recommended more than others. Throughout the watershed, boating access was the most frequently suggested recreation type (47 percent) followed by fishing (27 percent), viewing (22 percent), and swimming (4 percent) (fig. 6).



Watershed-wide, boating access was also the most “construction-ready” recreation type, accounting for just over half of both the category 1 and category 2 sites. Swimming access was consistently the least proposed recreational use and was the only recreation type with no category 1 sites (fig. 7).



Ten percent of the proposed sites are on land owned by federal agencies; 12 percent on land owned by state agencies; 29 percent on locally owned land; and 18 percent on privately held land. For the remaining 31 percent of the potential sites, the land ownership has yet to be determined. These sites were suggested by members of the public who couldn't identify the property owners but believed they would make good access locations (fig. 8).



Final ownership cannot be determined without evaluating detailed parcel information, which is beyond the scope of this plan. Most sites are likely privately owned; however, a sizeable number may be located in public rights of way near roads and bridges. These ownership patterns suggest that the majority of new public access site development, in the near term, will likely take place at the local level, though funding will likely be leveraged through federal, state, and private sources.

### **Geographic Areas with a High Interest in Public Access**

The map on page 29 illustrates the concentrations of potential public access sites. The warmer colors indicate a high concentration of proposed sites. Geographic areas that received a high number of site suggestions include:

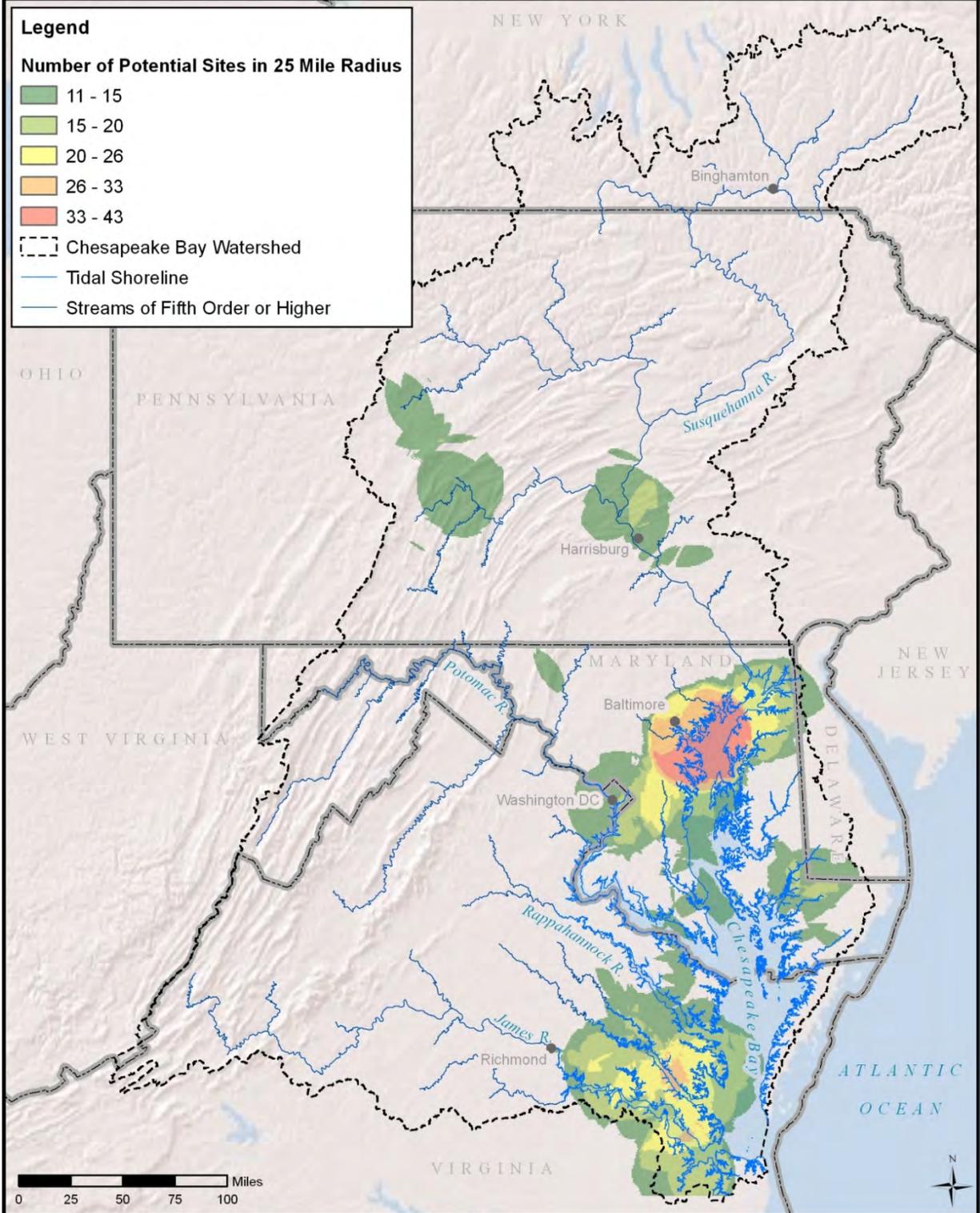
1. Dundalk/Edgemere area of Baltimore County, Maryland
2. Annapolis, Maryland
3. Along the Sassafras River and main stem of the Chesapeake Bay south of the Sassafras River, Maryland
4. Area surrounding the Nanticoke River in Delaware and Maryland

5. Anacostia and Potomac Rivers in Washington, DC, and Arlington, Virginia
6. Fort Monroe in Hampton, Virginia
7. Colonial National Historic Park Area, Virginia
8. Along the Nansemond River, Virginia
9. Harrisburg, Pennsylvania
10. Raystown Branch of the Juniata River, Pennsylvania
11. Area surrounding Altoona, Pennsylvania

The shoreline areas surrounding Baltimore County and Annapolis, Maryland, received the highest density of public access site suggestions in the Chesapeake watershed.

The highest demand for new public access sites is frequently but not exclusively concentrated around urban centers, as the map on page 29 and the list above shows. With their close proximity to major cities, the development of new public access sites in these areas could provide increased public access for a large, diverse population. Providing urban residents with public access to waterways is also a federal priority that has been called out in the Urban Waters initiative, *America's Great Outdoors* report, and the National Park Service's *A Call to Action*.<sup>13</sup>

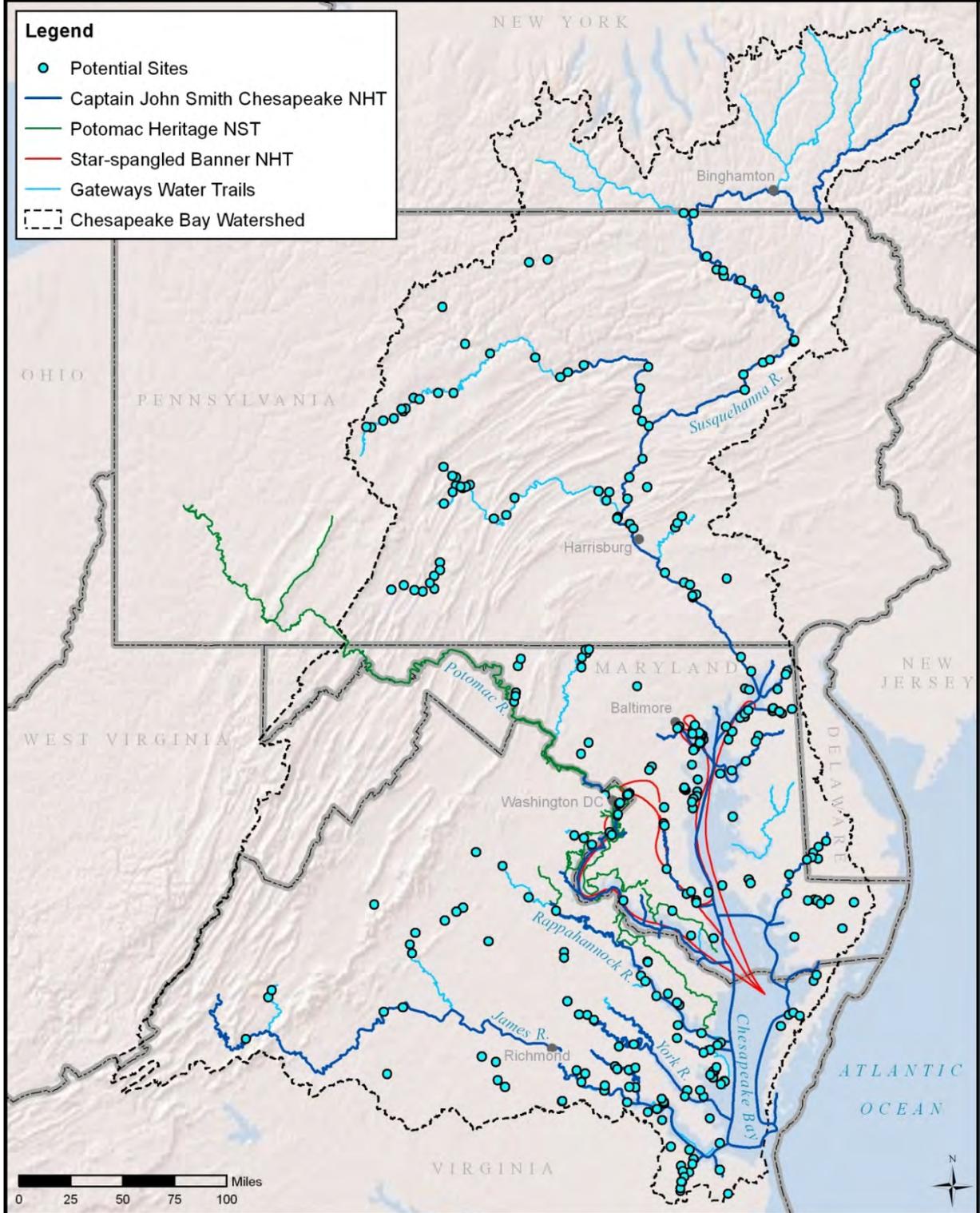
# Chesapeake Bay Watershed Public Access: Density of Potential Public Access Sites



### **Potential Sites In Relation to Existing Water Trails**

Because of the significant development of existing water trails in the Chesapeake Bay watershed, it is useful to understand how potential future access sites might relate to those trails. This plan shows how the potential access sites link with the Captain John Smith Chesapeake National Historic Trail, the Star Spangled Banner National Historic Trail, Potomac Heritage National Scenic Trail, and Chesapeake Bay Gateways water trails. [The map](#) on page 31 shows the existing trails with respect to the locations of the potential new public access sites. Development of any new sites along these trails will not only contribute to meeting the goal of 300 new sites, but also support a network of trails that can provide a broader depth of experiences to visitors by strengthening the connections between a location and its historical and/or environmental importance.

# Chesapeake Bay Watershed Public Access: Trails and Potential Public Access Sites





NPS/Spielmann

## Camping and Related Water-to-Land Access

In addition to the high public demand for new water access sites for boating, fishing, swimming, beach use, and viewing, there is also a strong interest in accessing camp sites from the water. Making a multi-day trip down one of the Bay's rivers can be difficult without a place to go ashore and camp for the night. Time and again, members of the paddling public expressed a desire for small primitive campsites, picnic areas, and restrooms at appropriate locations along water trails.

A system of water-access campsites would provide safe and legal places for boaters to stay. It could also enhance the eco-tourism benefits of water trails and bring more dollars into the local economy. Such sites could be located on public or private lands, through cooperative agreements with water trail managers.

Input from the public meetings, on-line survey tool, and state-led studies also revealed a full spectrum of access needs beyond the traditional land-to-water access. The growing interest in water trails extends to adding capacity for boaters to access historic sites, other important sites along waterways, food services, lodging, and other amenities. Detailing the needs and opportunities for these types of access is beyond the scope of this plan but merits attention in the future.



NPS/Jett

Successful water trails provide visitors with information on history, culture, and natural resources, as well as appropriate public access at needed intervals along the route.

## VI. Planning and Policy Considerations

This plan is not intended as a general guide to public access planning. However, information gleaned through creating this plan brings to light a number of points to be considered when setting out a strategic approach to public access development. Some are factors or opportunities related to development of new public access sites. Others have the potential to impact existing sites. Each will require the attention of public access advocates and managers in planning strategies that address them.

### Providing Public Access in Urban Areas

Some of the highest demand for additional public access is expressed in locations in and nearby urban areas, as illustrated in the map on page 29.

The nature of public access in urban environments is different from that of more rural settings. Development and urbanization of waterfronts, economic and social influences, population density, transportation systems, concentrated water pollution, and different levels of commitment to public access all combine to present substantially different circumstances and call for unique strategies. A few illustrative examples:

- The vast majority of the lengthy shoreline of Annapolis, Maryland, is privately owned and developed for commercial or residential use (with the exception of the US Naval Academy). This substantially restricts public access to the water. However, many city streets have historically ended at the water. A unique city initiative started in the 1960s focused on turning these “street ends” into small pocket parks on the water. Today there are more than 20 such parks, all providing views of the water and many providing boat docks, launching areas, and gathering spots.



NPS/Jett



NPS/Ross

- Much of the shoreline around Hampton Roads, Virginia, is dominated by military, industrial, and commercial development, limiting locations for public access. With the impending phase-out of military control of Fort Monroe, a broad and motivated coalition advocated to convert the base to a public park. As a result, Fort Monroe National Monument was established in November 2011 on approximately half of the base’s original area, which could significantly enhance public access to both Chesapeake Bay beachfront and Mill Creek.
- There is substantial public land along portions of the Anacostia River in Washington, DC. However, highways, development patterns, water pollution, and lesser levels of public investment have historically reduced access to and use of the river by area residents. New attention on restoring and enhancing Washington’s “other river” has the potential to revive access to the Anacostia. Comprehensive planning for access sites, water trail development, and other elements is guiding new strategies for this river.
- Baltimore’s Patapsco River waterfront is a major commercial shipping port. Yet it is also a central attraction for visitors and residents, many drawn by the extensive Inner Harbor promenade. The city has developed a Maritime Master Plan, which establishes policies for the orderly development of recreational boating in the harbor while minimizing the potential for conflicts between commercial and recreational vessels. It identifies specific locations for recreational marinas, including type, size, and land area.

These examples highlight some of the special planning, design, and civic engagement considerations needed for urban access development. There is a further consideration as well.

Assessing socio-economic patterns in relation to public access can illuminate areas where access is most needed. For example, the Maryland Department of Natural Resources identified communities where children are underserved by public parks. While parks are different from water access sites, the principles used in the study are illustrative. The “Park Equity Analysis” is built upon US Census data combined with statewide layers identifying public and local parks.<sup>14</sup> The model prioritizes underserved areas of Maryland in need of park space by identifying locations with:

- High concentration of children under the age of 16
- High concentration of populations below the poverty line

- High population density
- Low access to public park space

The analysis provides a fairly fine-grained identification of areas in most need of access to parks, most of which are in urban areas. Similar analyses could be developed to assess water access needs.

### **Water Trails as Motivators for Site Development**

The number of water trails has increased significantly over the past decade with many local groups, communities, and government agencies playing a role in their development. Their increase in popularity can be tied to increased participation in paddle sports and a growth in use of trailerable power boats as a means to explore the Bay’s tributaries. They are also of interest to outfitters and tourism businesses. Well-planned and developed water trails contribute to an area’s eco-tourism opportunities, drawing people from throughout a region to spend time and money along the trail.

Successful water trails, in addition to providing visitors with information on history, culture, and natural resources, also provide appropriate public access at needed intervals along the route. Water trails with appropriately planned access can also help resolve user conflicts, as trail users are provided with needed facilities and encouraged to respect private property.

Designated water trails cover more than 3,200 miles of rivers and the open Bay in the Chesapeake watershed, many of these in relatively rural areas. The vast majority of potential access sites documented in this plan are along existing water trails.

New access sites are often needed to fill long gaps between existing sites and make a trail truly functional. Strategic assessments of access priorities along a trail route are key, including consideration of the sites’ proximity to users, the ways in which a new site might affect carrying capacity in that area, and opportunities for redistributing use and reducing crowds at overused sites.

When there is strong local support for a water trail, effort is directed towards finding and developing the needed sites. Water trails often lead to partnerships among user groups, localities, local businesses, and state/federal agencies. Thus, water trails are often a catalyst for access development that may not have occurred otherwise.



NPS/Jett



NPS

## Use Conflicts

Conflicts among users tend to develop when a site is designated or perceived to be designated for one use and is subsequently used in other ways. For example, fishers, picnickers, or swimmers may use a boat launch pier or parking area and conflict with those trying to launch or retrieve boats.

Conflicts also arise among users based on who is perceived to have paid for the access site. The great majority of boat ramps are paid for through registration fees and in some states from the excise tax collected from power boat owners. With the rapid growth in paddle craft use, more paddlers launch from ramps and use parking spaces that were traditionally used by power boaters. Some power boat operators complain that the use of facilities they paid for is hampered by paddlers who have made no direct investment in the facility.

In Virginia, a new fee has been approved to address this issue. In conjunction with its Wildlife Management Areas, the Virginia Department of Game and Inland Fisheries (DGIF) owns and manages many boat launches and access sites. Starting in 2012, anyone age 17 or older using a DGIF Wildlife Management Area facility must have a valid fishing license, hunting license, boat registration, or access permit. Access permits cost \$4.00 per day or \$23.00 per year. The funds from this program will support development and management of DGIF sites.<sup>15</sup>

Conflicts also occur when use of an access site impacts or may be perceived to impact adjacent landowners. For example, if the parking at an access site is full, users might park on the side of the road in a way that impacts local residents. Residents of some communities may also object to a proposed access site because they fear adverse impacts such as excessive noise or litter. As news of real or perceived conflicts spread, the development of nearby access sites can be difficult.

These issues point to the need for local land use plans and other planning documents to detail the importance of potential access sites and have them clearly marked on local comprehensive plans. Such action helps preserve the development of needed access sites in the future. Public access plans must consider potential use conflicts and select locations and designs that minimize them.

## Railroads

Railroad tracks are a major barrier that limits access to many rivers in the Bay watershed, sometimes on both riverbanks. Railroad companies are generally opposed to granting at-grade crossings of rail lines for either vehicles or pedestrians, stating liability as their primary concern. If approved, a fully developed road crossing must be provided, with an automatic warning signal and gates that close off the road when a train approaches. Such crossings are expensive to build and have long-term maintenance and operational costs, making development of many access sites prohibitively expensive. This is particularly the case for paddle craft landings, where a small road crossing or even a pedestrian crossing is all that is needed.

Some states have enacted legislation indemnifying railroads from liability when they grant an at-grade crossing for public access. Railroads have argued this does not prevent a suit from being filed in another state should a user of the crossing be injured by a passing train. User groups and state partners involved in preparing this plan have suggested that federal legislation limiting railroads' liability when allowing public access crossings may be a viable solution. A resolution to this issue could open up many new miles of access opportunities on major rivers in the Bay watershed.

## Access at Public Lands

Public lands, whether held by local, state, or federal government, provide many opportunities for access to streams, rivers, and the Bay. In some cases this access is relatively unlimited. In others there may be conflicts between public access and resource management, or access may be limited due to insufficient staffing levels or restrictions imposed by the type of funding used in the property's acquisition or development.

Nonetheless, public workshops revealed considerable concern over the limitations imposed on some public lands. In order to meet the public access goals expressed in Executive Order 13508 and the *Strategy for Protecting and Restoring the Chesapeake Bay Watershed*, public lands at the federal, state, and local level with frontage on streams and rivers should be re-evaluated on a unit-by-unit basis for their potential to add public access opportunities.



NPS/Jett



NPS/Spielmann

## Permitting Requirements

Public access managers and advocates reported that regulatory programs intended to protect water quality can have a major impact on development of public access sites. The regulatory and permitting processes, even for small access sites, often add considerable cost and mitigation requirements. These costs can prohibit the development of an otherwise acceptable site. While protecting shoreline buffers and marsh systems is a critical component of maintaining water quality, allowing the public access to waterways is crucial for building support for that conservation. Given public expressions of the difficulties in permitting desired public access, states and localities should consider expedited procedures or exemptions for reviewing some types of access site development.

## Universal Accessibility

Public access sites are subject to federal and state guidelines for ensuring access by a population with diverse physical capabilities. It is the responsibility of access site managers to comply with the Architectural Barriers Act of 1968, Section 504 of the Rehabilitation Act of 1973, as amended, and the Americans with Disabilities Act of 1990, as amended. The high visibility of the accessibility law has generated a wide range of public interest and pressure to bring facilities into compliance. When facilities and programs are “universally designed” to serve all people, accessibility is generally enhanced for everyone.

Specific requirements will vary depending on the facilities and programs offered at the public access site. Early planning is important to evaluate opportunities to construct and operate the facilities and programs so they are accessible to, and useable by, persons with disabilities to the greatest extent reasonable. Accessibility accommodations should respond to the site context and conditions and be consistent with resource protection, visitor safety, and visitor experience goals. When marketing the site, it is most important to objectively and effectively describe the site conditions and abilities necessary for safe use, so that all potential users can make informed travel decisions. National Park Service staff and state public access coordinators can assist in evaluating accessibility accommodations.

## Hydropower Licensing

The Federal Energy Regulatory Commission (FERC) issues licenses for all hydropower projects. One component of a license or a license renewal

is the provision of outdoor recreation. The licensing process can dictate that a power company provides public access sites either on the reservoir or on the waterways that feed the reservoir. In some cases, additional sites may not be needed on the main reservoir or a suitable site may not be available. In such instances, funding can be available to help construct new sites within or adjacent to the power company's service area. This funding may leverage support from other sources to enhance the number of sites that can be developed.

Hydropower licenses are typically issued for extended periods of time, some as long as 50 years. Re-licensing should not be a missed opportunity. State agencies involved in these licensing or re-licensing processes should make the case for increased public access as a part of the new license agreement. Some of the states in the Chesapeake watershed have already had success in developing new access through the FERC process.

### **State and Local Planning Documents**

State and local comprehensive plans present an important opportunity for advancing proposed public access sites and actions to support them. They set out the guidance the state or community seeks to follow over time. Proposed access sites and public access policies should be incorporated, as appropriate, into these documents, including Statewide Comprehensive Outdoor Recreation Plans (SCORPs) and local comprehensive land use and capital improvement plans. Projects referenced in federal, state, and local planning documents demonstrate a higher level of importance when funding is being considered.

### **Working Waterfronts**

Many of the Chesapeake's older working waterfronts are being lost. Seafood docks and oyster and crab processing facilities are closed. Adaptive reuse or rehabilitation of these structures could provide opportunities for recreational use and access in an impacted area. The sites could contribute to heritage and ecotourism, offering both new public access sites and appropriate support services. Where appropriate, the structures themselves could be used as interpretive tools to explain the life of the working waterman and those who support the Bay's seafood industry. They may also serve as docking and equipment storage sites for those who are still active in the fishing and crabbing business—or for outfitters and guides providing access and tour services. Such action may also help to maintain the working waterfront setting and increase the livability of the-



NPS/Jett

se old waterfront communities. Waterfronts and facilities of this type should be inventoried and evaluated for a possible future use as public access sites.

### **Transportation Improvements and Public Access**

Many road projects involve bridges that cross streams or rivers with recreational value or closely parallel such resources. It can be extremely useful to establish a memorandum of understanding (MOU) between the state’s recreation/resources agency and its Department of Transportation (DOT), recognizing the value of public access planning as a component of such projects. Access might consist of a nothing more than safe shoulder parking with a walkable path to the water’s edge for fishing or launching paddle craft, a bridge with a safe fishing area, or a ramp and parking area located under a bridge.

Generally speaking, the incremental cost of adding a public access site into a bridge or road project is fairly small, since much of the work is already done in conjunction with the DOT project. If the DOT is alerted to the potential of adding access into the transportation project early in the process and if a funding source is identified to cover the expense, these projects can cost much less than they would otherwise cost if done as an independent project at a later time.



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MOUs with DOTs could involve three key components:

1. A system for early coordination and review of proposed projects to determine which ones have public access potential; this should also include a timeline for review and the identification of the state resource agency that will review the plan as it relates to public access.
2. Early identification of a source to cover the incremental cost of the access project so the DOT knows the project can proceed and can be covered in their construction planning.
3. A process for identifying the managing entity for the completed project. Generally speaking, the DOTs do not wish to manage public access sites, so the MOU should contain a process for determining who will take on the management and maintenance of the site once it is completed.

## **Funding Sources, Issues, and Strategies**

There are a number of funding sources for the development of public access sites, including all levels of government and the private sector. An annotated list of common sources is in appendix C of this plan.

Public sector funding for access sites has been more limited in recent years. This has hampered the development of new sites and created a backlog of major maintenance projects. It is now harder for some public agencies to justify new site development when they cannot keep up with maintenance on existing sites. Maintenance problems have in turn reduced use of some sites that suffer from channel siltation or storm damage but lack funding to make necessary repairs. Of particular concern are reductions in federal funding for maintaining shallow water navigation channels. This may well result in the loss of some existing boating opportunities as channels fill in and recreational boats are no longer able to use existing facilities. Loss of these channels would have a major impact on power boating and the significant economic value it brings to the region. As existing sites are lost, the value of adding new sites is diminished.



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### ***Setting Access as a Grant Program Priority***

One strategy to encourage development of access sites is to prioritize funding such projects in competitive state and federal grant programs. This encourages applicants to look for projects that include access and thus receive higher scores in the competitive grant rounds. Public access projects would then be a priority in the grantmaking process, which will help to meet the goal of establishing 300 new public access sites by 2025. A similar approach could be used for grants administered by cooperating federal agencies to develop outdoor recreational facilities.

### ***Non-Traditional Funding Partners***

Traditional groups such as Trout Unlimited, sportsmen's clubs, watershed associations, and river user organizations will continue to be important partners in developing new public access. However, expanding access may also hinge on developing partnerships with groups and organizations not traditionally involved with developing public access sites. For example, both education and health agencies have acknowledged the importance of healthier lifestyles to reduce diseases associated with obesity. Attention deficit disorder has been linked to children losing their connection with the outdoors and spending large amounts of time on electronic media. Health and education agencies have funds to combat these issues;

public access projects provide one means of partnering with them to meet shared goals.

Opportunities may also exist with designated state or national heritage areas. The development of new public access to waters within a heritage area may well contribute to established goals, while encouraging funds and support from groups that contribute to the heritage area.

Corporate America has long been a partner in supporting arts and humanities projects. In the Chesapeake watershed, some corporations or their foundations are now contributing to development of public access projects. They may own waterfront land that would be suitable for access and would be willing to make it available if the proper partnership for development and management were put in place. In other instances, a corporation may be willing to cover a portion of the cost for a new access site if it is located in their company's market area. Partnerships of this nature should be explored.



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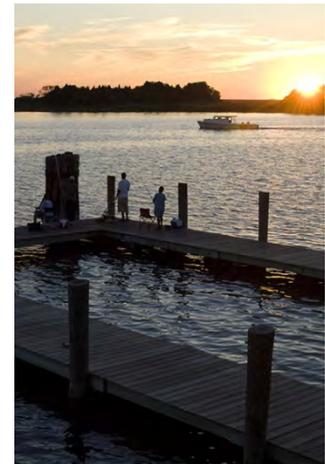
Fifty-one percent of the potential new public access sites are on lands already in the public ownership making them ideal candidates for further investigation.

## VII. Summary and Next Steps

The information gathered during the development of this public access plan resulted in a series of key findings and next steps.

### Findings

- Multiple studies and plans, including all state outdoor recreation plans, continue to document high public demand for access to streams, rivers, and bays.
- This plan establishes a new 2011 inventory of 1,144 public access sites along the Chesapeake Bay and its tributaries (fifth-order streams or higher). These sites provide boating, fishing, swimming, or viewing access to the water, or some combination of these activities.
- The number of access sites is very low in comparison to the amount of shoreline in the Chesapeake watershed. There are just 770 existing access sites along the shorelines of the Bay and tidal portions of its tributaries, a combined length of 11,684 miles—equivalent to the distance along the United States’ west coast from Mexico to Canada.
- There are many large lengths of shoreline where little or no public access currently exists—the southern bank of the tidal James River includes a 64-mile stretch with no regularly open access sites. Long, inaccessible stretches make it difficult to plan trips along water trails and reduce the benefits of ecotourism. A lack of public access also leads to trespassing, as users have no other option for getting on or off the water.
- State agencies report significant overcrowding at trailerable boat launching facilities along the Bay and tidal tributaries.



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- This plan documents 316 potential public access sites identified by the public and through state access plans. These sites provide a basis for achieving the goal of adding 300 new public access sites by 2025.
- Ninety-five percent of the potential public access sites are in Maryland, Pennsylvania, and Virginia, which constitute the largest land mass of the Bay watershed.
- Fifty-one percent of the potential new public access sites are on lands already in the public ownership making them ideal candidates for further investigation.
- While there are often multiple types of recreational uses suggested for a specific potential access site, some uses are recommended more than others. Boating access was most frequently suggested recreation type (47 percent of sites), followed by fishing (27 percent), viewing (22 percent), and swimming (4 percent).
- The highest densities of potential public access sites are generally, but not exclusively, concentrated around urban centers, particularly the Baltimore/Annapolis area and Hampton Roads area. Development of new public access sites in these locations could provide increased public access for large, diverse populations.
- The nature of public access in urban environments is substantially different from that of more rural settings. Urban areas require unique strategies, informed by additional, detailed analysis of community needs. Maryland's Park Equity Analysis presents an interesting example of one approach to this analysis.
- Most of the potential access sites are along thousands of miles of existing water trails and national trails (Captain John Smith, Star-Spangled Banner, Potomac Heritage). These trails present a substantial framework for advancing public access development, especially in more rural areas.
- The identified potential sites fall into three general categories of readiness for development:
  - Category 1) ready to go, with planning and permitting generally complete
  - Category 2) requires some additional planning and review prior to development
  - Category 3) needs substantial site analysis and planning before development can proceed.

- Only 5 percent of the 316 potential public access sites fall into category 1. Investments in detailed site assessments and project design and permitting are required for most potential sites if public access is to be expanded.
- There are a number of planning and policy considerations that can influence the expansion of public access—hydropower relicensing, changing funding streams, railroads, transportation projects, etc. These provide opportunities and, in some cases, challenges to address.



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## Moving Forward

Maintaining existing public access and adding 300 new sites along the streams, rivers, and bays of the Chesapeake watershed is no small task. Yet this plan sets out a pathway to achieve this goal; acting on the steps below will move the expansion of public access forward.

1. *Make funding for public access a priority.* Sustain funding for development of new sites and maintenance of existing sites, including maintenance dredging of small channels. Relevant state and federal funding or matching grant programs should target or give bonus points for projects that include new public access sites. For example, the National Park Service will continue to prioritize funding for public access site development in Chesapeake Bay Gateways and Watertrails Network grants.
2. *Carry out and support more detailed assessments and project design for potential sites.* Most of the 316 potential new sites identified in this plan require more detailed assessments and construction designs prior to implementation. Local, state, and federal government should invest funding and technical assistance in such work as a necessary first step toward expanding public access.
3. *Fill strategic gaps in access along water trails.* The National Park Service will work with partners to identify, prioritize, and develop sites that fill public access gaps along the Captain John Smith Chesapeake National Historic Trail, Star-Spangled Banner National Historic Trail, Potomac Heritage National Scenic Trail, and the Chesapeake Bay Gateways and Watertrails Network.
4. *Incorporate identified proposed public access sites and actions in key plans.* Elements of this plan, including potential public access sites and key actions, should be incorporated as appropriate into major state outdoor recreation and open space planning documents,

such as Statewide Comprehensive Outdoor Recreation Plans (SCORPs). Partners should encourage local governments to incorporate potential public access sites and policies in local comprehensive and capital improvement plans.

5. *Further examine urban public access issues and needs.* Recognizing the complex factors associated with expanding access in urban communities, governments at the local, state, and federal levels should support and pursue studies assessing specific urban access issues and needs.
6. *Work with private sector funders to develop access.* Many companies and foundations often have objectives that can be advanced through partnerships to develop public access sites and facilities. There are numerous examples in the Chesapeake watershed. Public access managers and advocates should actively work with private sector funders on access projects.
7. *Engage in hydropower re-licensing processes to expand public access.* Re-licensing of existing hydropower projects provides significant opportunities for expanding access to the water. Local, state, and federal agencies should participate in re-licensing processes to make the case for specific public access projects as a part of new license agreements.
8. *Explore options for resolving railroad crossing liability.* Railroads along rivers—and associated liability concerns over track crossings—limit water access. Some states have indemnified railroads from liability at at-grade crossings for public access purposes, but suggest that federal action to limit liability may be needed to address the railroads' concerns.
9. *Establish memoranda of understanding (MOUs) with transportation departments.* Many road projects across or adjacent to streams or rivers could provide public access opportunities. Where they do not yet exist, a state's recreation/resources agencies and its department of transportation should consider establishing an MOU to ensure such opportunities are not missed.
10. *Explore potential for additional access on public lands.* Management objectives and practices on public lands may not account for recent changes in access needs and opportunities. As circumstances permit, managers of public lands fronting streams and rivers should re-evaluate these lands' public access potential. This can occur through regular master planning processes or as ad hoc assessments.



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11. *Fully address accessibility at public access sites.* Public access sites are subject to federal and state guidelines for ensuring access by a population with diverse physical capabilities. Yet it is not always clear how some of these guidelines may apply, particularly to boating access sites. The National Park Service should work with its many partners to clarify approaches to addressing accessibility needs.
12. *Build opportunities for citizen stewardship.* Many public access sites are remote from regular maintenance staffs. Communities, user organizations, water trail managers, and others should work to develop volunteer citizen stewardship programs to care for and maintain specific access sites.



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## Conclusion

The Chesapeake Bay and its major tributaries are the region's ecological and cultural lifeblood. They are also the primary features that have shaped human habitation here for millennia. American Indians lived beside them, used their resources, and travelled along them; English settlers did the same. Into the twentieth century, these watercourses were a mainstay of regional transportation. Resorts sprang up at the end of short rail lines leading to the Bay, drawing weekend escapees from muggy cities. All of the region's major cities are sited on Chesapeake rivers. The iconic images defining the Chesapeake region are all associated with the water: crabs, oysters, rockfish, watermen, skipjacks, lighthouses, waterfowl, sailing, and more.

Today, rivers and the Bay are the most frequent locations of public parks and wildlife management areas. They are the basis for the burgeoning growth of water trails, which provide routes for exploring the water by boat. On a good summer day—or spring or fall day for that matter—waterside parks are full of people.

But year after year, residents of the Chesapeake watershed repeat the refrain: access to the water is too limited. Where historically many residents of the region worked in association with the water on a daily basis, today too few get the chance to even interact with it. Ironically, the very resource that defines the region has become one that is hard for many people to reach.

This plan sets out an agenda for solving this problem. It identifies specific opportunities for expanding the number of places for people to access the water by more than 25 percent by 2025. It also defines a series of



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planning considerations and next steps that will be instrumental in achieving this goal.

*Ultimately, this undertaking is not just about adding more boat launches or fishing piers. It is about extending the scope and range of access to the water to greater and greater reaches. Citizens of the region want more places along the water where they can walk, sit, play, picnic, camp, swim, fish, watch wildlife, and put in their canoes, kayaks, paddleboards, sailboats, and powerboats. Public access to the Chesapeake Bay and its tributaries is important to their quality of life.*

## Endnotes

- <sup>1</sup> *Strategy for Protecting and Restoring the Chesapeake Bay Watershed*, May 2010, Federal Leadership Committee for the Chesapeake Bay. Available at: <http://executiveorder.chesapeakebay.net/category/Reports-Documents.aspx>
- <sup>2</sup> *America's Great Outdoors: A Promise to Future Generations*, February 2011. Available at: <http://americasgreatoutdoors.gov/report/>
- <sup>3</sup> *America's Great Outdoors Fifty-State Report*, US Department of the Interior, November 2011. Available at: <http://americasgreatoutdoors.gov/>
- <sup>4</sup> *Virginia Outdoors Plan*, Commonwealth of Virginia, 2007. Available at: [http://www.dcr.virginia.gov/recreational\\_planning/vop.shtml](http://www.dcr.virginia.gov/recreational_planning/vop.shtml)
- <sup>5</sup> *Pennsylvania Outdoors: The Keystone to Healthy Living*, Commonwealth of Pennsylvania, 2009. Available at: [www.paoutdoorrecplan.com](http://www.paoutdoorrecplan.com)
- <sup>6</sup> Available at: <http://www.outdoorfoundation.org/research.participation.2011.html>
- <sup>7</sup> *2011 Virginia Outdoors Demand Survey*. Available at: [http://dcr.cache.vi.virginia.gov/recreational\\_planning/documents/vosexecsum11.pdf](http://dcr.cache.vi.virginia.gov/recreational_planning/documents/vosexecsum11.pdf)
- <sup>8</sup> *The Active Outdoor Recreation Economy*, Outdoor Industry Foundation, 2006. Available at: <http://www.outdoorindustry.org/images/researchfiles/RecEconomypublic.pdf>
- <sup>9</sup> *The Economics Associated with Outdoor Recreation, Natural Resources Conservation and Historic Preservation in the United States, for The National Fish and Wildlife Foundation by Southwick Associates*, 2011. Available at: [http://www.trcp.org/assets/pdf/The\\_Economic\\_Value\\_of\\_Outdoor\\_Recreation.pdf](http://www.trcp.org/assets/pdf/The_Economic_Value_of_Outdoor_Recreation.pdf)
- <sup>10</sup> *Generation M2: Media in the Lives of 8- to 18-Year-Olds*, Kaiser Family Foundation, 2010. Available at: <http://www.kff.org/entmedia/mh012010pkg.cfm>
- <sup>11</sup> Of the 1,144 existing public access sites documented as of September 2011, 15 sites were interpreted to have been established between October 2010 and September 2011, the first year of tracking progress toward the goal of adding 300 new sites in the watershed (see appendix A for more detailed explanation). This means the baseline for tracking progress toward the goal is 1,129 sites (1,144 minus 15).
- <sup>12</sup> To calculate the average distance between existing public access sites, the river banks and tidal shorelines in the study area were divided into segments. The non-tidal portion of each uniquely named fifth-order stream and higher was treated as a separate segment; the tidal portion of each stream was treated as a separate segment. The portions of the Chesapeake Bay shoreline (including small tidal tributaries) between fifth-order streams and higher were also treated as separate segments. Existing public access sites along each segment were then manually counted. Segment lengths were calculated using geographic information system software. For rivers and streams, the

segment length reflects the total length of both riverbanks; because of limited river crossings an access site usually just serves one side of the river. The average distance between existing sites was then calculated for each segment by dividing the length by the number of sites manually associated with it.

<sup>13</sup> *A Call to Action: Preparing for a Second Century of Stewardship and Engagement*, National Park Service, 2011. Available at: <http://www.nps.gov/calltoaction/>

<sup>14</sup> *Park Equity Analysis, Maryland Partnership for Children in Nature, Maryland Department of Natural Resources, 2011/2012*. Available at: [drn.maryland.gov/cin/](http://drn.maryland.gov/cin/). Strategic provision of public access sites in and adjacent to urban areas will produce multiple public benefits. Moreover, access to streams, rivers, and bays may be the public's sole interface with water quality. Expanding public access in urban and suburban areas where people and water quality issues are concentrated is important to long-term support for restoring clean water.

<sup>15</sup> <http://www.dgif.virginia.gov/access-permit/>

## Appendix A

# Public Access Milestones, Baseline, and Tracking

## Background

The *Strategy for Protecting and Restoring the Chesapeake Bay Watershed* issued under Executive Order 13508 sets out a basic rationale for increasing public access:

Physical access to nature and the Bay and its rivers is limited. If a core Chesapeake restoration goal is to make the Bay and its tributaries “fishable and swimmable,” then increasing public access to the water is not only an end goal, but also a necessary step to get there. Access to water allows people to enjoy fishing, hunting, swimming, kayaking, hiking, and picnicking, which create opportunities for public education, personal connections with nature, citizen stewardship, and land conservation.

The strategy also sets the goal to “increase public access to the Bay and its tributaries by adding 300 new public access sites by 2025.” As the measure of progress toward this goal, the strategy defines public access sites as follows:

A [public access] site is a location providing access to the water through a boat ramp, fishing pier, swimming area, or adjacent boardwalk or trail; water means the Chesapeake Bay and its tributaries.

The Public Access Action Team involved in developing this plan further refined the definition of public access sites and established a definition of “new” access sites to create consistency in tracking. As a result, the following conditions count towards the 2025 goal:

- Development of a new public access facility on a new site
- Development of a new type of access at an existing site (For example, if a fishing pier is developed at a site that currently has a boat ramp, the pier would count as a new public access towards the goal.)

## Annual Tracking Process for Executive Order Goal

Previous tracking efforts in support of the Chesapeake 2000 commitment were coordinated through the Chesapeake Bay Program each year through a simple data-call process. Representatives from Pennsylvania, Maryland, and Virginia (the states included in the process at that time) would annually report the number of public access sites that were developed in their jurisdictions to the Chesapeake Bay Program. The cumulative sum of baseline data and annual updates from state partners were reported as the number of public access sites within the watershed.

The Chesapeake Bay Program’s Public Access Action Team, a partnership of all Chesapeake Bay states, federal agencies, and relevant nonprofit partners with National Park Service leadership, will

continue to coordinate public access tracking updates. In the new tracking process, designated state agency staff will use a simple, on-line system to input the geographic locations of newly developed access sites, based on the established definitions of “new” and “public access.” Public access program staff will also use this on-line system to fill out a few fields of information (name, water body, access type, ownership, etc.) on each new site. Additional information, such as project cost, can also be collected through the on-line tool if deemed necessary.

The information will be collected consistently in January of each year from 2013 through 2025. This updated tracking process will be an improvement over past efforts, because it will mark the location of new sites directly on an interactive map and provide a significantly wider range of information. As new sites are developed, they will be tracked to meet the Executive Order goal while allowing the public to observe the progress.

## **Milestones**

State programs will not be assigned allocations related to the development of public access sites to meet the Executive Order goal. Instead, a collective milestone of 20 additional sites per year will be tracked annually to determine progress towards the overall goal. This milestone is intended to show progress towards the goal, and is not meant to be a target in itself. Based on the opportunistic nature of public access site development, the lack of dependable funding for access projects, and the trends of public access development from the past decade, some years will likely fall below the annual milestone and some years above.

Each year the Public Access Action Team will convene to validate the updates made to the on-line system, discuss issues associated with tracking, and adjust the process if needed.

## **Public Access Baseline for Tracking Purposes**

The *Strategy for Protecting and Restoring the Chesapeake Bay Watershed* set a baseline of 761 existing public access sites for tracking progress toward the goal of adding 300 new public access sites by 2025. Because of the extensive new inventory of access sites included in this *Chesapeake Bay Watershed Public Access Plan*, this baseline must now be updated.

As indicated in this plan, a total of 1,144 existing public access sites were identified as providing access to the Chesapeake Bay and its streams (fifth-order and higher) as of September 2011. Specifically, there were 6 existing public access sites in Delaware, 578 in Maryland, 26 in New York, 180 in Pennsylvania, 287 in Virginia, 44 in West Virginia, and 23 in Washington, D.C. The dates of site development were not collected during this extensive inventory. As a result, the number of new public access sites developed in the federal fiscal year (FY) 2011—the first year of tracking toward the goal of 300 new sites—is unknown. These sites are included within the list of 1,144 existing public access sites created in September 2011.

However, the number of new sites in FY 2011 must be estimated in order to revise the tracking baseline for the coming years. The Public Access Action Team developed the following strategy for this estimation.

As a part of the Chesapeake 2000 commitment, Maryland, Pennsylvania, Virginia, and Washington, D.C., reported the number of new public access sites developed within their jurisdictions each year between the years 2001 to 2010 (table 1). On average, 15 sites were added each year in the portion of the watershed within these jurisdictions.

<b>Table 1: New Access Sites Created in the Chesapeake Watershed</b>					
Year	MD	PA	VA	DC	Total
2001	10	0	5	0	15
2002	8	0	5	0	13
2003	0	0	2	0	2
2004	14	3	2	0	19
2005	15	11	5	0	31
2006	13	7	22	0	42
2007	0	3	6	5	14
2008	4	3	4	0	11
2009	4	0	0	0	4
2010	1	5	0	0	6

This plan uses that average number—15 sites per year—to represent the number of public access sites developed in FY 2011. This number is subtracted from the 1,144 existing sites identified through the development of this plan to determine the new Executive Order baseline, as shown in table 2.

<b>Table 2: New Executive Order Baseline &amp; 2011 Update</b>								
	MD	PA	VA	DC	DE	NY	WV	Total
EO Baseline	572	177	282	22	6	26	44	1,129
2011 Update	578	180	287	23	6	26	44	1,144

Some existing sites managed by local governments have still likely escaped the heightened documentation process that took place during the development of this plan. As these sites are identified in the future, they will be added to the inventory as previously existing sites. This will increase the baseline from which additional new access sites are tracked.

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## Appendix B

### Potential Access Sites

The following pages contain a list of potential public access sites in the Chesapeake Bay watershed. This list was compiled from a variety of sources, including public comment, while creating the Chesapeake Bay Watershed Public Access Plan. However, the identification of potential access sites is not a closed or static process. New opportunities will be continually added to this list. To recommend potential new access sites not included in this list, please use the on-line mapping tool at <http://www.baygateways.net/AddPA>. The on-line instructions will explain how to mark and describe a site. Recommendations will be included in future updates to the data supporting this plan.

## DELAWARE

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails*		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Broad Creek	Sussex	Bethel Town Dock	DE1	Local Government	Yes	Yes	No	Yes	State Agency	New access at this site could replace or enhance an old town pier that is currently in poor condition.	2	Yes	No	No
Nanticoke River	Sussex	Red House Landing	DE3	State Government	Yes	No	No	No	State Agency	This site would provide paddling access along the Nanticoke River Water Trail.	2	Yes	No	No
Nanticoke River	Sussex	Ruth Harbor Tract	DE5	State Government	Yes	No	No	Yes	State Agency	The site is a critical location along the Nanticoke River Water Trail; however a number of challenges to actually get out to the water need to be resolved.	2	No	No	No
Nanticoke River	Sussex	Seaford River Park	DE4	Local Government	Yes	Yes	No	Yes	State Agency	In addition to improving the park itself, a viewing and fishing pier and kayak launch are proposed.	2	Yes	No	No
Nanticoke River	Sussex	Woodland Ferry	DE2	Private	Yes	Yes	No	Yes	State Agency	Developing this site would help Delaware meet its goal of providing access every 4 to 5 miles and would be located at a critical midway point between Phillips Landing and Seaford. Has potential for an interpretive center.	2	Yes	No	No
Wright Creek (just off the Nanticoke River)	Sussex	Wright Creek	DE6	State Government	Yes	Yes	No	Yes	State Agency		3	Yes	No	No

\* CAJO (Captain John Smith Chesapeake National Historic Trail); STSP (Star-Spangled Banner National Historic Trail); POHE (Potomac Heritage Trail)

## DISTRICT OF COLUMBIA

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Anacostia River	District of Columbia	Kenilworth Aquatic Gardens National Arboretum	DC1	Federal	Yes	No	No	Yes	Public	Suggested access includes boat access, paddle craft launch, and a pedestrian bridge across the river to connect Kenilworth Aquatic Gardens to the US National Arboretum (with a viewing area). Currently owned by the National Park Service.	1	Yes	Yes	No
Anacostia River	District of Columbia	Henson Center	DC3	Federal	Yes	No	No	Yes	Public	Identified during the public comment period and in the Anacostia Watershed Association's funding application to the Chesapeake Bay Gateways Network. It is requested that access not be limited to certain times and days. Currently owned by the National Park Service.	2	Yes	Yes	Yes
Anacostia River	District of Columbia	Yards Park	DC4	Federal	Yes	No	No	No	Public		2	Yes	Yes	Yes
Anacostia River	District of Columbia	Kenilworth Aquatic Gardens	DC2	Federal	Yes	No	No	Yes	Public	Currently owned by the National Park Service. Identified during the public comment period and in the Anacostia Watershed Association's funding application to the Chesapeake Bay Gateways Network. A viewing tower at Kenilworth and boat access or paddle craft launch is proposed.	2	Yes	Yes	No
Potomac River	District of Columbia	Potomac Overlook	DC5	Unknown	Yes	No	No	Yes	Public		3	Yes	Yes	Yes

## MARYLAND

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Adkins Pond	Wicomico	Adkins Mill Pond	MD51	Unknown	Yes	Yes	No	No	Public	A paddle craft launch could be constructed just behind the dam at this site, which could provide good fishing for crappie, largemouth bass, and sunfish.	3	No	No	No
Anacostia River	Prince George's	Anacostia River Park	MD65	Local Government	Yes	No	No	No	Public	The Anacostia Watershed Society has submitted a Chesapeake Bay Gateways Network grant application for the development of this site.	3	Yes	Yes	No
Antietam Creek	Washington	Antietam Drive	MD7	Unknown	Yes	Yes	No	Yes	Public	Formal boating, viewing, and fishing access are suggested for this site, which could provide good quality fishing for smallmouth bass, trout, and sunfish.	3	No	No	No
Antietam Creek	Washington	Burnside Bridge Road	MD5	State	Yes	Yes	No	Yes	Public	Formal boating, viewing, and fishing access are suggested for this site, which would provide good fishing for smallmouth bass and sunfish.	3	No	No	No
Antietam Creek	Washington	Harpers Ferry Road	MD4	Unknown	Yes	Yes	No	No	Public	Formal boating and fishing access are suggested for this site, which would provide good fishing opportunities for smallmouth bass and sunfish.	3	No	No	Yes
Antietam Creek	Washington	Oak Ridge Drive	MD6	Unknown	Yes	Yes	No	Yes	Public	Formal boating, viewing, and fishing access are suggested for this site, which would provide good fishing for smallmouth bass, trout, and sunfish.	3	No	No	No
Antietam Creek	Washington	Shepherdstown Pike	MD3	State	Yes	Yes	No	Yes	Public	Formal boating, fishing, and viewing access are suggested for this site, which is a popular put-in point for rafting. It would provide good fishing for smallmouth bass and sunfish.	3	No	No	No
Back Creek	Baltimore	Prospect Park	MD74	Local Government	Yes	Yes	No	No	Public	This site is on the Star-Spangled Banner National Historic Trail. Fishing may be limited due to water quality and sedimentation.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Back Creek	Baltimore	Bauer Farm	MD12	Private	Yes	Yes	No	Yes	Public	Multiple suggestions were submitted for this site, which is an historic homestead on the Star-Spangled Banner National Historic Trail.	3	Yes	Yes	No
Bear Creek	Baltimore	Bear Creek Park	MD62	Local Government (Baltimore Co. Dept. of Recreation and Parks)	Yes	Yes	No	Yes	Public	Six comments were received improving access at this site, which is on the Star-Spangled Banner National Historic Trail and includes scenic views of North Point battle-field. This would be a good site for a paddle craft launch. Fishing quality may be limited by water quality and sedimentation.	3	Yes	Yes	No
Bear Creek	Baltimore	Charlesmont Park	MD34	Local Government	Yes	Yes	No	Yes	Public	Multiple suggestions were received in support of fishing and viewing access at this site, which is also on the Star-Spangled Banner National Historic Trail.	3	Yes	Yes	No
Bear Creek	Baltimore	Chesterwood Park	MD75	Local Government (Baltimore Co. Dept. of Recreation and Parks)	Yes	Yes	No	Yes	Public	Two suggestions were received for this site, which currently needs repair to its pier and additional access to the water. This would be a good location for community-based youth fishing, but water quality may limit the quality of fishing opportunities.	3	Yes	Yes	No
Bear Creek	Baltimore	Watersedge Park	MD73	Unknown	Yes	Yes	No	Yes	Public	This site is on the Star-Spangled Banner National Historic Trail. Fishing opportunities may be limited due to water quality and sedimentation. This location is owned by the Baltimore County Department of Recreation and Parks.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Bear Creek and Lynch Cove	Baltimore	Stansbury Park	MD72	Local Government	Yes	Yes	No	Yes	Public	Seven suggestions were received for this site, which is on the Star-Spangled Banner National Historic Trail. There is currently no safe public access to the water in this multi-use park. The park features a pond stocked by the MD Department of Natural Resources, as well as biking paths, walking paths, and natural areas. There is a strong community effort to utilize this park, and restoration efforts have included bay-related and urban environmental education. Fishing may be poor due to water quality and sedimentation.	3	Yes	Yes	No
Bohemia River	Cecil	Locust Point and Town Point, Cara Cove	MD101	Unknown	Yes	No	No	No	State Agency	The acquisition and development of four (1-2 acre) public landings with boat ramps and piers is suggested for this site, which was also identified in the Maryland Access Study for the Captain John Smith Chesapeake National Historic Trail, Sept. 2008.	3	Yes	Yes	No
Brenton Bay	St. Mary's	Potomac River Waterfront Park	MD94	Unknown	Yes	No	No	No	State Agency	It is suggested that land be acquired and developed into a waterfront park to provide boating access to Brenton Bay and the Patuxent River. This site was also identified in the Maryland Access Study for the Captain John Smith Chesapeake National Historic Trail, Sept. 2008.	3	Yes	Yes	Yes
Chesapeake Bay	Anne Arundel	Beverly Triton Beach Park	MD81	Local Government	No	Yes	No	No	State Agency	A fishing pier at this site would provide a good location for community-based youth fishing opportunities. This site was also identified in the Maryland Access Study for the Captain John Smith Chesapeake National Historic Trail, Sept. 2008.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Chesapeake Bay	Anne Arundel	Chesapeake Bay Foundation Philip Merrill Environmental Center	MD9	Private	Yes	Yes	Yes	Yes	Public	The quality of shoreline fishing at this site is very good, especially for white perch and striped bass.	3	No	No	No
Chesapeake Bay	Anne Arundel	Fort Smallwood Park	MD76	Local Government	Yes	No	No	No	Public	Three suggestions were received for this site. Construction of a boating access facility is planned for this site.	3	Yes	Yes	No
Chesapeake Bay	Anne Arundel	Franklin Point Park	MD66	State (Md. Dept. of Natural Resources)	Yes	Yes	Yes	Yes	Public	This site has the potential for good shoreline fishing and would be an excellent place to launch paddle craft.	2	Yes	Yes	No
Chesapeake Bay	Anne Arundel	Harry and Jeanette Weinberg Park	MD82	Local Government	Yes	No	No	No	State Agency	The development of a boat ramp or paddle craft launch is suggested for this site, which was also identified as an access opportunity in the Maryland Access Study for the Captain John Smith Chesapeake National Historic Trail, Sept. 2008.	3	Yes	Yes	No
Chesapeake Bay	Anne Arundel	Mayo Beach Park	MD77	Local Government	Yes	Yes	Yes	No	Public	Two suggestions were received for this site, especially noting need for a boating and fishing pier. This site is also a good location for fair to good quality shoreline fishing for white perch, striped bass, spot, and croaker.	3	Yes	Yes	No
Chesapeake Bay	Anne Arundel	Thomas Point Park	MD27	Unknown	Yes	No	No	No	Public	Boating access, especially for aquatic wind sports and paddle craft, is suggested for this site.	3	Yes	Yes	No
Chesapeake Bay	Baltimore	Fort Howard Park	MD83	Local Government	No	No	No	Yes	State Agency	The development of an interpretive trail and observation decks are suggested for this site, which was also identified as an access opportunity in the Star-Spangled Banner National Historic Trail Plan.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Chesapeake Bay	Baltimore	Fort Howard Park	MD85	Local Government	Yes	No	No	No	State Agency	The addition of a paddler's wayside to the existing fishing pier on the southern tip of the park would provide boating access to Bay and the Patapsco River.	3	Yes	Yes	No
Chesapeake Bay	Baltimore	North Point State Park	MD69	State (Md. Dept. of Natural Resources)	Yes	Yes	Yes	Yes	Public	This site would be a good location for a boat ramp if an adequate water depth exists.	3	Yes	Yes	No
Chesapeake Bay	Calvert	Cove Point Lighthouse	MD64	Unknown	Yes	Yes	Yes	Yes	Public	Informal access to the Chesapeake Bay is provided at this site by the Calvert Marine History Museum. This site has seasonal shoreline/surf fishing opportunities for striped bass and bluefish.	3	Yes	Yes	No
Chesapeake Bay	Dorchester	Blackwater National Wildlife Refuge	MD78	Federal	No	No	No	Yes	State Agency	The construction of two photo blinds with associated boardwalks along the wildlife drive on the Blackwater River are suggested for this site, which was also identified for access opportunities in the 202e Report Research, Sept 2009.	3	No	No	No
Chesapeake Bay	Dorchester	Blackwater National Wildlife Refuge	MD79	Federal	No	Yes	No	No	State Agency	The construction of a fishing pier and boardwalk is suggested for this site. Fishing opportunities at this site would be seasonal.	3	No	No	No
Chesapeake Bay	Dorchester	Punch Island Road	MD30	Local Government	No	Yes	No	Yes	Public	This site has the potential for quality fishing for striped bass, bluefish, spotted sea trout, spot, and croaker from late spring through autumn.	3	Yes	Yes	No
Chesapeake Bay	Harford	Aberdeen Proving Ground Military Reservation	MD41	Federal	Yes	No	No	No	Public	Public boating access is suggested for the Aberdeen Proving Ground Military Reservation marina.	3	Yes	Yes	No
Chesapeake Bay	Harford	Pooles Island	MD45	Federal	No	No	No	Yes	Public	This site is in the Aberdeen Proving Ground Military Reservation.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Chesapeake Bay	Kent	Aberdeen Proving Ground Tockwogh Tower	MD37	Federal	No	No	No	Yes	Public	This unused Aberdeen Proving Ground observation tower provides excellent views of the upper Bay. The site is surrounded by land owned by YMCA Camp Tockwogh.	3	Yes	Yes	No
Chesapeake Bay	Kent	Aberdeen Proving Ground Fairlee Tower	MD44	Federal	Yes	No	No	Yes	Public	This is the southernmost Aberdeen observation tower.	3	Yes	Yes	No
Chesapeake Bay	Kent	Eastern Neck NWR	MD80	Federal	No	No	No	Yes	State Agency	The construction of a boardwalk leading to shoreline photo blinds is suggested at Eastern Neck NWR.	3	Yes	Yes	No
Chesapeake Bay	Kent	Rocky Point Tower	MD36	Federal	No	No	Yes	Yes	Public	This infrequently used Aberdeen Proving Ground observation tower has excellent views across the upper Bay.	3	Yes	Yes	No
Chesapeake Bay	Kent	Tolchester	MD43	Local Government	Yes	Yes	No	Yes	Public	A paddle craft ramp and/or a public boardwalk are suggested. This site provides good seasonal fishing from shore June through September for striped bass.	3	Yes	Yes	No
Chesapeake Bay, Sassafras River	Kent	Aberdeen Proving Ground Howell Point Tower	MD38	Federal	No	No	No	Yes	Public	This unused Aberdeen Proving Ground observation tower provides excellent views of the upper Bay. The site is surrounded by land owned by YMCA Camp Tockwogh.	3	Yes	Yes	No
Chester River	Queen Anne's	Conquest Beach	MD8	Local Government	Yes	Yes	Yes	Yes	Public	Conditions for quality shoreline fishing at this site may be limited.	3	No	No	No
Chester River/ Chesapeake Bay	Queen Anne's	Langenfelder Marina/ Love Point State Park	MD42	State	Yes	Yes	No	Yes	Public	Once a steamboat landing, this site has outstanding shoreline fishing opportunities and creation of boating access would provide additional access to high quality fishing near the mouth of the Chester River. Maryland DNR is developing a management plan that includes boating and fishing access.	2	Yes	Yes	No
Chester River	Queen Anne's	Old Bridge Approach	MD57	State	Yes	No	No	Yes	Public	The abandoned bridge ramp at this site could be converted into a car-top launch.	3	No	No	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Double Pipe Creek	Carroll	Detour	MD2	Unknown	Yes	Yes	Yes	Yes	Public	This site would provide good quality fishing for sunfish and catfish.	3	No	No	No
Double Pipe Creek	Carroll	Double Pipe Creek Park	MD56	Local Government	Yes	Yes	No	No	Public		3	No	No	No
Elk River	Cecil	Frenchtown	MD35	Private	No	No	No	No	Public	This is an historic landing site of the British in the Revolutionary War.	3	Yes	Yes	No
Elk River	Cecil	Sassafras River Water Trail	MD100	Unknown	Yes	No	No	No	State Agency	A launch site for paddle craft is suggested for this site, which was also identified as an access opportunity in the Star-Spangled Banner National Historic Trail Plan.	3	Yes	Yes	No
Magothy River	Anne Arundel	Magothy River Access	MD15	Unknown	Yes	No	No	No	Public		3	No	No	No
Manokin River	Somerset	Manokin River	MD11	Local Government	Yes	Yes	Yes	Yes	Public	A boat ramp is suggested at this site. An existing pier could provide seasonal, high quality fishing opportunities, but the closest boat ramp is located at Champ Wharf on St. Peters Creek.	3	No	No	No
Miles River	Talbot	Miles Point	MD31	Local Government	No	Yes	No	Yes	Public	Recently saved from development, this is a beautiful green space just outside of St. Michaels. This site may offer good shoreline fishing for white perch, striped bass, bluefish, spot, and croaker.	3	No	No	No
Mill Creek	Anne Arundel	Mill Creek	MD25	Federal	Yes	No	No	No	Public		3	Yes	Yes	No
Mill Creek	Kent	Toal Park	MD47	Local Government	Yes	Yes	Yes	Yes	Public	In particular, a sheltered small boat trail head is suggested for this site, which is noted as a great spot for bass fishing and has the potential for fair-to-good shoreline fishing for white perch, yellow perch, sunfish, largemouth bass, crappie, and catfish.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Monocacy River	Frederick	Bridgeport Access Project MD Rt. 140 Bridge	MD32	State	Yes	Yes	No	Yes	Public	The MD Rt. 140 bridge is slated for replacement in 2012. The Monocacy Scenic River Citizens Advisory Board has recommended public access here to the MD State Highway Administration. The proposed boating access will be developed in partnership with Frederick and Carroll County Park and Recreation Departments.	2	No	No	No
Monocacy River	Frederick	Bruceville	MD58	Unknown	Yes	Yes	No	Yes	Public	Boating access at this site would provide a good midway point in the Bridgeport-Mumma Ford Road stretch of river for paddlers looking for a shorter trip. This site also has the potential to provide good fishing for smallmouth bass, sunfish, and catfish.	3	No	No	No
Monocacy River	Frederick	Bullfrog Road Bridge	MD59	Unknown	Yes	Yes	No	Yes	Public	This site would provide a good alternative to a site at the MD Rt. 140 bridge, where the road is considered too busy. This site has the potential for good quality fishing for smallmouth bass, sunfish, and catfish.	3	No	No	No
Monocacy River	Frederick	Shoemaker Road	MD60	Unknown	Yes	Yes	No	Yes	Public	This site is located near Shoemaker Road where it crosses over the Monocacy River to become Baptist Road. This site would provide a good alternative to a site at the MD Rt. 140 bridge, where the road is considered too busy. This site has the potential for good quality fishing for smallmouth bass, sunfish, and catfish.	3	No	No	No
Morgnec Creek	Kent	Blue Bridge	MD39	State	Yes	Yes	No	No	Public	A paddle craft launch for boats and a fishing dock are suggested for this site. Shoreline fishing opportunities are good in the spring for white perch and yellow perch. Boaters have access to catfish, perch, and carp.	3	No	No	No
Morris Mill Pond	Wicomico	Morris Mill Pond	MD54	Local Government	No	Yes	No	Yes	Public		3	No	No	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Nanticoke River	Dorchester	Vienna	MD106	Local Government	Yes	No	No	No	Agency	A 2011 Chesapeake Bay Gateways Network application for financial assistance suggested the development of a new access for paddle craft at the Old Nanticoke Inn.	2	No	No	No
Nanticoke River	Wicomico	Nanticoke WMA	MD103	State	No	Yes	No	Yes	Public	Suggestions for recreational facilities at this site would need to align with management philosophy and primitive landscape.	3	Yes	No	No
Nassawango Creek	Worcester	Nassawango Creek	MD50	Private	Yes	Yes	No	No	Public	Currently, paddle craft access is available just off the road, but formal access has not been developed. This site also has possible fishing opportunities for crappie, sunfish, and in spring, yellow perch, white perch, and hickory shad.	3	No	No	No
North Point Creek	Baltimore	Elston Property	MD33	Local Government	Yes	No	No	No	Public	This eleven-acre waterfront site is adjacent to North Point State Park. No boat ramp exists on the North Point peninsula at this time.	3	Yes	Yes	No
North Point Creek	Baltimore	North Point State Park Haul Road	MD71	State (Md. Dept. of Natural Resources)	No	No	No	Yes	Public	This site provides a view of the headwaters of North Point Creek.	3	Yes	Yes	No
North Point Creek	Baltimore	North Point State Park Oak Road	MD70	Local Government	Yes	Yes	No	Yes	Public	This is a county-owned, waterfront property.	3	Yes	Yes	No
Old Road Bay	Baltimore	Fort Howard Veterans Park	MD68	Unknown	Yes	No	Yes	Yes	Public	This site is on the Star-Spangled Banner National Historic Trail. It offers poor fishing opportunities due to water quality and sedimentation.	2	Yes	Yes	No
Parker Pond	Wicomico	Parker Pond	MD52	Local Government	Yes	Yes	No	No	Public	This site could potentially provide good fishing opportunities for largemouth bass, crappie, and sunfish, dependent upon water quality.	3	No	No	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Patapsco River	Baltimore	Baltimore Harbor	MD28	Local Government	Yes	Yes	No	Yes	Public		3	Yes	Yes	No
Patapsco River	Baltimore	Veterans Administration Property	MD86	Federal	Yes	No	No	No	State Agency	A paddle craft launch is suggested at this site to provide additional boating access near Fort Howard Park.	3	Yes	Yes	No
Patapsco River/ Inner Harbor	Baltimore	Webster Street Waterfront	MD63	Unknown	Yes	Yes	No	Yes	Public	This would be a great location for community-based youth fishing events, but quality of fishing fair to poor due to poor water quality.	3	Yes	Yes	No
Patapsco River West Branch	Carroll	Finksburg/ Emory Rd	MD61	Unknown	Yes	Yes	No	Yes	Public		3	No	No	No
Patuxent River	Anne Arundel	Patuxent Research Refuge	MD87	Federal	No	No	No	Yes	State Agency	An observation tower overlooking Merganser Pond is suggested for this site. tower located within the forest canopy at this location would provide views of the Patuxent River and migrating songbirds.	3	Yes	Yes	No
Patuxent River	Anne Arundel	Patuxent Water Trail	MD89	Unknown	No	No	No	Yes	State Agency	Three new water observation and interpretation areas are suggested for this site on the Middle Patuxent. This site was also identified as an access opportunity in the Star-Spangled Banner National Historic Trail Plan.	3	Yes	Yes	No
Patuxent River	Anne Arundel	Sands Road	MD29	Local Government	Yes	Yes	No	Yes	Public	This stretch of the Patuxent River offers excellent opportunities for catch-and-release fishing for hickory and American shad in the spring. Summer fishing for catfish and carp can also be good.	3	Yes	Yes	No
Patuxent River	Calvert	Navy Welfare and Rec Beach	MD102	Unknown	Yes	No	No	No	Public	This site is upriver from Point Patience.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Patuxent River	Calvert	Solomons Island	MD105	Local Government	Yes	No	No	No	Agency	The Star-Spangled Banner National Historic Trail Water Trail Plan suggests developing a paddler's launch at the Solomons Boat Ramp and Fishing Pier adjacent to Route 4 bridge.	2	No	Yes	No
Patuxent River	Charles	Benedict Gateway	MD1	Local Government	Yes	Yes	No	Yes	Public	This site is included in the draft Benedict Waterfront Village Revitalization Plan. Current recommendations are to provide parking, interpretation, and water access. This site may also be suitable for a boat launch.	3	Yes	Yes	No
Patuxent River	Prince George's	Patuxent Research Refuge	MD88	Federal	No	No	No	Yes	State Agency	Viewing access would provide additional opportunities to see wildlife along the water's edge.	3	Yes	Yes	No
Patuxent River	Prince George's	Patuxent Water Trail	MD90	Unknown	Yes	No	No	No	State Agency	The development of a paddler's wayside is suggested for this site, which was also identified as an access opportunity in the Star-Spangled Banner National Historic Trail Plan.	3	Yes	Yes	No
Patuxent River	St. Mary's	Sotterley Plantation	MD91	Private	Yes	No	No	No	State Agency	A paddler's wayside, dock, or tie-down is suggested for this site, which was also identified as an access opportunity in the Star-Spangled Banner National Historic Trail Plan.	3	Yes	Yes	No
Potomac River	Charles	Morgantown	MD19	Unknown	Yes	Yes	No	Yes	Public	A fishing pier and boat launch are suggested for this site, which would provide excellent fishing opportunities for boaters/kayakers. Public parking is needed.	3	Yes	Yes	No
Potomac River	Prince George's	Oxon Cove Park	MD92	Federal (National Park Service)	Yes	No	No	No	State Agency	A floating dock on the south side of the cove is suggested for this site, which is on the Star-Spangled Banner National Historic Trail.	2	Yes	Yes	Yes

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Potomac River	Prince George's	Oxon Cove Park	MD93	Federal (National Park Service)	No	No	No	Yes	State Agency	An observation deck on the north side of the cove is suggested for this site, which is on the Star-Spangled Banner National Historic Trail.	2	Yes	Yes	Yes
Potomac River	Prince George's	Piscataway Park	MD26	Federal	No	Yes	No	Yes	Public	This site offers high quality fishing for tidal largemouth bass, striped bass, and catfish.	3	Yes	Yes	Yes
Potomac River	St. Mary's	St George's Creek	MD96	Unknown	Yes	No	No	No	State Agency	The development of a paddle craft launch is suggested at this site, which was also identified as an access opportunity in the Maryland Access Study for the Captain John Smith Chesapeake National Historic Trail, Sept. 2008.	3	Yes	Yes	No
Potomac River	St. Mary's	St. Jerome's Creek	MD95	Unknown	Yes	No	No	No	State Agency	The development of a paddle craft launch is suggested at this site, which was also identified as an access opportunity in the Maryland Access Study for the Captain John Smith Chesapeake National Historic Trail, Sept. 2008.	3	Yes	Yes	No
Sassafras River	Cecil	Mt. Harmon Plantation	MD46	Private	Yes	Yes	Yes	Yes	Public	Two suggestions were received for this site, which is the location of a private museum. A trail network for small vessels is suggested around this area of the river.	3	Yes	Yes	No
Sassafras River	Cecil	Mount Harmon Plantation	MD97	Private	Yes	No	No	Yes	State Agency	A new dock and an observation deck to view wildlife and water features are suggested for this site.	3	Yes	Yes	No
Sassafras River	Cecil	Sassafras River-301 Bridge	MD48	Unknown	Yes	No	No	Yes	Public		3	No	No	No
Sassafras River	Kent	Elkton Landing	MD98	Unknown	Yes	No	No	No	State Agency	A paddle craft launch is suggested for this site, which was also identified as an access opportunity in the Star-Spangled Banner National Historic Trail Plan.	3	Yes	Yes	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Sassafras River	Kent	Sassafras River Water Trail	MD99	Unknown	Yes	No	No	Yes	State Agency	Suggestions for this site include a gateway area with enhanced shoreline green space, a paddler's launch, docking and short-term storage, parking, picnic area, a gazebo, and potentially public restrooms.	3	Yes	Yes	No
Sassafras River	Kent	Shallcross Wharf	MD40	Local Government	Yes	Yes	No	Yes	Public	In particular, a ramp for car-top boat use and a short public boardwalk are suggested for this site. This site may offer good for shore-line fishing for largemouth bass, white perch, yellow perch, and catfish.	3	Yes	Yes	No
Seneca Creek	Montgomery	Seneca Creek	MD17	State	No	Yes	No	Yes	Public	Fishing opportunities are seasonal (spring) for trout.	3	No	No	No
Shallow Creek	Baltimore	Fort Howard Park	MD13	Local Government	Yes	Yes	No	Yes	Public	Fishing opportunities at this site may be limited due to shallow water.	3	Yes	Yes	No
Shallow Creek	Baltimore	Fort Howard Park- North Point Road	MD14	Local Government	Yes	Yes	No	Yes	Public	Fishing opportunities at this site may be limited due to shallow water.	3	Yes	Yes	No
Shallow Creek	Baltimore	Fort Howard Park - Todd House	MD84	Local Government	Yes	No	No	No	State Agency	A paddle craft launch on Shallow Creek and a paddler's wayside at the Todd House are suggested to provide access to the Patapsco River. This site was also identified as an access opportunity in the Star-Spangled Banner National Historic Trail Plan.	3	Yes	Yes	No
Shallow Creek	Baltimore	Todds Inheritance	MD67	State (Md. Dept. of Natural Resources)	Yes	No	No	Yes	Public	This is a historic homestead site on the Star-Spangled Banner National Historic Trail, North Point Heritage Trail, and Scenic Byway.	2	Yes	Yes	No
South River	Anne Arundel	Old South River Road	MD24	Unknown	Yes	Yes	No	No	Public	This may be a good location for launching light crafts.	3	No	No	No
South River	Anne Arundel	South River Road	MD23	Unknown	Yes	No	No	No	Public	This may be a good location for launching light crafts.	3	No	No	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
South River & Almshouse Creek	Anne Arundel	Londontowne	MD22	Unknown	Yes	Yes	No	Yes	Public	This site may offer high-quality shoreline fishing for white perch, striped bass, and bluefish.	3	No	No	No
St. Leonard Creek	Calvert	Jefferson Patterson Park	MD104	Local Government	No	No	No	Yes	Agency	The Star-Spangled Banner National Historic Trail Water Trail Plan suggests a deck/boardwalk to provide water views.	2	No	Yes	No
Seneca Creek Tributary	Montgomery	Seneca Creek State Park	MD18	State	No	No	No	Yes	Public		3	No	No	No
Still Pond	Kent	Old Coast Guard Station	MD21	Unknown	Yes	No	Yes	No	Public	Multiple suggestions for formal boating and swimming access were received for this site.	3	Yes	Yes	No
Susquehanna River	Cecil	Ice House Park	MD16	Local Government (Town of Perryville)	Yes	Yes	No	Yes	Public	Ice House Park is a 5-3/4 acre parcel of land adjacent to Garrett Island that will be developed by the town as a waterfront park. This site provides excellent fishing for yellow perch, white perch, striped bass, hickory, American shad, black bass, and catfish. A paddle craft launch, fishing, and viewing access are suggested.	3	Yes	Yes	No
Susquehanna River	Cecil	Octoraro Creek	MD20	Local Government	Yes	Yes	No	Yes	Public	This site is near the MD Rt. 222 Bridge.	3	Yes	No	No
Swan Creek	Harford	Swan Creek/Edgewood	MD10	Federal	Yes	Yes	No	Yes	Public	Shoreline fishing opportunities are modest, but a boat ramp or pier would provide access to high quality fishing on the Susquehanna Flats.	3	Yes	Yes	No
Tony Tank Pond	Wicomico	Pine Bluff	MD53	Local Government	Yes	Yes	No	No	Public		3	No	No	No
Wicomico River	Wicomico	Pemberton Park	MD49	Local Government	Yes	Yes	No	Yes	Public	This Chesapeake Bay Gateways site has a natural potential water trail around Bell Island and along the Wicomico River, but would require a paddle craft launch. This location also has the potential for seasonal shoreline fishing for yellow and white perch, sunfish, and channel catfish.	3	No	No	No

**MARYLAND (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Wicomico River	Wicomico	Upper Ferry Terminal	MD55	Local Government	Yes	Yes	No	Yes	Public		3	No	No	No

**NEW YORK**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Oaks Creek	Otsego	Oaks Creek Blueway Trail	NY1	State	Yes	No	No	No	Agency	This suggestion, submitted through a 2011 Chesapeake Bay Gateways Network financial assistance application, will address a gap in access at the headwaters of the Susquehanna River watershed.	2	No	No	No

## PENNSYLVANIA

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Canadochly Creek	York	Canadochly Creek	PA18	Unknown	Yes	No	No	No	Public	This site may provide access to the Susquehanna River. This stretch of the Susquehanna has private marinas until Lock #2 Recreation Area.	3	No	No	No
Chemung River	Bradford	South Waverly	PA41	State	Yes	No	No	No	State Agency	This site is between Tozers Landing and the PA/NY Border.	2	No	No	No
Conestoga River	Lancaster	Conestoga River	PA65	Private	No	Yes	No	No	State Agency		3	No	No	No
Driftwood Branch	Cameron	Driftwood Branch	PA62	Local Government	Yes	Yes	No	No	State Agency		3	No	No	No
Little Juniata River	Blair	Tyrone At Rt. 453	PA56	State	Yes	No	No	No	State Agency	A paddle craft launch is suggested for this site. There is currently no access here, but a PA Department of Transportation Park-and-Ride provides ample parking near the river.	2	No	No	No
Little Juniata River	Huntingdon	Downstream of Rt. 305 Bridge	PA76	Unknown	Yes	Yes	No	No	State Agency	A paddle craft launch is suggested for this site near Barree.	2	No	No	No
Little Juniata River	Huntingdon	Spruce Creek Church	PA55	Private	Yes	No	No	No	State Agency	This site currently does not offer public access, but would be well suited for a paddle craft launch.	3	No	No	No
Little Juniata River	Huntingdon	Pemberton	PA78	Unknown	Yes	Yes	No	No	State Agency	Site needs to be reviewed for concrete ramp and other improvements.	3	No	No	No
Little Juniata River	Huntingdon	Rothrock State Forest near Barree	PA77	State	No	Yes	No	No	State Agency	The PA Fish and Boat Commission is planning installation of a paddle craft launch at Greene Hills Campground outside of Barree. Additional improvements can be made for fishing access at this location.	1	No	No	No
Juniata Main Stem	Huntingdon	Mt. Union	PA72	Local Government	Yes	Yes	No	No	State Agency	Fishing and boating access were requested through a 2011 application to the Chesapeake Bay Gateways Network financial assistance program.	2	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Juniata Main Stem	Mifflin	McVeytown	PA70	Unknown	Yes	Yes	No	No	State Agency	Unpowered boating and fishing access are suggested for this site.	3	No	No	No
Juniata Main Stem	Mifflin	Rt. 103 and Wharton Rd.	PA71	Private	Yes	Yes	No	No	State Agency	Unpowered boating and fishing access are suggested for this site.	3	No	No	No
Juniata Main Stem	Perry	Millerstown	PA69	Local Government	Yes	Yes	No	No	State Agency	.	3	No	No	No
Juniata River	Dauphin	Reese's Point	PA61	Private	Yes	No	No	No	State Agency	Formal boating access is suggested for this site.	3	No	No	No
Juniata River	Huntingdon	Juniata River	PA52	Private	Yes	No	No	No	State Agency	Access has previously been proposed at this location.	3	No	No	No
Juniata River	Perry	Howe Township Park	PA60	Local Government	Yes	No	No	No	State Agency	A 2011 application to the Chesapeake Bay Gateways Network financial assistance program suggests the development of a single-lane concrete plank launch to provide access to the Juniata River Water Trail. The facility would provide the only public access on the Juniata River between Greenwood Access and Amity Hall Access (approximately 14 miles).	1	No	No	No
Juniata Frankstown Branch	Blair	Ganister	PA75	Private	Yes	Yes	No	No	State Agency	Unpowered boating and fishing access is suggested for this site.	3	No	No	No
Juniata Frankstown Branch	Huntingdon	Borough of Alexandria	PA74	Private	Yes	Yes	No	No	State Agency	The PA Fish and Boat Commission is currently working to develop access at this site.	1	No	No	No
Juniata River Frankstown Branch	Huntingdon	Longitude 78 8' 32.685 W Latitude 40 34' 11.61 N	PA54	Private	Yes	No	No	No	State Agency	This site currently does not offer public access, but would be well suited for a paddle craft launch.	3	No	No	No
Juniata River Frankstown Branch	Huntingdon	Mt. Etna Access	PA57	Unknown	Yes	No	No	No	State Agency	This site currently does not offer public access, but would be well suited for a paddle craft launch.	3	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Juniata Frankstown Branch	Perry	Neff Bridge	PA73	Unknown	No	Yes	No	No	State Agency		3	No	No	No
Juniata River Raystown Branch	Bedford	Breezewood Access	PA53	State	Yes	No	No	No	State Agency	This is currently an undeveloped, wooded site.	2	No	No	No
Juniata Raystown Branch	Bedford	Cooper Site	PA80	Unknown	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Juniata Raystown Branch	Bedford	Cypher Bridge	PA81	Unknown	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Juniata Raystown Branch	Bedford	Everett	PA83	Unknown	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Juniata Raystown Branch	Bedford	Herline Bridge	PA86	Unknown	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Juniata Raystown Branch	Bedford	Juniata Woolen Mill	PA84	Private	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Juniata Raystown Branch	Bedford	Old Bedford Village	PA85	Private	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Juniata Raystown Branch	Bedford	Riddlesburg	PA79	Unknown	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Juniata Raystown Branch	Bedford	Ritchey Bridge	PA82	Unknown	Yes	Yes	No	No	State Agency	Paddle craft and fishing access is suggested for this site.	3	No	No	No
Mahantango Creek	Dauphin	Confluence of Mahantango Creek and Susquehanna River	PA19	Private	Yes	No	No	No	Public		2	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Pine Creek	Potter	Mill Street Bridge	PA50	Local Government	Yes	Yes	No	No	State Agency		3	No	No	No
Pine Creek	Tioga	Rexford Access	PA49	Local Government	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Sinnemahoning Creek	Clinton	Sinnemahoning Creek	PA64	Private	Yes	Yes	No	No	State Agency		3	No	No	No
Sinnemahoning Creek Main Branch	Cameron	Main Branch of Sinnemahoning Creek	PA63	Private	Yes	Yes	No	No	State Agency		3	No	No	No
Stony Creek	Dauphin	Stony Creek	PA59	Private	Yes	No	No	No	State Agency	Formal boating access is suggested at this site at the mouth of Stony Creek	3	No	No	No
Susquehanna River	Bradford	Asylum Township	PA35	Local Government	Yes	No	No	No	State Agency	Formal boating access is suggested at this site. In particular, formalizing gravel access is suggested.	3	No	No	No
Susquehanna River	Bradford	Riverfront Access	PA16	Local Government	Yes	Yes	No	No	Public	A boat launch is suggested at this site.	3	No	No	No
Susquehanna River	Bradford	Terrytown Access River Mile 254	PA34	State	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna River	Bradford	Wyalusing	PA33	Local Government	Yes	No	No	No	State Agency	Formal boating access is suggested at this site. In particular, formalizing the currently available carry-in access is suggested.	3	No	No	No
Susquehanna River	Dauphin	Dauphin Borough	PA20	Local Government	Yes	Yes	No	No	Public	A paddle craft launch is suggested for this site, but a steep slope to the river will make the construction of a launch a challenge. If a nearby site could be found, this location would probably be deleted, though it could still be used for fishing and viewing.	2	No	No	No
Susquehanna River	Dauphin	Duncannon Borough	PA24	Local Government	Yes	No	No	No	Public	Discussions about developing this site have taken place between the PA Fish and Boat Commission and the borough, but funding is currently unavailable.	2	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Owner-ship	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Susquehanna River	Dauphin	Ft. Halifax	PA22	Local Government	Yes	No	No	No	Public	A new town park is currently being developed at this site.	3	No	No	No
Susquehanna River	Dauphin	Fort Hunter Park	PA87	Local Government	Yes	No	No	No	Agency	A 2011 application to the Chesapeake Bay Gateways Network financial assistance program suggests the development of a new paddle craft launch facility to access the Middle Susquehanna Water Trail. The facility will provide the only public paddle craft access on the east shore of the Susquehanna between the towns of Middletown and Duncannon (approximately 25 miles).	2	No	No	No
Susquehanna River	Lancaster	Blue Rock - Manor Township	PA36	Local Government	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna River	Lancaster	Conoy Township Park	PA67	Local Government	No	Yes	No	No	State Agency		2	No	No	No
Susquehanna River	Lancaster	Lancaster Co.	PA68	Local Government	No	Yes	No	No	State Agency		3	No	No	No
Susquehanna River	Lancaster	Marietta Park	PA66	Local Government	No	Yes	No	No	State Agency	State planning for the potential development of this site is currently underway.	2	No	No	No
Susquehanna River	Luzerne	Canal Park	PA31	Local Government	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna River	Luzerne	Nanticoke	PA30	Private	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna River	Luzerne	Pittston	PA32	Unknown	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna River	Luzerne	South Canal Street Park	PA29	Local Government	Yes	No	No	No	State Agency	This site is currently being developed by the Pennsylvania Fish and Boat Commission	1	No	No	No
Susquehanna River	Northumberland	Herndon	PA23	Local Government	Yes	No	No	No	Public	This site is on the Herndon town waterfront. Currently, there is no east shore boating access within 10 miles north of this location or within 12 miles to the south.	2	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Susquehanna River	Perry	Duncannon	PA25	Private	Yes	No	No	No	Public		3	No	No	No
Susquehanna River	Union	Confluence of North and West Branches of Susquehanna River	PA21	Local Government	Yes	No	No	No	Public	A 2011 application to the Chesapeake Bay Gateways Network financial assistance program requests the installation of 15 portable docks to accommodate 30 to 40 motorized boats or as many as 60 paddle craft.	3	No	No	No
Susquehanna River	York	Klines Run Park	PA37	Private	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna North Branch	Bradford	Susquehanna North Branch	PA44	Local Government	Yes	Yes	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna North Branch	Bradford	Terrytown Access	PA45	State	Yes	Yes	No	No	State Agency		2	No	No	No
Susquehanna North Branch	Luzerne	Susquehanna - North Branch	PA27	Unknown	Yes	Yes	No	Yes	Public		3	No	No	No
Susquehanna North Branch	Luzerne	West Pittston	PA26	Unknown	Yes	Yes	No	Yes	Public	The West Pittston area of the Susquehanna's North Branch currently lacks public access for approximately 14 miles. A grant application was submitted to the PA Fish and Boat Commission to support the development of a boat ramp at this site in the past.	1	No	No	No
Susquehanna North Branch	Wyoming	Laceyville	PA42	Local Government	Yes	No	No	No	State Agency	Development of this site was funded as a part of a 2010 Chesapeake Bay Gateways Network project to provide boat access, but was not completed due to heavy flooding.	1	No	No	No
Susquehanna North Branch	Wyoming	Mehoopany Twp. at Proctor & Gamble Plant	PA43	Private	Yes	Yes	No	No	State Agency		2	No	No	No
Susquehanna West Branch	Clearfield	Elliot's Landing	PA8	Private	Yes	Yes	No	No	Public		3	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Susquehanna West Branch	Clearfield	Goldenrod	PA9	Private	Yes	Yes	Yes	No	Public	This site would provide good intermediate access for low flow seasons, and would also be a good site for large group overnights.	3	No	No	No
Susquehanna West Branch	Clearfield	Irvin Park, Curwensville	PA5	Private	Yes	Yes	No	Yes	Public		3	No	No	No
Susquehanna West Branch	Clearfield	Lumber City	PA2	Unknown	Yes	Yes	No	No	Public	The suggested site would be downstream of the bridge to avoid erosion.	3	No	No	No
Susquehanna West Branch	Clearfield	Mahaffey	PA3	Local Government	Yes	Yes	Yes	Yes	Public	Development of this publically owned site would open a new stretch of the West Branch for bass fishing, provide a good take-out location for early season paddlers, and provide a good put-in location for summer floats. A grant application was submitted to the PA Fish and Boat Commission for the development of this site.	2	No	No	No
Susquehanna West Branch	Clearfield	McGees Mills	PA46	Private	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna West Branch	Clearfield	Millstone Run	PA47	Private	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Susquehanna West Branch	Clearfield	Porters Bridge/Hogback	PA6	Private	Yes	Yes	Yes	No	Public	The development of this site, adjacent to an existing bridge, would provide intermediate access that is needed during low flow events and bass season.	3	No	No	No
Susquehanna West Branch	Clearfield	Rolling Stone access	PA10	Private	Yes	No	No	No	Public		3	No	No	No
Susquehanna West Branch	Clearfield	Susquehanna West Branch	PA4	Unknown	Yes	Yes	Yes	No	Public	There is bank erosion at this site that could be addressed with stream enhancement structures that could double as a paddle craft launch.	3	No	No	No
Susquehanna West Branch	Clearfield	Susquehanna West Branch	PA48	Private	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Owner-ship	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Susquehanna West Branch	Clearfield	VFW site	PA7	Unknown	Yes	Yes	Yes	No	Public	The existing access below the bridge near this location has constant issues with sediment loading below the bridge structure. This site has natural access to river. Parking would need to be provided via a shared-use agreement or easement with VFW.	3	No	No	No
Susquehanna West Branch	Clinton	Bakers Run	PA11	State	Yes	Yes	No	Yes	Public	Some improvements have already been made at this site, but a paddle craft launch, camping area, and restroom facilities are needed for the gap between Hyner and Lock Haven.	1	No	No	No
Susquehanna West Branch	Clinton	Memorial Park	PA12	Local Government	Yes	Yes	No	No	Public	In particular, a paddle craft launch at Memorial Park would provide fishing access and an excellent rest spot for paddlers.	2	No	No	No
Susquehanna West Branch	Clinton	Wayne Township	PA13	Local Government	Yes	Yes	No	Yes	Public		3	No	No	No
Susquehanna West Branch	Lycoming	Heritage Park	PA1	Local Government (Muncy Historical Society)	Yes	Yes	No	Yes	Public	Boating (paddle craft), viewing, and fishing access are suggested for this site. Muncy Historical Society plans to develop the site as an 11-acre heritage park. Currently, these plans lack funding, and a grant application has been submitted to the PA Fish and Boat Commission.	2	No	No	No
Susquehanna West Branch	Lycoming	Jersey Shore Borough RM 55	PA17	Private	Yes	Yes	No	Yes	Public	To support development of this site, applications were submitted in 2011 for Chesapeake Bay Gateway Network funding and a PA Fish and Boat Commission access grant. The Jersey Shore Borough has matching funds available for access development.	1	No	No	No

**PENNSYLVANIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Susquehanna West Branch	Northumberland	Watsontown	PA14	Unknown	Yes	Yes	No	Yes	Public	A paddle craft launch at this site would provide access to downtown, parking, groceries, hardware, eating, and drinking establishments. Other public sites currently exist near this location, but do not provide access to the town.	3	No	No	No
Susquehanna West Branch	Union	Lewisburg	PA15	Local Government	Yes	Yes	No	Yes	Public	A paddle craft launch at this location would provide access to downtown, a local park, and amenities.	3	No	No	No
Susquehanna West Branch	Union	Rt. 15 Bypass Bridge	PA51	State	Yes	No	No	No	State Agency	Formal boating access is suggested at this site.	3	No	No	No
Swatara Creek	Lebanon	Black Ridge Road	PA39	Private	Yes	No	No	No	State Agency		2	No	No	No
Swatara Creek	Lebanon	Pine Road at Valley Glen	PA38	Private	Yes	No	No	No	State Agency		2	No	No	No
Swatara Creek	Lebanon	River Mile 27	PA40	Private	Yes	No	No	No	State Agency	Acquisition of this site has been funded by the state of Pennsylvania. Boat access has been proposed.	1	No	No	No
Tunkhannock Creek	Wyoming	Lazy Brook Park	PA28	Local Government (Tunkhannock Township)	Yes	Yes	No	No	Public		3	No	No	No
Wiconisco Creek	Dauphin	Elizabethville	PA58	Private	Yes	Yes	No	No	State Agency	This site is located where SR225 crosses the Wiconisco Creek.	3	No	No	No

## VIRGINIA

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Appomattox River	Amelia	River Road Crossing	VA79	Unknown	Yes	No	No	No	State Agency	Amelia County is planning to develop this site, which is recommended for public access in the 2007 Virginia Outdoors Plan.	2	No	No	No
Appomattox River	Amelia	Route 360 Crossing	VA78	Unknown	Yes	No	No	No	State Agency	Amelia County is planning to develop this site, which is recommended for public access in the 2007 Virginia Outdoors Plan.	2	No	No	No
Appomattox River	Buckingham	Route 612 Bridge	VA39	Unknown	Yes	No	No	No	Public	Boating access at this site would provide access to the upstream end of the Appomattox River in the Featherfin Wildlife Management Area. This site is not suitable for motorboats and would require further review to be considered for paddle craft.	3	No	No	No
Appomattox River	Chesterfield	Route 602 Bridge	VA42	Unknown	Yes	Yes	No	No	Public	This site would not be suitable for motorboats and would need to be reviewed to determine if it is suitable for paddle craft.	2	No	No	No
Appomattox River	Colonial Heights	Appomattox River Trail	VA91	Local Government	Yes	No	No	Yes	Public	The Appomattox River Trail currently offers beautiful water views and would benefit from boating access and additional viewing areas.	2	No	No	No
Appomattox River	Colonial Heights	Roslyn Landing Colonial Heights	VA92	Local Government	Yes	No	No	No	Public	This appears to be in a good location, but might require a companion site.	2	No	No	No
Appomattox River	Powhatan	Route 604 Bridge	VA41	Unknown	Yes	Yes	No	No	Public	This site would provide access to the upstream end of the river in the Amelia Wildlife Management Area. This site is not suitable for motorboats and needs more review to be considered for paddle craft.	3	No	No	No
Appomattox River	Powhatan	Route 609 Bridge	VA40	Unknown	Yes	Yes	No	No	Public	This site would not be suitable for motorboats and needs more review to be considered for paddle craft.	2	No	No	No
Bailey's Creek	Henrico	Fussell Mill Pond	VA93	State	Yes	Yes	Yes	Yes	Public	This site is located near an historic 1864 battlefield.	2	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Belmont Bay	Fairfax	Mason Neck State Park	VA98	State	Yes	No	No	No	State Agency		3	Yes	Yes	No
Bennett's Creek/ York River	Poquoson	Rens Rd	VA18	Unknown	Yes	Yes	No	No	Public	Discussions about funding improvements at this site are currently underway between the city and the VA Department of Game and In-land Fisheries.	3	Yes	No	No
Big Run	Rockingham	Big Run	VA7	Private	No	No	No	Yes	Public		3	No	No	No
Cat Point Creek	Richmond	Cat Point Creek	VA110	Private	Yes	No	No	No	Agency	A 2011 application to the Chesapeake Bay Gateways Network financial assistance program suggests a canoe launch and floating dock at the north end of the Menokin shoreline.	2	No	No	No
Cat Point Creek	Richmond	Cat Point Creek	VA111	Private	No	No	No	Yes	Agency	A 2011 application to the Chesapeake Bay Gateways Network financial assistance program suggests a covered shelter for viewing flora and fauna at the southern end of the Menokin shoreline.	2	No	No	No
Cedar Creek	City of Suffolk	Lone Star Lakes Lodge Area	VA105	Local Government	Yes	No	No	No	Agency	A paddle craft landing is suggested for this site to provide access to the Nansemond River.	3	Yes	No	No
Chesapeake Bay	Accomack	Broadway Landing	VA33	Local Government	Yes	Yes	No	Yes	Public	A small area of land at this site is owned by Accomack County and could be enlarged to provide a better kayak launch and parking. Five public suggestions were received in favor of adding access at this site.	3	Yes	No	No
Chesapeake Bay	Accomack	Mason's Beach	VA32	Private	Yes	Yes	Yes	Yes	Public		3	Yes	No	No
Chesapeake Bay	Mathews	Doctors Creek	VA16	Unknown	Yes	No	No	No	Public	Boating access at this site would provide additional access to the Mathews Blueways Water Trail.	3	Yes	No	No
Chesapeake Bay	Mathews	Sand Bank Road	VA24	Unknown	Yes	Yes	No	No	Public		3	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Chesapeake Bay/ Mobjack Bay	Mathews	Davis Creek	VA66	Private	Yes	No	No	No	Public		3	Yes	No	No
Chickahominy River	Charles City	Wild Life Preservation	VA26	Federal	Yes	Yes	No	Yes	Public	Paddle-boat access is currently provided at Eagles Rest.	3	Yes	No	No
Chickahominy River	New Kent	Chickahominy Lake	VA10	Private	Yes	Yes	No	Yes	Public		2	Yes	No	No
Chickahominy River	New Kent	New Kent Forestry Center	VA5	State (VA Dept. of Forestry) (managed by VA Dept. of Game & Inland Fisheries)	Yes	No	No	No	Public	There once was an access point here that has fallen into disrepair and is now closed to the public. This site would be suitable for a paddle craft launch and could be developed as a companion site for site VA4. However, downstream travel from this point would have to be discouraged as there are no additional take-out points.	2	Yes	No	No
Chickahominy River	New Kent	Providence Forge Access	VA4	Unknown	Yes	No	No	No	Public	An existing bridge crossing may provide an opportunity to expand the VA Department of Transportation Right-of Way to improve the roadside pull off. A companion site (possibly suggested site VA5) would be needed to complement this site for paddle craft.	2	Yes	No	No
Chickahominy River	New Kent	Game Farm Marsh	VA83	Unknown	Yes	Yes	No	Yes	State Agency	This site is recommended for public access in the 2007 Virginia Outdoors Plan.	2	Yes	No	No
Chuckatuck Creek	Suffolk	Eclipse	VA56	Private	No	No	No	Yes	Public	Chuckatuck Creek has no public access except near its headwaters. A public comment suggests that the state acquire property in this area and develop it for public viewing access.	3	Yes	No	No
Chuckatuck Creek	Suffolk	Lone Star Lakes Lodge Park	VA89	Local Government	Yes	No	No	No		A paddle craft launch is suggested for this site.	2	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
College Creek	Town of Williamsburg	College Creek Park	VA103	Local Government	Yes	No	No	No	Public	This site currently has parking, picnicking tables, and boardwalk/ viewing platform. An informal paddle craft site is in use and causing significant bank erosion. The access area needs to be hardened and formalized as a launch site.	2	Yes	No	No
Diascund Creek	James City	Route 60 Bridge over Diascund Ck.	VA44	Private	Yes	Yes	No	Yes	Public	The church that owns this private property currently allows small boat access from their property (except on Sundays). This site provides excellent fishing and wildlife viewing downstream on the tidal creek. Public comments suggest exploring the possibility for developing a formal easement leading to the water's edge.	3	No	No	No
Dragon Run/ Plankatank River	Middlesex	Route 17 Bridge	VA84	Unknown	Yes	No	No	No	State Agency		3	Yes	No	No
East River	Mathews	East River Boat Ramp	VA63	Local Government (Mathews Co.)	Yes	Yes	No	No	Public	This site is close to the VA Department of Game and Inland Fisheries' Town Point landing.	2	Yes	No	No
East River	Mathews	East River Boat Yard	VA17	Local Government	Yes	Yes	No	No	Public	This is a former landing site for the seafood industry. There would be a significant cost associated with clean-up and development.	3	Yes	No	No
East River	Mathews	Put-in-Creek	VA70	Local Government	Yes	No	No	No	Public	Boating access is suggested near Mathews County Courthouse, but would require more examination for feasibility.	3	Yes	No	No
East River/ Mobjack Bay	Mathews	Williams Wharf	VA25	Unknown	Yes	No	No	No	Public	This site is close to downtown Mathews.	3	Yes	No	No
Elizabeth River	Chesapeake	Great Bridge Lock Park	VA85	Local Government	Yes	No	No	Yes	State Agency	This site is included in a Chesapeake Bay Gateways Network application.	2	No	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Elizabeth River	Norfolk	Fort Norfolk	VA94	Federal	Yes	Yes	No	Yes	Public	This site is the location of an intact War of 1812 fort. This federal property may have restrictions related to the development of public access.	3	Yes	No	No
Farnham Creek	Richmond	Rappahannock River Valley NWR Laurel Grove Tract	VA6	Federal	Yes	No	No	No	Public	A small paddle craft launch added to this site would greatly enhance opportunities for short paddle trips by school groups from the VA Department of Transportation site upriver, while also enhancing access to the Rappahannock.	2	Yes	No	No
Greys Creek	Surry	Greys Creek	VA36	Private	Yes	No	No	Yes	Public		3	Yes	No	No
Halfway Creek	James City	Halfway Creek	VA3	Federal	Yes	No	No	No	Public	A public comment recommended developing paddle craft access to this site, which would provide additional access to College Creek and the Colonial National Historic Park. However, federal regulations currently prohibit public boating access to or from Colonial National Historic Park.	3	Yes	No	No
Hampton Roads/ Chesapeake Bay	Hampton	Fort Monroe	VA8	Unknown	Yes	Yes	No	Yes	Public	Fort Monroe is currently transitioning from a military base to public ownership. Multiple suggestions for public access were received for this site. Sufficient water depth along the beach would need to be identified to support the development of boating structures.	2	Yes	No	No
Hazel and Thornton Rivers	Culpeper	Hazel and Thornton Rivers	VA96	Unknown	Yes	No	No	No	Public	Boating access is needed at this site near Rixeyville.	3	No	No	No
Holden's Creek	Accomack	McKemie Park	VA97	Unknown	Yes	No	No	No	Public	Currently, no boat ramp exists at this site, though paddle craft can be launched from the creek bank. Formal boating access is suggested at this location.	2	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
James R. or College Creek	James City	College Creek Access	VA2	Federal	Yes	No	No	No	Public	Paddle-craft access is recommended at this site. However, federal regulations currently prohibit public boating access to or from Colonial National Historic Park.	3	Yes	No	No
James River	Botetourt	Alpine	VA108	Private	Yes	No	No	No	Agency	Paddle craft access was suggested for this site on the upper James River, approximately 10 miles downstream from Buchanan.	2	No	No	No
James River	Buckingham	Hatton Ferry	VA50	VA Dept. of Transportation	Yes	Yes	No	No	Public	Boating and fishing public access are needed in this location to break up the long float between Howardsville and Scottsville. The VA Department of Transportation currently owns this property and allows informal paddle-sport access. Formal access should be developed at this site.	3	No	No	No
James River	Charles City	Lawrence Lewis, Jr. Park	VA11	Local Government	Yes	Yes	No	Yes	Public	This site has already been permitted for a boat launch. However, the locality currently lacks the funds to construct it.	1	Yes	No	No
James River	Isle of Wight	James River	VA35	Local Government (Isle of Wight County)	Yes	Yes	No	Yes	Public	This site is the gateway to the south side of the James River. The county currently does not have any funds available, but would like to see public access developed here in the future. A potential need for frequent dredging may limit opportunities at this site.	3	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
James River	Nelson	Howardsville	VA49	Unknown	Yes	Yes	No	No	Public	The existing public access at Howardsville will be closed due to inadequate parking and many complaints. It needs to be replaced to provide a good takeout from the existing landing at Midway. A boat ramp is greatly needed at this location to support the water trail. The north shore provides the deeper water to handle motorboats. The south shore would handle paddle craft only. Two public comments were received in favor of developing public access at this site, and state agencies support the need for public access in this location.	3	No	No	No
James River	Prince George	James River National Wildlife Refuge	VA9	Federal	Yes	No	No	Yes	Public		2	Yes	No	No
James River	Surry	Claremont	VA28	Local Government	Yes	Yes	No	Yes	Public		3	Yes	No	No
James River	Surry	James River	VA37	Local Government	Yes	No	No	No	Public		3	Yes	No	No
James River	Chesterfield	Bermuda Hundred	VA27	Private	Yes	Yes	No	Yes	Public	Public comments suggest that this property is owned by Park 500 (Phillip Morris). It provides good access to Presquile Isle (Turkey Island). In the past, small groups of kayakers could get permission to launch there, but not anymore. Additional review of the feasibility of access at this site is required.	3	Yes	No	No
James River, Back River or creek	James City	Jamestown Island	VA1	Federal	Yes	No	No	No	Public	This site received numerous suggestions for paddle craft access, but federal regulations that protect the historic context of the site currently prohibit public boating access to or from Colonial National Historic Park.	3	Yes	No	No
Johns Creek	Craig	Sean Comer	VA30	Unknown	Yes	No	No	Yes	Public	The water depth at this location is very shallow and a companion site would be required.	3	No	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Lake Anna	Louisa	North Anna River	VA31	Private	Yes	Yes	No	Yes	Public		3	No	No	No
Lower Chippokes Creek	Surry	Chippokes Plantation State Park	VA101	State	Yes	No	No	No	State Agency	Paddle craft access is proposed at this site, which was identified in the Captain John Smith Chesapeake National Historic Trail - James Segment Plan.	2	Yes	No	No
Mattaponi River	Caroline	Paige Road Bridge	VA51	State	Yes	Yes	No	No	Public	This site is located on the Mattaponi Wildlife Management Area. Fishing, hunting, and wildlife viewing are all very good. This site would be the middle of three proposed access sites on this stretch of the river for paddle craft.	3	Yes	No	No
Mattaponi River	Caroline	Route 207 Bridge	VA52	Unknown	Yes	Yes	No	No	Public	The bridge contractors have developed a road between the two bridges that leads to the river, but parking is needed.	3	Yes	No	No
Maury River	Rock-bridge	Route 622 Bridge	VA54	Private	Yes	No	No	No	Public	Informal access currently exists at this site for hand-carried boats. All other uses are prohibited by the landowner. Public comments suggest that boating access at this location should be formalized and made permanent.	3	No	No	No
Maury River	Rock-bridge	Route 631 Bridge	VA53	Unknown	Yes	Yes	No	No	Public	Informal access currently exists at this site on the Maury River. Formal boating and fishing structures are proposed for this site.	2	No	No	No
Messongo Creek	Accomack	Tims Landing	VA62	Unknown	Yes	No	No	Yes	Public		2	Yes	No	No
Morris Creek	Charles City	Upper Morris Creek	VA43	State	Yes	Yes	No	Yes	Public	This site would provide access to the Chickahominy Wildlife Management Area. It would be suitable for paddle craft only.	3	No	No	No
Mulberry Creek	Lancaster	Belle Isle State Park	VA100	State	No	Yes	No	No	State Agency	The development of a fishing platform is suggested for this site at Belle Isle State Park on Mulberry Creek.	2	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Nansemond River	City of Suffolk	Old US Naval Communications Station	VA106	Private	Yes	No	No	Yes	Agency	This is a large, publicly owned site with great potential for viewing and at least a paddle craft launch.	2	Yes	No	No
Nansemond River	Suffolk	Driver Sportsplex Park	VA57	Local Government	No	No	No	Yes	Public	Suffolk City owns a small portion of land with access possibilities between two portions of the Nansemond National Wildlife Refuge that could be developed with the National Wildlife Refuge. The park is NOT open to the public.	3	Yes	No	No
Nansemond River	Suffolk	End of Route 125	VA55	Local Government	No	Yes	No	Yes	Public	State Route 125 (Kings Highway) bridge was demolished and left a great site for fishing and viewing access on both sides of the river. This site is already graded to the river and is probably owned by the VA Department of Transportation.	3	Yes	No	No
Nansemond River	Suffolk	Land under Route 17 Bridge	VA61	Private	Yes	No	No	Yes	Public	This site used to have a private bait shop and pier that were washed out after a storm and were not replaced.	2	Yes	No	No
Nansemond River	Suffolk	Sleepy Hole Park	VA90	Local Government	Yes	No	No	No	Public	Boating access, possibly in the form of a boat ramp or a paddle craft launch is suggested for this site. The city, which currently owns this site, has expressed interested in developing one or both of these options.	2	Yes	No	No
Nansemond River	Suffolk	VA DOT	VA58	State (VA Dept. of Transportation)	Yes	No	No	Yes	Public		1	Yes	No	No
Nansemond River	Suffolk	Lone Star Park at Cedar Creek	VA60	Local Government (Suffolk County)	No	No	No	Yes	Public	This waterfront property was formerly used for shipping commerce down the river. Bulkheads and road access are already in existence at this site.	2	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Nansemond River West Branch	Suffolk	Brady's Marina	VA59	Private	Yes	Yes	No	Yes	Public	The old, private marina that currently exists at this site is in disrepair and may be very costly to purchase and renovate, but the location is very good.	2	Yes	No	No
North Fork Rivanna River	Albemarle	Dickerson Road Bridge Crossing	VA75	Unknown	Yes	No	No	No	State Agency	This would be a good site for paddle craft if it is developed with a companion site. This site is recommended for public access in the 2007 Virginia Outdoors Plan.	2	No	No	No
North River	Mathews	Rt 617	VA13	Unknown	Yes	Yes	No	Yes	Public	Access at this location would connect the Mathews Blueways Water Trail to Mobjack Bay.	3	Yes	No	No
Occoquan River	Fairfax	Occoquan Regional Park	VA69	Local Government (Regional Park Authority)	Yes	Yes	No	Yes	Public	This site has an existing, town-managed facility in place.	2	Yes	No	Yes
Occoquan River	Prince William	Lake Ridge Park	VA109	Local Government	Yes	No	No	No	Agency	A 2011 application to the Chesapeake Bay Gateways financial assistance program suggests the development of ADA-accessible docks for kayaks and canoes at Lake Ridge Park, as part of the Occoquan Water Trail.	2	No	No	No
Onancock Creek	Accomack	Onancock School Landing	VA95	Unknown	Yes	No	No	No	Public	Boating access is suggested for this site, which is part of the Onancock Creek Water Trail Project and would be a good companion site for educational programming.	1	Yes	No	No
Onancock Creek	Accomack	Poplar Cove Wharf	VA34	Private	Yes	Yes	No	Yes	Public	This site has an old marine railway and is a scenic destination for bicyclists riding from Onancock. Water depth is insufficient for motorboats, but the old railway could be developed into a good paddle craft launch if parking was provided.	3	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Pagan River	Isle of Wight	Rt 623 Bridge Crossing	VA102	Public (Town of Smithfield)	Yes	Yes	No	No	Public	The potential exists to develop a paddle craft launch on property adjacent to the Rt. 623 Bridge. The site appears suitable for parking and a paddle craft launch.	2	Yes	No	No
Pamunkey River	Hanover	Below Route 301 Bridge	VA82	Unknown	Yes	No	No	No	State Agency	Boating access is suggested at this site, which is recommended for public access in the 2007 Virginia Outdoors Plan.	2	No	Yes	No
Pamunkey River	King William	Judy Swamp	VA47	Unknown	Yes	Yes	No	No	Public	The Pamunkey River currently has very limited public access. This site is located in the middle of three proposed light boat access sites and would be a good site for paddle craft.	3	No	No	No
Pamunkey River	King William	Route 360 Bridge	VA46	Unknown	Yes	Yes	No	No	Public	The Pamunkey River currently has very limited public access. This site is located close to major population centers and has good wildlife viewing opportunities. It was previously considered for public access development by the VA Department of Game and Inland Fisheries. The site was found to be not suitable for motorboats, but would serve paddle craft if a companion site is identified.	3	No	No	No
Pamunkey River	King William	Route 360 Crossing	VA81	Unknown	Yes	No	No	No	State Agency	Boating access, especially for paddle craft, is suggested at this location on Big Creek off of the Pamunkey River. This site is recommended for public access in the 2007 Virginia Outdoors Plan.	2	No	No	No
Pamunkey River	King William	Route 615 Bridge	VA48	Unknown	Yes	Yes	No	No	Public	The Pamunkey River currently has very limited public access. This is the uppermost site in a series of three proposed light boat access sites and would be a good site for paddle craft.	3	No	No	No
Pamunkey River	New Kent	Route 624	VA45	Unknown	Yes	Yes	No	No	Public	The tidal portion of the Pamunkey River currently has very limited public access.	3	Yes	No	No

**VIRGINA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Pamunkey River	New Kent	Big Creek	VA80	Unknown	Yes	No	No	No	State Agency	This would be a good location for paddle craft access.	2	Yes	No	No
Perrin River/ York River	Gloucester	Cooks Landing	VA23	Unknown	Yes	No	No	No	Public	Historically, this area has been a commercial seafood landing. However, a transfer of ownership has left watermen in need of a docking site. Boating access is suggested at this site, though commercial and recreational needs would have to be examined to ensure compatible use.	3	Yes	No	No
Piakatank River	Middlesex	Deltaville	VA72	Unknown	Yes	No	No	No	Public		2	Yes	No	No
Piankatank River	Mathews	Chapel Lane (Rt 631)	VA15	Unknown	Yes	Yes	Yes	No	Public		3	Yes	No	No
Piankatank River	Mathews	Route 3 Bridge	VA19	Unknown	Yes	No	No	No	Public	There is an existing, unimproved launch site at this location.	3	Yes	No	No
Potomac River	Fairfax	Riverside Park	VA29	Unknown	No	Yes	No	Yes	Public	This site is along the GW Parkway. Federal restrictions need to be reviewed to assess if public access is feasible at this location.	3	Yes	Yes	Yes
Rapidan River	Madison	Liberty Mills (Rt.231)	VA87	Unknown	Yes	No	No	No	State Agency	A paddle craft launch is suggested at this site.	3	No	No	No
Rapidan River	Orange	Madison Mills (Rt. 15)	VA88	Unknown	Yes	No	No	No	State Agency		1	No	No	No
Rappa-hannock River	Essex	Bowlers Wharf	VA20	Unknown	Yes	Yes	Yes	Yes	Public		3	Yes	No	No
Rappa-hannock River	Essex	Prince Street Public Pier	VA12	Private	No	No	No	Yes	Public	The Tappahannock Main Street Program hopes to provide viewing access to the river via the construction of a public pier at the site of a previous historic pier. The town is purchasing land for a public park and may be able to help fund the pier. This site has previously been identified for potential public access in association with the Captain John Smith Chesapeake National Historic Trail.	2	Yes	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Rappahannock River	Fauquier	Rappahannock Station Park	VA74	Local Government	Yes	Yes	No	Yes	State Agency		3	No	No	No
Rappahannock River	Lancaster	Belle Isle State Park	VA99	State (VA Dept. of Conservation and Recreation)	Yes	No	No	No	State Agency		2	Yes	No	No
Rappahannock River	Middlesex	Lagrange Creek	VA22	Unknown	Yes	No	No	No	Public		3	Yes	No	No
Rappahannock River	Middlesex	Route 3 Bridge	VA71	Unknown	Yes	No	No	No	Public		2	Yes	No	No
Rappahannock River	Orange	Raccoon Ford	VA67	State	Yes	Yes	No	Yes	Public	This site is too steep for motorboat access, but could also be used for paddle craft.	2	No	No	No
Rappahannock River	Spotsylvania	Hunting Run	VA68	Local Government	Yes	No	No	No	Public		2	No	No	No
Rappahannock River	Stafford	Washington's Ferry Farm	VA86	Federal	Yes	No	No	Yes	State Agency		3	Yes	No	Yes
Rappahannock River/ Chesapeake Bay	Middlesex	Stingray Point	VA14	Unknown	Yes	No	No	No	Public		1	Yes	No	No
Rappahannock River/ Piscataway Creek	Essex	Mouth of Piscataway Creek	VA73	State	Yes	No	No	No	Public	Formal boating access is suggested at this site. The site currently features an informal, gravel access point just near the Route 17 bridge over the creek.	2	Yes	No	No
Rivanna River	Charlottesville	Pen Park	VA77	Local Government	Yes	Yes	No	Yes	State Agency	This site has been reviewed by the VA Department of Game and Inland Fisheries and would be suitable for paddle craft if a companion site is developed with it. This site is recommended for public access in the 2007 Virginia Outdoors Plan and in the City of Charlottesville Parks and Recreation Plan.	2	No	No	No

**VIRGINIA (continued)**

Water Body	County	Site Name	Site ID	Current Ownership	Potential Activities				Source	Special Notes	Plan Category	Relationship to Existing Trails		
					Boat	Fish	Swim	View				CAJO	STSP	POHE
Severn River/ Mobjack Bay	Gloucester	Severn Wharf Road	VA65	Unknown	Yes	No	No	No	Public		2	Yes	No	No
South Fork Rivanna River	Albemarle	Route 29 Crossing below South Fork Reservoir Dam	VA76	Unknown	Yes	No	No	No	State Agency	This site, a good location for paddle craft, has been reviewed by the VA Department of Game and Inland Fisheries. There are plans for Albemarle County to develop this site in partnership with the VA Department of Transportation. This site is recommended for public access in the 2007 Virginia Outdoors Plan.	2	No	No	No
Turkey Neck Creek	Charles City	Turkey Neck Creek at Rt. 5 crossing	VA104	State and Private	Yes	No	No	No	Public	This site would provide access to Presquile NWR. It could be developed as a paddle craft launch site in conjunction with the development of the Capital Bike Trail.	3	Yes	No	No
Ware River	Mathews	Mobjack	VA64	Unknown	Yes	No	No	No	Public	This site is at the end of Warehouse Road.	2	Yes	No	No
Western Branch Nansemond River	City of Suffolk	Brady's Marina	VA107	Local Government	Yes	No	No	Yes	Agency	This is an existing marina in need of major renovation; may become available for public acquisition.	3	Yes	No	No
York River	Gloucester	Timberneck Rd.	VA21	Unknown	Yes	Yes	No	Yes	Public		3	Yes	No	No
York River	York	Werner Novak	VA38	Federal	Yes	Yes	No	Yes	Public	Paddle craft access is suggested for this site, but federal regulations currently prohibit public boating access to or from Colonial National Historic Park.	3	Yes	No	No

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## Appendix C

### Potential Funding Sources

Listed below are a series of federal and state funding sources that can be used to support public access development. This is only a partial list of potential funders for access sites. Local governments have direct funding capabilities not shown here; various corporations and foundations support access site expansion as well.

#### Federally Funded Programs

- *Chesapeake Bay Gateways and Watertrails Network:* This National Park Service program provides financial and technical assistance for public access site development in association with some 170 sites or trails in the Gateways and Watertrails Network and along the Captain John Smith Chesapeake National Historic Trail and Star-Spangled Banner National Historic Trail. Financial assistance requires a 1:1 match.
- *Boating Infrastructure Grant Program (BIG):* Administered by the U.S. Fish and Wildlife Service, this program provides grants for transient moorage (tie-ups) serving recreational motorboats 26 feet and longer. Could help with water to land access. Financial assistance requires a 25 percent match.
- *Transportation Enhancement Program:* Administered by the Federal Highway Administration and state departments of transportation, this program may fund access projects if directly tied to history of water based transportation. Financial assistance requires a 20 percent match.
- *Recreational Trails Program (RTP):* This program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the U.S. Department of Transportation's Federal Highway Administration. This program may fund access projects if it can be shown that the site is a part of a designated water trail. Financial assistance requires a 20 percent match.
- *Land and Water Conservation Fund (LWCF):* Through the "state-side" of the LWCF, the National Park Service provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. Funding can include both acquisition and development and requires a 50 percent match.
- *Sport Fish Restoration and Boating Safety Trust Fund (Dingle-Johnson/Wallop-Breaux):* This program, administered by the U.S. Fish and Wildlife Service, may fund land acquisition and the development, operation, and maintenance of boating access facilities. Financial assistance requires a 25 percent match.

## State-Funded Programs

- *Maryland's Program Open Space (POS)*: This is a nationally recognized program that funds acquisition and recreation facility development. The local grant component (local-side POS) provides financial and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas. The state component (state-side POS) involves analysis, rankings, and on-site inspections to verify ecological benefits and cost factors. The Maryland Department of Natural Resources (DNR) will consider purchase of lands outside of the updated Green Infrastructure for exceptional recreational, cultural, historical, educational, water access, resource-based economic, and in-holding/management purposes in existing DNR-managed land and parks.
- *Maryland Waterway Improvement Fund*: This program, administered by the Maryland Department of Natural Resources, provides funding to local, state, and federal agencies in the form of matching grants for a variety of capital projects, services, and safety initiatives for the boating public.
- *Virginia Land Conservation Fund*: This fund, administered by the Virginia Department of Conservation and Recreation under the Parks and Open Space category, can fund the acquisition of land for public access. Projects require a 1:1 match. Applications are accepted from both government entities and nonprofit organizations.
- *Virginia Saltwater Fishing Recreational Development Fund*: This program, administered by the Virginia Marine Resources Commission, may fund the development of public access projects in the areas of the state requiring a saltwater fishing license and would enhance fishing opportunity. Projects require a 25 percent match.
- *Virginia Motor Boat and Water Safety Fund*: This fund can be used for the administration, law enforcement, boating education and safety, and purposes of direct benefit to the boating public. The Department of Game and Inland Fisheries is considering the development of a local grant program for public access using this fund. If this program is approved, it would require a 25 percent local match.
- *Pennsylvania Access Improvement Program*: This program provides compensation to landowners who grant a public fishing access and conservation easement to the Pennsylvania Fish & Boat Commission.
- *Pennsylvania Community Conservation Partnership Grant Program (C2P2)*: This program, administered by the Pennsylvania Department of Conservation and Natural Resources, offers a wide range of grant and technical assistance programs to help communities, land conservancies, and non-profit organizations plan, acquire, and develop parks, recreation facilities, and river resources. Grants require a 1:1 match.
- *Delaware Land & Water Conservation Trust Fund (DTF)*: This program funds active and passive outdoor recreation facilities and land acquisition. Car-top launch sites are eligible for funding assistance. Larger water access sites are encouraged to seek Sport Fish Restoration and Boating Safety Trust Fund (Dingle-Johnson/Wallop-Breaux) funds. Grants require a 1:1 match.