

MEMORANDUM

TO: Alfred T. Guido

FROM: Richard F. Barker

DATE: June 3, 1975

SUBJECT: Committee Report on Plans for the Bicentennial,
Washington Crossing State Park

On May 29, 1975, the appointed committee (Indrak Ojamaa, David Poinsett, Olin White, Dirk van Damolen and I) met to review alternatives and prepare a proposal which would meet the public's needs for the Bicentennial activities at Washington Crossing State Park. The items listed below are presented for your consideration.

1. Several basic concepts were discussed concerning parking areas and the traffic flow of vehicles and people. However, our current thinking is to eliminate or at least minimize the use of people movers to simplify operations. To successfully do this requires that the visitors center, parking, and related facilities be located near the historic area. On the attached map, please note the proposed entrance road (A) the parking areas (B) and the area suggested for locating the visitors center (C).

(a) Access from County Route 516 is similar to the concept proposed in the preliminary master plan. This road is a major artery and the public could easily find the entrance. If properly designed, no backups should develop and tolls could be collected. However, it was mentioned that the local politicians and residents may oppose this entrance.

(b) The existing parking lot in the rear of the maintenance building holds about 250 cars. Its capacity could be enlarged especially, if it were paved and lined.

(c) A second parking area to the right of the entrance drive could be easily constructed and screened with plantings so a total of 500 to 700 cars would be accommodated.

(d) The visitor's center could be located on the playground or on the north east corner across Continental Lane.

(e) The distance to be walked from the parking lots to the visitor's center is minimal; thus negating the need for people movers.

(f) The capacity of the area could easily be controlled by the single entrance and size of the parking areas.

(g) It is recommended that the entrance road and primary parking lots be paved. On days of heavy use some overflow could be contained on the lawn areas.

2. Normal day use picnicking would be eliminated from Sullivan Grove and the area would be used only by historic visitors for eating a light lunch, etc.

3. The concession would remain in Sullivan Grove to serve bus groups and the overflow of persons who could not be accommodated in the visitors center.

4. Bicycles are now rented in Sullivan Grove and this activity could be expanded without relocation.

5. The playfield activities and day use picnicking in Sullivan Grove are to be relocated to site (D). Actually, these activities could be expanded in this area, since it has an abundance of wooded area and adjacent fields.

6. The historic area of the park will be closed to vehicular traffic by gating or permanently closing off the access roads (E).

7. Day use picnicking would be continued at Green Grove and Chestnut Grove in addition to site (D). However, access to these areas would be separated from the historic entrance. Road (F) now in existence would handle the activity and the picnickers would not be separated from their cars or have to ride a people mover as was the Phillips Farm concept.

8. A flag display as proposed by the Centennial Commission could add interest to the historic area, if located at the Memorial Overlook. Further, the plaques now located at the overlook should be moved to the top of the wall facing the flags so the public may benefit from its information.

9. The Flag Museum concept would no longer be needed, if Item 8 above was completed. It is suggested that a collection of military hardware be located in the building as a further attraction. Apparently the Hoshling family has offered such a collection to the Washington Crossing Association.

10. The Occupational Education Craft Displays could serve as a supplement to the visitors center program. They would also serve to accommodate some of the waiting public on crowded days. Their location could be on the playfield and/or near the visitors center.

11. Because of the hot afternoon sun and the schedule of the drama practice sessions, we have not recommended any regular use of the Open Air Theatre. However, an occasional speaker providing pertinent talks on Bicentennial events could be appropriately scheduled.

12. Plans for the building which we believe would be most appropriate for the visitor's center are attached. This structure is prefabricated and has the connotation of being a temporary structure. The sanitary facilities should be slightly expanded. The basic information, program, displays, refreshments, souvenirs and sitting area can all be supplied within this structure. Furthermore, its construction time is estimated to be about two months.

13. We recommend that fifty family campsites be added to the area now used only for group camping. There are no nearby campgrounds and this service would accommodate campers visiting the historic sites. In conjunction with this the road (G) crossing Phillips Farm and on to the Nature Center should be paved. The southern end of Brick Yard Road could be closed off. A paved bicycle path and foot path (H) should be constructed from the camp area into the park.

14. To control the camping and solve other operational problems, it is recommended that the office be moved to Bear Tavern.

15. An audio-slide presentation having a duration of 12-15 minutes would serve as the most appropriate kind of program. Other suggested programs and interpretative media would include: an electric map, display panels, artifacts and exhibits, pictures, collections, boat models, etc. (Providing interior pictures of the Ferry House may lessen the demand to enter this structure).

16. The river area should not be promoted and the basic use should be left to picnicking at this time.

17. Other suggestions.

- (a) Play revolutionary music in the historic area.
- (b) Construct and display a life size model of a Durham Boat and/or a Ferry Boat.
- (c) Install the 14 x 21' mural of Washington crossing the Delaware in the visitors center.
- (d) Secure wheels for the cannon now displayed at the Flag Museum.
- (e) Add bicycle loop trails in the historic area.

18. The following additional personnel are required to operate this area 16 hours per day:

- 7 Rangers (3 men/shift)
- 1 Curator
- 1 Carpenter
- 1 Electrician
- 2 Groundsmen
- 1 Head Groundsman
- 2 Repairers
- 3 Year-round seasonal interpreters

Also, the seasonal funds should be doubled to \$100,000 per year.

19. Specialized equipment required includes:

- 1 power sweeper (clearing paved parking areas and access roads).
- 2 motorcycles (patrol Continental Lane, the historic area, and other areas of the park).

20. Since the committee recommends that the above be accomplished by May 1, 1976, a meeting with you is immediately requested to discuss these proposals.

R.F.B.

RFB:ren

- cc: F. Rigg
- F. Guldotti
- I. Ojamaa
- D. Poinsett
- D. van Damelen ✓
- O. Write

The traffic on 546
will ~~increase~~
increase considerably
and probably triple
various B.C.
As this efficient
backlog might.

- Piece over same
1. low cost to road.
2. no facilities required
3. more to revenue.
theater or better
revenue also revenue.
4. Road parking
5. Lay museum to
Exit

1. Parking, B. how could we screen parking areas.
I agree only if there would be no problem?
2. VC. near 546. entrance
Pine fields, too close to 546.
3. Entrance 546 Prelim
Mr. Dean suggests, cuts
to have entrance there
and VC. so close to 546
is the main source
of opposition by the town
ship. I think we should
at this time at least
avoid any development
close to the perimeter of
the park.
4. When we eliminate
present park ~~entrance~~ one
way entrance roads