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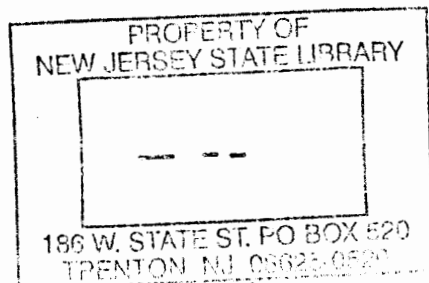
BEACH EROSION COMMISSION

OF THE

STATE OF NEW JERSEY



1951



REPORT
TO
GOVERNOR ALFRED E. DRISCOLL
AND THE
LEGISLATURE
OF THE
STATE OF NEW JERSEY
ON THE
PROTECTION AND PRESERVATION OF THE NEW JERSEY
BEACHES AND SHOREFRONT
BY THE
STATE BEACH EROSION COMMISSION

J. STANLEY HERBERT, *Chairman*
Senator from Monmouth County

FRANK S. FARLEY, *Vice-Chairman*
Senator from Atlantic County

A. PAUL KING, *Secretary*
Public Member from Ocean County

W. STEELMAN MATHIS
Senator from Ocean County

ANTHONY J. CAFIERO
Senator from Cape May County

MERRILL H. THOMPSON
Assemblyman from Monmouth County

LETTIE E. SAVAGE
Assemblywoman from Ocean County

JAMES E. FRASER (Deceased)
Assemblyman from Atlantic County

PAUL A. SALSBURG
Assemblyman from Atlantic County

NATHANIEL C. SMITH
Assemblyman from Cape May County

WILLIAM M. BIRTWELL
Public Member from Monmouth County

ANDREW HENRY
Public Member from Atlantic County

WALTER A. KEPPLER
Public Member from Cape May County

STATE OF NEW JERSEY
BEACH EROSION COMMISSION



JANUARY, 1951.

To Governor Alfred E. Driscoll, and the Legislature of the State of New Jersey:

This report is submitted in conformity with Chapter No. 14, Laws of 1949, which created the State Beach Erosion Commission and authorized it to investigate and study the subject of the protection and preservation of the beaches and shorefront of the State from erosion and other damage from the elements and to report its findings to the Governor and Legislature of New Jersey.

This is the third report submitted annually by this Commission. The first two reports, of 1949 and 1950, recorded the Commission's appraisal of the problem of preserving the New Jersey beaches and shorefront including the facts and circumstances pertinent to shaping State policy.

It was recognized that the shorefront municipalities, individually, over many years, have not only borne the losses of storm damage, but also in large part have shouldered the task of financing the cost of preserving the New Jersey beaches. Only one-quarter of an estimated \$30,000,000 investment in protective structures has been contributed by the State at large. Increased and more equitable State participation in executing and financing protective work was considered as amply justified.

People from all parts of the State annually journey to the shore areas for rest and recreation. This movement is mirrored in the crowded conditions of the shorebound highways from early spring until cold weather in the fall. Traffic during week days is heavy and on week-ends reaches and, at times, exceeds highway capacities.

This problem of vehicular traffic movement has received the earnest attention of the Governor, the State Department of Law and Public Safety, the State Highway Department and local officials

and police. Special and expedient plans for control and improvement of traffic flow have been devised and placed in operation with good results. The State Highway Department has met the urgency of the situation head-on not only by the construction of bridges and highways recently completed or now under way, but more particularly by accelerating the planning of new modern shorebound highways and improvements to existing highways.

The abundantly expressed desire of the people to travel to the shore areas is the shadow cast by the substance itself—the popular beaches of New Jersey. It is concomitant that equal and appropriate concern and action must be expressed by the State Government in preserving the beaches and shorefront for the people.

Heed must be paid, also, to the meaning of the boom in house building and retail business establishment throughout the shore areas. This has created a large diversity of small ownership and in particular absentee ownership. People from all over the State now have a vested interest in the shore and its welfare. This new concern is year round. No longer can it be said that the summer shore resident has no interest in the winter storms. The absentee owner represents a new growing segment of public opinion which is increasingly aware of the necessity for preserving the beaches and shorefronts.

In the 1950 Report, it was pointed out that of the 185.9 miles of frontage on Raritan Bay, Sandy Hook Bay, Atlantic Ocean, and Delaware Bay, 77.5 miles or 42 per cent required protection now. Of this frontage, protective structures have been constructed along 59.7 miles in varying degrees of completeness. The estimated probable cost of essential future construction was given as \$27,633,000. See Table No. 1 for geographical distribution of these items.

TABLE NO. 1

GEOGRAPHICAL DISTRIBUTION OF SHOREFRONT REQUIRING PROTECTION
AND ESTIMATED COSTS

<i>Unit No.</i>	<i>Beach Front Designation</i>	<i>Municipalities Included</i>	<i>Total Frontage-Miles</i>	<i>Frontage Now Being Protected-Miles</i>	<i>Frontage Requiring Protection-Miles</i>	<i>Estimated Cost Future Protection-Dollars</i>
1.	Raritan-Sandy Hook Bays	Madison Township to Highlands	19.2	12.2	7.1	\$960,000
2.	Monmouth County Oceanfront	Seabright to Manasquan	20.7	20.7	20.7	12,093,000
3.	Northern Ocean County	Point Pleasant Beach to Barnegat Inlet	23.3	0.6	0.0
4.	Southern Ocean County	Barnegat Light to Little Egg Inlet	18.6	3.2	15.0	875,000
5.	Brigantine Island	Galloway Township and Brigantine	9.8	2.1	3.0	100,000
6.	Absecon Island	Atlantic City to Longport	9.1	9.1	9.1	6,950,000
7.	Ocean City	Ocean City	7.6	3.9	3.9	1,000,000
8.	Sea Isle City Vicinity	Upper Township and Sea Isle City	6.9	1.6	3.5	1,365,000
9.	Avalon-Stone Harbor	Avalon and Stone Harbor	7.6	2.1	3.0	1,220,000
10.	Wildwood Vicinity	North Wildwood to Wildwood Crest	6.4	0.0	2.0	850,000
11.	Cape May Oceanfront	Cape May City to Cape May Point	4.2	3.4	4.2	1,750,000
12.	Delaware Bay	Cape May Point to Greenwich Township	52.5	0.9	6.0	470,000
<i>Totals</i>			185.9	59.7	77.5	\$27,633,000

To undertake the contemplated construction projects under present laws requires that each municipality request State aid in financing and executing the work. State financial aid is limited to 50 per cent of the construction cost. It follows, therefore, that the amount of work possible in any year is limited by the ability of the municipality to finance its half of the construction cost.

Since municipal funds for protective work generally are raised by issuance of bonds, the borrowing power of the municipality becomes finally the ruling factor. It must be realized, also, that there are municipalities in need of protective work but without borrowing power. The execution of necessary protective work is tied directly to the financial ability of the individual municipality.

The Commission has recommended that the State's share of protective work be increased to

70 per cent of the construction cost. In addition to expressing more properly the degree of State's concern, it was felt that such action would speed needed construction by increasing the size of individual projects possible with municipal funds. It was hoped, also, that a larger number of municipalities might find it possible to undertake work as was the case several years ago when the State share was 70 per cent.

The Commission also suggested that in the case of municipalities unable to finance work, that the State work out a plan whereby the State would proceed immediately with the protective work and loan the municipality its share of the cost on extended terms. This idea was based on the realization that depreciated shorefront is coupled with lack of use and attraction to the public. By providing the means of rehabilitation, new business can be developed and with it financial self-sufficiency.

The interest of the State at large dictates stronger leadership by the State Government in the task of preserving the New Jersey shorefronts. The abounding public interest in the

defense of the shorefront is graphically told by the newspaper headlines following the great storm of November 25, 1950: For example:

GALES, FLOODS RIP N. J.—200 DEAD, THOUSANDS
FLEE—SHORE DAMAGE MAY REACH 50 MILLION

100 Mile Winds Rake Entire Area
Boardwalk Battered By Rough Seas
* * *

STORM CUTS PATH OF RUIN
THROUGH NEW JERSEY

Cottages Are Swept Into Ocean—Six Die On
Delaware Bay Shore
* * *

AWAKE TO FIND WAVES AT DOOR

Evacuees From Morgan and Laurence Harbor Tell
of Losing All
* * *

GREATEST HAVOC IN NEW JERSEY

Thousands At Shore Evacuated As Seas Sweep Homes
* * *

SHIPS TAKE TO SHORE AS STORM
PLAYS HAVOC AT COAST COMMUNITIES
* * *

SHORE CLEANUP STARTS

Heart-breaking Task For Evacuees Back At Storm-battered
Homes, Repair Crews

RECOMMENDATIONS

The Commission feels that the State should assume the obligations of leadership by concrete action. In this vein, the following policies are recommended:

1. The State should pay 70 per cent of all Coast Protection work executed under State-Municipal projects. The State should pay all overhead expenses except those incurred by the Municipality.
2. The necessary funds and procedures should be established in the Department of the Treasury for the making of loans to municipalities for use in carrying out State-Municipal Coast Protection projects. Such loans to be limited to 30 per cent of the construction cost and on terms agreeable to said Department.
3. Consideration should be given to the proposition that a portion of motor fuel tax receipts for the period April 1 to October 15 should be allocated specifically for Coast Protection work on the basis that highway travel during that period is induced in part by the attractions of the beaches and shorefront.
4. Municipalities shall be authorized to create Beach Parks to include the beaches marginal to the ocean and bays and adjoining upland so that the revenues therefrom may be dedicated to repayment of State loans for Coast Protection.
5. Expenditure for maintenance of existing Coast Protection structures built with State aid shall be limited to 10 per cent of the State funds available annually for Coast Protection work so as to encourage new construction.
6. Construction of dikes and levees and the elevation by filling of upland marginal to beaches should be added to the types of approved Coast Protection work. Projects in

these classifications would be of great value along the Raritan Bay, Sandy Hook Bay and Delaware Bay shorefronts which were inundated during the November 1950 storm. Authority should also be granted for the purchase of necessary upland in the public interest for the execution of such work. In furtherance of this policy, municipalities should be authorized and encouraged to purchase the upland sites of existing shorefront sand dunes. These natural land defenses require protection and constant maintenance. They are subject to wave and wind erosion, but with proper care can be maintained as bulwarks against storm-driven waves. More serious are the instances when the shorefront owners have leveled the dunes thus unwittingly exposing the rearward properties to flooding and wave action. Where dunes are destroyed, it becomes necessary to finance and construct bulkheads or seawalls. The value of existing sand dunes is such that the State should participate in the cost of acquiring the sites and in continued work of preservation and protection on the same basis as for other types of Coast Protection work.

Respectfully submitted,

J. STANLEY HERBERT, *Chairman*
FRANK S. FARLEY, *Vice-Chairman*
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TABLE No. 2

SUMMARY STATEMENT OF FUNDS SPENT ON STATE-MUNICIPAL CO-OPERATIVE COAST
PROTECTION PROJECTS 1940-1950

<i>Municipality</i>	<i>State Funds</i>	<i>Local Funds</i>
Middletown Township	\$69,114.89	\$40,053.09
Sea Bright Borough and Monmouth County	346,787.97	346,787.97
Long Branch City	2,600,326.88	1,370,576.14
Deal Borough	258,091.38	238,632.41
Allenhurst Borough	31,447.53	13,477.52
Asbury Park City	111,440.02	111,440.03
Neptune Township	45,175.78	45,175.78
Bradley Beach Borough	88,373.09	67,712.42
Avon-by-the-Sea Borough	229,883.23	13,349.78
Belmar Borough	110,727.02	18,020.69
Sea Girt Borough	306,018.15	81,172.84
Manasquan Borough	48,371.63	32,247.76
Long Beach Township	89,967.46	89,967.46
Beach Haven Borough	34,815.82	34,815.83
Brigantine City	4,400.00	4,400.00
Atlantic City	514,551.31	514,551.31
Ocean City	329,485.21	307,104.52
Sea Isle City	7,093.00	7,093.00
Stone Harbor Borough	101,211.34	85,558.93
Cape May City	214,737.36	214,737.37
Cape May Point Borough	46,685.08	20,007.89
Sub-totals	\$5,588,704.15	\$3,656,882.74
Grand Total		\$9,245,586.89

