



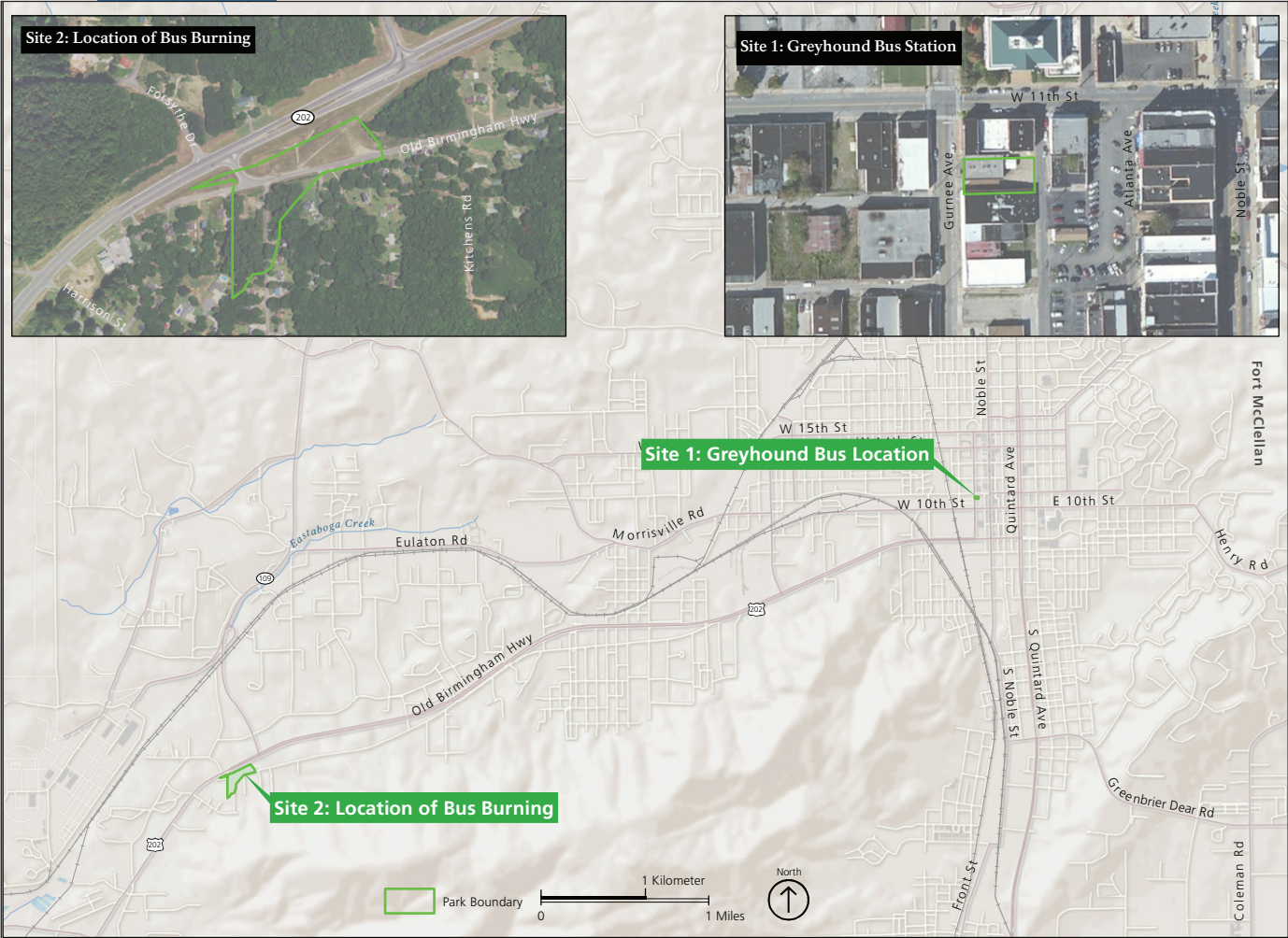
Foundation Document

Freedom Riders National Monument

Alabama

October 2018





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Mission of the National Park Service

The National Park Service (NPS) preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. The National Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.

The NPS core values are a framework in which the National Park Service accomplishes its mission. They express the manner in which, both individually and collectively, the National Park Service pursues its mission. The NPS core values are:

- **Shared stewardship:** We share a commitment to resource stewardship with the global preservation community.
- **Excellence:** We strive continually to learn and improve so that we may achieve the highest ideals of public service.
- **Integrity:** We deal honestly and fairly with the public and one another.
- **Tradition:** We are proud of it; we learn from it; we are not bound by it.
- **Respect:** We embrace each other's differences so that we may enrich the well-being of everyone.

The National Park Service is a bureau within the Department of the Interior. While numerous national park system units were created prior to 1916, it was not until August 25, 1916, that President Woodrow Wilson signed the National Park Service Organic Act formally establishing the National Park Service.

The national park system continues to grow and comprises more than 400 park units covering more than 84 million acres in every state, the District of Columbia, American Samoa, Guam, Puerto Rico, and the Virgin Islands. These units include, but are not limited to, national parks, monuments, battlefields, military parks, historical parks, historic sites, lakeshores, seashores, recreation areas, scenic rivers and trails, and the White House. The variety and diversity of park units throughout the nation require a strong commitment to resource stewardship and management to ensure both the protection and enjoyment of these resources for future generations.



The arrowhead was authorized as the official National Park Service emblem by the Secretary of the Interior on July 20, 1951. The sequoia tree and bison represent vegetation and wildlife, the mountains and water represent scenic and recreational values, and the arrowhead represents historical and archeological values.

Introduction

Every unit of the national park system will have a foundational document to provide basic guidance for planning and management decisions—a foundation for planning and management. The core components of a foundation document include a brief description of the park as well as the park's purpose, significance, fundamental resources and values, and interpretive themes. The foundation document also includes special mandates and administrative commitments, an assessment of planning and data needs that identifies planning issues, planning products to be developed, and the associated studies and data required for park planning. Along with the core components, the assessment provides a focus for park planning activities and establishes a baseline from which planning documents are developed.

A primary benefit of developing a foundation document is the opportunity to integrate and coordinate all kinds and levels of planning from a single, shared understanding of what is most important about the park. The process of developing a foundation document begins with gathering and integrating information about the park. Next, this information is refined and focused to determine what the most important attributes of the park are. The process of preparing a foundation document aids park managers, staff, and the public in identifying and clearly stating in one document the essential information that is necessary for park management to consider when determining future planning efforts, outlining key planning issues, and protecting resources and values that are integral to park purpose and identity.

While not included in this document, a park atlas is also part of a foundation project. The atlas is a series of maps compiled from available geographic information system (GIS) data on natural and cultural resources, visitor use patterns, facilities, and other topics. It serves as a GIS-based support tool for planning and park operations. The atlas is published as a (hard copy) paper product and as geospatial data for use in a web-mapping environment. The park atlas for Freedom Riders National Monument can be accessed online at: <http://insideparkatlas.nps.gov/>.



Part 1: Core Components

The core components of a foundation document include a brief description of the park, park purpose, significance statements, fundamental resources and values, and interpretive themes. These components are core because they typically do not change over time. Core components are expected to be used in future planning and management efforts.

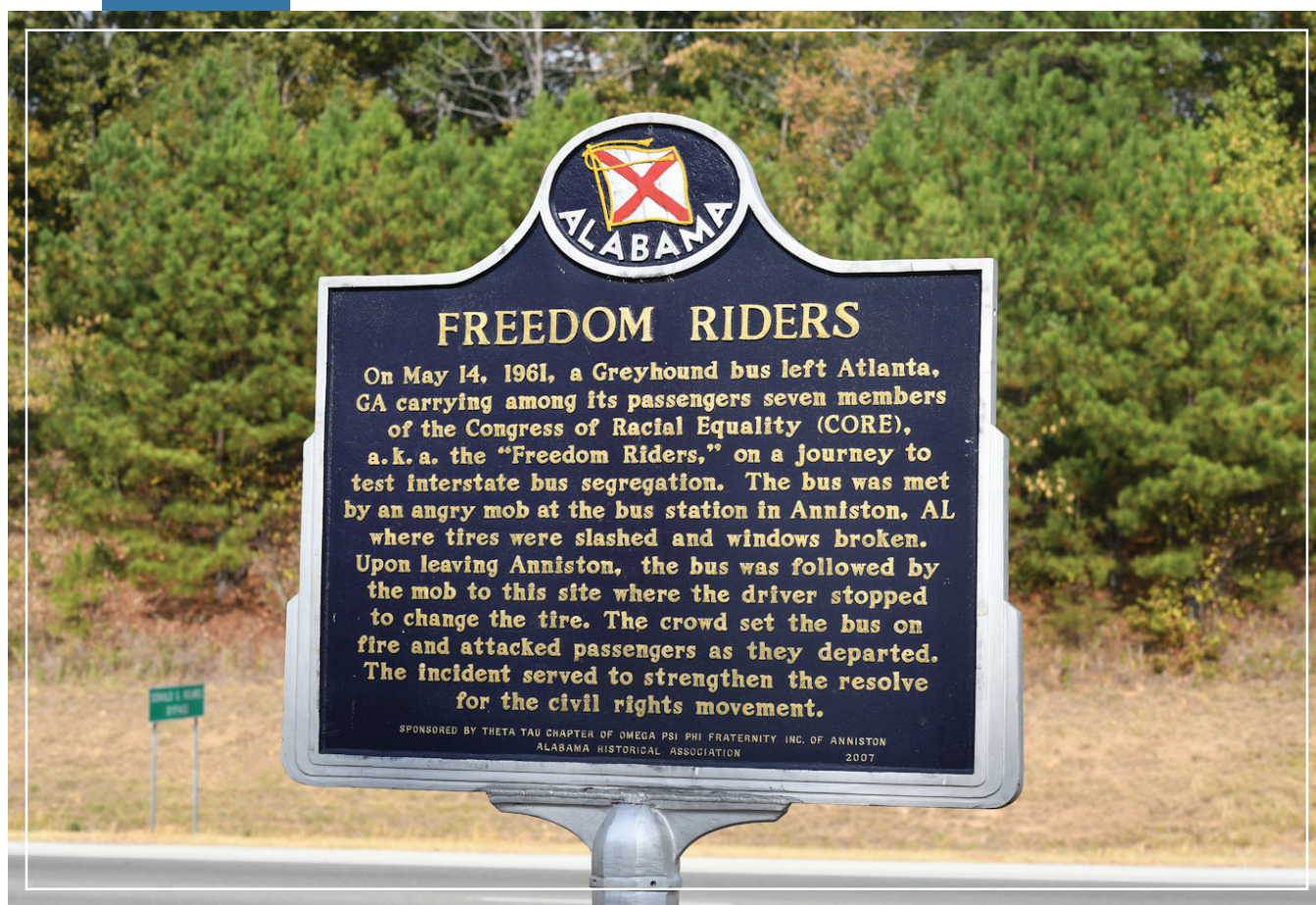
Brief Description of the Park

In the spring of 1961, small, interracial bands of “Freedom Riders” set out to challenge discriminatory state laws and local customs that required that races be separated on buses and in bus station facilities like waiting areas, lunch counters, and restrooms. Their journey was one of dozens of planned interstate bus trips designed to test if bus station facilities in the Deep South were complying with U.S. Supreme Court decisions. *Morgan v. Virginia* (1946) and *Boynton v. Virginia* (1960) had struck down Virginia laws compelling segregation in interstate travel and hardened the attitudes of segregationists in the South who continued to promote segregation policies. These successful cases won by the National Association for the Advancement of Colored People laid the groundwork for direct action campaigns by civil rights organizations like the Congress of Racial Equality, the Southern Christian Leadership Conference, and the Student Nonviolent Coordinating Committee. These organizations organized more than 50 Freedom Rides that crisscrossed the South in 1961. These rides met resistance from southern segregationists who viciously attacked the Freedom Riders on several occasions.

On May 4, 1961, in Washington, D.C., a group of Freedom Riders boarded two buses, one a Greyhound and the other a Trailways, bound for New Orleans. The buses were to arrive in New Orleans on May 17. By the morning of Sunday, May 14, the riders had traveled through Virginia, North Carolina, South Carolina, and were ready to depart Atlanta, Georgia. Their destination was Anniston, Alabama. The Greyhound bus was the first to depart Atlanta at 11:00 a.m. It reached Anniston in the early afternoon and was met by a crowd of angry segregationists, including members of the Ku Klux Klan, who attacked the bus. The mob threw rocks, broke windows, and slashed the bus’s tires. Eventually, police intervention allowed the damaged bus to depart for Birmingham with the mob in pursuit. Approximately 6 miles outside of town, the slashed tires of the Greyhound bus gave out, and the driver was forced to pull over. The segregationists continued their attack, and someone threw a bundle of flaming rags into the bus that exploded seconds later. The Freedom Riders barely escaped with their lives. A freelance photographer captured the scene; his photographs of the burning bus—which appeared in hundreds of newspapers on Monday morning—became iconic images of the civil rights movement. Through the media, the nation and the world witnessed the violence of what occurred in Alabama on Mother’s Day in 1961. Images of the firebombed bus shocked the American public and created political pressure that would eventually lead to federal action to end segregation.



The Anniston Greyhound Station, May 14, 1961.



An hour after the Greyhound bus departed Anniston, the Trailways bus arrived at a mostly quiet Trailways station. There, a group of Klansmen boarded the bus for the two-hour ride to Birmingham during which they harassed and threatened the Freedom Riders. Upon arrival in Birmingham, those on the bus were met by a mob who attacked the Freedom Riders, reporters, and bystanders with fists, iron pipes, baseball bats, and other weapons. All the while, the police were nowhere to be seen. The violence continued for fifteen minutes, after which the police appeared and the mob retreated.

The day of violence associated with the Freedom Rides in Anniston and Birmingham on May 14 gave national exposure to the issue of segregation in the South, and many other rides maintained its visibility with the American public. In all, there were more than 400 Freedom Riders and many individual rides, which succeeded in pressing the federal government to act. On May 29, 1961, Attorney General Kennedy petitioned the Interstate Commerce Commission to issue regulations banning segregation, and the commission subsequently decreed that by November 1, 1961, bus carriers and terminals serving interstate travel had to be integrated.

The Freedom Rides and Freedom Riders made substantial gains in the fight for equal access to public accommodations. Federal orders to remove Jim Crow signs on interstate facilities did not change social mores or political institutions overnight, but the Freedom Riders nonetheless struck a powerful blow to racial segregation.

Today, the National Park Service manages the Greyhound bus station in Anniston, Alabama, and the bus burning site 6 miles outside of town in Calhoun County. These two properties make up the discontinuous units of Freedom Riders National Monument. The Trailways station is interpreted on the City of Anniston's Civil Rights Trail, and it, along with other resources across the South that are necessary to the understanding of the Freedom Rides, contribute to the significance of the national monument.

Park Purpose

The purpose statement identifies the specific reason(s) for establishment of a particular park. The purpose statement for Freedom Riders National Monument was drafted through a careful analysis of its enabling presidential proclamation and the legislative history that influenced its development. The monument was established by presidential proclamation on January 12, 2017 (see appendix A for the proclamation). The purpose statement lays the foundation for understanding what is most important about the park.

*FREEDOM RIDERS NATIONAL MONUMENT
fosters reconciliation and racial
healing by commemorating the stories,
places, and people involved in the 1961
Freedom Rides, a nonviolent campaign
that brought national attention to
the brutal reality of segregation in
the South and forced the federal
government to take action toward
ending segregation in interstate travel.*



Park Significance

Significance statements express why a park's resources and values are important enough to merit designation as a unit of the national park system. These statements are linked to the purpose of Freedom Riders National Monument, and are supported by data, research, and consensus. Statements of significance describe the distinctive nature of the park and why an area is important within a global, national, regional, and systemwide context. They focus on the most important resources and values that will assist in park planning and management.

The following significance statements have been identified for Freedom Riders National Monument. (Please note that the sequence of the statements does not reflect the level of significance.)

1. Building upon the foundation of National Association for the Advancement of Colored People (NAACP) victories in the U.S. Supreme Court that struck down state laws compelling segregation in interstate travel, the Freedom Rides of 1961 brought focus to the violations of these rulings in the South and the brutality used to enforce Jim Crow laws and practices.
2. Freedom Riders National Monument honors the work, sacrifice, and courage of an interracial group of men and women committed to nonviolent methods, who risked their lives and endured physical violence to test the Supreme Court's ruling in *Boynton v. Virginia* (1960), which declared segregation in interstate bus stations unconstitutional.
3. Freedom Riders National Monument commemorates the power of public organizing and the ability of ordinary individuals, including youth, to bring about social change and end injustices.
4. The iconic images of the burning Greyhound bus outside of Anniston, Alabama, publicized worldwide, raised awareness of the depths of violent enforcement of segregation in the South, resulting in political action, and inspiring others to join the civil rights movement.
5. The historic Greyhound bus station in Anniston, Alabama, stands as a reminder of racial segregation in America. The structure retains its historic character, including vestiges of its "separate but equal" accommodations.



Fundamental Resources and Values

Fundamental resources and values (FRVs) are those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes determined to warrant primary consideration during planning and management processes because they are essential to achieving the purpose of the park and maintaining its significance. Fundamental resources and values are closely related to a park's legislative purpose and are more specific than significance statements.

Fundamental resources and values help focus planning and management efforts on what is truly significant about the park. One of the most important responsibilities of NPS managers is to ensure the conservation and public enjoyment of those qualities that are essential (fundamental) to achieving the purpose of the park and maintaining its significance. If fundamental resources and values are allowed to deteriorate, the park purpose and/or significance could be jeopardized.

The following fundamental resources and values have been identified for Freedom Riders National Monument:

- **The Greyhound Bus Station and its Surroundings.** The Anniston Greyhound bus station, its adjoining alley, and the surrounding neighborhood largely retain historic integrity representing the segregated history of Anniston and the site of the Ku Klux Klan-led mob attack on the Freedom Riders on Mother's Day, May 14, 1961. The building stands as a representation of the physical infrastructure of segregation in the Deep South; it contains historic architectural features that include the vestiges of segregated bathrooms, entrances, and waiting areas. The streetscape in which it resides looks much the way it did in 1961, further enhancing the historic character of the building.
- **The Greyhound Bus Burning Site.** Approximately 6 miles outside of Anniston, Alabama, along the shoulder of the Old Birmingham Highway in Calhoun County, is the site of the Greyhound bus burning, a pivotal moment of the Freedom Rides. This event, during which a violent mob set fire to a bus with the Freedom Riders, epitomized the violent extremes by which white supremacists enforced racial inequality, and yet the episode featured small acts of compassion on the part of local residents who witnessed the brutality. The bus burning site has the potential to serve as a place to commemorate the sacrifice of the Freedom Riders and as a place to contemplate the ongoing struggle for equality and the need for racial reconciliation and healing. The site includes intact portions of the roadway and the shoulder where the bus was forced to pull over and subsequently set afire. Although the setting of the bus burning site has been considerably altered by the construction of Highway 202, a few houses that were present during the event are still extant.
- **Oral Histories, Archives, and Museum Collections.** Numerous organizations and individuals hold archival materials and museum objects that are crucial to the story of the Freedom Rides. Of particular importance are oral histories that document firsthand accounts and experiences of the riders and their antagonists. The National Park Service will seek to work with these organizations and individuals to preserve these archival resources.
- **Partnerships.** The Freedom Riders story is larger than any one location and cannot be fully articulated without partnering with a variety of entities. More than 50 individual rides and demonstrations in bus and rail terminals occurred in 1961. Freedom rides originated in cities across the South and in California, New Jersey, and Washington D.C. They ended in various locations, including stations in Mississippi, Alabama, Texas, Florida, Arkansas, North Carolina, Georgia, and Louisiana. It is estimated that more than 400 people participated in the Freedom Rides and more than 300 of them were arrested. The Freedom Riders National Monument is ideally positioned to develop relationships and partnerships with local, state, regional, and national interests in the protection, preservation, and interpretation of historic resources and stories of the Freedom Rides.

Related Resources

Freedom Riders National Monument contains related resources that may be part of the broader context or setting in which park resources exist, represent a thematic connection that enhances the experience of visitors, or have close associations with park fundamental resources and the purpose of the park. The related resource represents a connection with the park that often reflects an area of mutual benefit or interest, and an opportunity for collaboration between the park and owner or manager of the related resource. Related resources are of paramount importance to the management of Freedom Riders National Monument.

The following related resources have been identified for Freedom Riders National Monument:

- Old Birmingham Highway.** The route between the Greyhound Bus Station and the bus burning site, the course traveled by those on the disabled bus with a violent mob in pursuit, is vital to the visitor's understanding of the dread, anticipation, and horror of that day. A little more than 3 miles of the route, known as the Old Birmingham Highway, still exists in its original corridor and cross section. The National Park Service will work to better understand how the landscape surrounding the route has changed and through partnerships will seek to preserve and interpret those views that have remained as they were in 1961.
- Other Sites Related to the Purpose of Freedom Riders National Monument.** There are other sites related to the Freedom Rides outside the monument's boundary that are not owned or managed by the National Park Service. These include other places in Anniston associated with the Trailways bus riders as well as sites across the South (as well as northern embarkation points) touched by the broader Freedom Rides campaign. Some of these sites include the Trailways Bus Station in Anniston, the Greyhound Bus Station in Birmingham, Bethel Baptist Church in Birmingham, the Greyhound Bus Station in Montgomery, First Baptist Church in Montgomery, and the Greyhound Bus Station in Jackson, Mississippi.



The former Trailways Bus Station in Anniston, Alabama.

Interpretive Themes

Interpretive themes are often described as the key stories or concepts that visitors should understand after visiting a park—they define the most important ideas or concepts communicated to visitors about a park unit. Themes are derived from, and should reflect, park purpose, significance, resources, and values. The set of interpretive themes is complete when it provides the structure necessary for park staff to develop opportunities for visitors to explore and relate to all park significance statements and fundamental and resources and values.

Interpretive themes are an organizational tool that reveal and clarify meaning, concepts, contexts, and values represented by park resources. Sound themes are accurate and reflect current scholarship and science. They encourage exploration of the context in which events or natural processes occurred and the effects of those events and processes. Interpretive themes go beyond a mere description of the event or process to foster multiple opportunities to experience and consider the park and its resources. These themes help explain why a park story is relevant to people who may otherwise be unaware of connections they have to an event, time, or place associated with the park unit

The following interpretive themes have been identified for Freedom Riders National Monument:

- **The Bus Station.** The Greyhound bus station in Anniston, Alabama, serves as a representation of a public space that connects visitors to the day-to-day dehumanizing effects of segregation and transports them to an era of racial tension where violence and intimidation were met with courage and determination that continues to inspire visitors today.
- **The Bus Burning.** Images of a firebombed bus outside Anniston, Alabama, and the brutal attack on riders shocked the American public, inspired empathy, and galvanized public sentiment that forced the federal government to take steps to end segregation in interstate travel nationwide. Locally, small acts of compassion during the violent scene planted the seed of positive change in race relations in Anniston and reminds us of the power of reconciliation and healing.
- **The Freedom Rides.** Starting with two buses in Washington D.C., and inspiring more than 400 people from all over the country to join the movement, the Freedom Rides of 1961 exposed the indignity and injustice of segregated travel and struck a powerful blow to Jim Crow laws.
- **The Freedom Riders.** Proving that a small group of diverse individuals united by their convictions can ignite social change, the courageous Freedom Riders of 1961 confronted injustice and inspired a national conversation on race relations. Their example and success inspire current and future generations to not underestimate the power of organizing and the ability of individuals to positively influence social change.
- **Strategic Organization.** The nonviolent strategies employed by multi-generations of determined individuals proved to be integral to the successful 1961 Freedom Rides. The grassroots development of the Freedom Rides, the success of the campaign, and the eventual expansiveness of the Freedom Rider network continues to serve as an example and inspiration for other worldwide democratic movements.

Part 2: Dynamic Components

The dynamic components of a foundation document include special mandates and administrative commitments and an assessment of planning and data needs. These components are dynamic because they will change over time. New special mandates can be established and new administrative commitments made. As conditions and trends of fundamental resources and values change over time, the analysis of planning and data needs will need to be revisited and revised, along with key issues. Therefore, this part of the foundation document will be updated accordingly.

Special Mandates and Administrative Commitments

Many management decisions for a park unit are directed or influenced by special mandates and administrative commitments with other federal agencies, state and local governments, utility companies, partnering organizations, and other entities. Special mandates are requirements specific to a park that must be fulfilled. Mandates can be expressed in enabling legislation, in separate legislation following the establishment of the park, or through a judicial process. They may expand on park purpose or introduce elements unrelated to the purpose of the park. Administrative commitments are, in general, agreements that have been reached through formal, documented processes, often through memorandums of agreement. Examples include easements, rights-of-way, arrangements for emergency service responses, etc. Special mandates and administrative commitments can support, in many cases, a network of partnerships that help fulfill the objectives of the park and facilitate working relationships with other organizations. They are an essential component of managing and planning for Freedom Riders National Monument.

The Memorandum of Understanding between the State of Alabama and the National Park Service identifies covenant protections for the Alabama Department of Transportation (ALDOT) associated with keeping adjacent public roadways accessible, protecting the existing drainage associated with the adjacent highway, and protecting the highway right-of-way at the bus burning site in Calhoun County. It also establishes affirmative consultation requirements between the National Park Service and the Alabama Department of Transportation concerning development of the national monument, its management plan, and pedestrian access to the national monument at this location. The agreement is dated January 3, 2017, and has no expiration date.

Freedom Riders National Monument has no special mandates.

Assessment of Planning and Data Needs

Once the core components of part 1 of the foundation document have been identified, it is important to gather and evaluate existing information about the park's fundamental resources and values, and develop a full assessment of the park's planning and data needs. The assessment of planning and data needs section presents planning issues, the planning projects that will address these issues, and the associated information requirements for planning, such as resource inventories and data collection, including GIS data.

There are three sections in the assessment of planning and data needs:

1. analysis of fundamental resources and values
2. identification of key issues and associated planning and data needs
3. identification of planning and data needs (including spatial mapping activities or GIS maps)

The analysis of fundamental resources and values and identification of key issues leads up to and supports the identification of planning and data collection needs.

Analysis of Fundamental Resources and Values

The fundamental resource or value analysis table includes current conditions, potential threats and opportunities, planning and data needs, and selected laws and NPS policies related to management of the identified resource or value. A similar effort to analyze the needs of the related resources is presented in appendix B.

Fundamental Resource or Value	Greyhound Bus Station and its Surroundings
Related Significance Statements	Significance statements 1, 2, 3, and 5.
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> The bus station is in good condition and retains many of its historic components. The Greyhound bus station is situated in the urban core downtown historic district. Parking is limited to on-street parking. There are no designated parking areas for tour buses and RVs. Temporary interpretive signs exist in the bus station. A permanent trail marker exists out front, and interpretive panels and a mural exist on the adjacent building across the driveway (established in 2011 as a part of the Anniston Civil Rights Heritage Trail). <p>Trends</p> <ul style="list-style-type: none"> Increased interest from visitors to visit sites related to civil rights history. Overall increased discourse on civil rights.
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> Vacancy and possible deterioration of neighboring structures could damage the integrity of the surrounding historic district and the historic context of the bus station. Similar impacts to the neighborhood's historic integrity could also come from improvements or renovations of adjacent structures. Vandalism to the bus station. <p>Opportunities</p> <ul style="list-style-type: none"> Designation as a National Park Service unit has the potential to positively impact the local economy through history-based tourism. Develop immersion and interactive experiences to convey the civil rights story in Anniston. Develop a visitation plan to put Anniston and the Freedom Riders National Monument on an international stage in a positive way. Implement interpretive programming and create a walking tour to nearby sites. Identify space for visitor services and offices in proximity to the national monument. Retouch the existing mural to enhance the visitor experience. Develop materials to educate the younger generation on the civil rights story in Anniston and connect to contemporary events. Consider developing bus tours to national monument and neighboring sites. There is an opportunity for cross promotion with the Freedom Rides Museum in Montgomery. Purchase a vintage, GMC PD-4104 "Highway Traveler" bus as used by the Freedom Riders to use as an exhibit and exhibit space in the driveway next to the bus station. Use a creative partnership with Greyhound Lines Inc. and/or a non-profit bus organization such as the American Bus Association to help fund the purchase and maintenance of the bus. Forge a partnership with Greyhound Lines, Inc., America's largest motorcoach operator, whereby interpretive materials on the history of intercity bus travel in general, and the Freedom Riders experience specifically, would be integrated into the overall interpretive framework of the national monument.
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> Draft historic structure report exists that describes treatment recommendations and current condition; further historic structure report work is ongoing.

Fundamental Resource or Value	Greyhound Bus Station and its Surroundings
Data and/or GIS Needs	<ul style="list-style-type: none"> • Engineering and construction plans for bus station. • Historic furnishings report. • Cultural landscape inventory. • Traffic study / parking access.
Planning Needs	<ul style="list-style-type: none"> • Historic structure report (ongoing). • Restoration plan for bus station. • Cultural landscape report. • Comprehensive interpretive plan. • Staffing plan. • Scope of collection statement. • Strategic facility investment plan. • Security plan. • Structural fire management plan. • Integrated pest management plan.
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • “Audio disturbances” (36 CFR 2.12) • Americans with Disabilities Act of 1990 • Architectural Barriers Act of 1968 • “Accessibility Guidelines” (36 CFR 1191.1) • Clean Air Act of 1977 (42 USC 7401 et seq.) • Rehabilitation Act of 1973 (29 USC 701 et seq.) • Historic Sites Act of 1935 (54 USC 320101 et seq.) • National Historic Preservation Act of 1966, as amended (54 USC 300101 et seq.) • Archeological and Historic Preservation Act of 1974 • Executive Order 11593, “Protection and Enhancement of the Cultural Environment” • Museum Properties Management Act of 1955, as amended • “Protection of Historic Properties” (36 CFR 800) • Secretarial Order 3289, “Addressing the Impacts of Climate Change on America’s Water, Land, and Other Natural and Cultural Resources” <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director’s Orders)</p> <ul style="list-style-type: none"> • NPS Management Policies 2006 (§1.4.6) “What Constitutes Park Resources and Values” • NPS Management Policies 2006 (§4.9) “Soundscape Management” • NPS Management Policies 2006 (§8.2.3) “Use of Motorized Equipment” • NPS Management Policies 2006 (chapter 5) “Cultural Resource Management” • NPS Management Policies 2006 (chapter 7) “Interpretation and Education” • NPS Management Policies 2006 (chapter 8) “Use of the Parks” • NPS Management Policies 2006 (chapter 9) “Park Facilities” • NPS Management Policies 2006 (chapter 10) “Commercial Visitor Services” • Director’s Order 6: <i>Interpretation and Education</i> • Director’s Order 28: <i>Cultural Resource Management</i> • Director’s Order 42: <i>Accessibility for Visitors with Disabilities in National Park Service Programs and Services</i> • Director’s Order 47: <i>Soundscape Preservation and Noise Management</i> • <i>The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation</i>

Fundamental Resource or Value	Greyhound Bus Burning Site
Related Significance Statements	Significance statements 1, 2, 3, and 4.
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> • There are no visitor facilities provided at the site. • The historic scene is compromised because of the dead end of Old Birmingham Highway, and construction of Highway 202 has taken much of the landscape. • A prominent highway drainage takes up a large portion of the landscape. • Except for a few period houses, most of the historic scene has been modified. • The historic marker is approximately 100 feet away from the bus burning location. • The grounds are currently not maintained by the National Park Service. • Improved lighting has recently been installed on the adjacent Highway 202. • Roadway noise originating from Highway 202 is heard at the site. <p>Trends</p> <ul style="list-style-type: none"> • Increasing visitor numbers and tour buses visit the site. • Neighbors report that visitors are arriving from all over the country and the world. • Decrease in vandalism at the site.
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> • Lack of appropriate parking and access negatively effects visitor experience and neighboring properties. • Lack of security may lead to possible vandalism. • Management actions at the site could be met with challenges because of the sensitive history of the event. • There is a potential for incompatible development adjacent to the site. There are no specific zoning restrictions outside of incorporated Anniston. • Neighboring structures that were present at the time of the bus burning and contribute to the historic setting could be modified or removed. <p>Opportunities</p> <ul style="list-style-type: none"> • A turnaround space is needed for visitor safety, including a temporary turn-around space for buses. • Invite the Wellborn community to discuss their interests for the future of the site. • Develop interpretive waysides and digital interpretation to increase visitor understanding of what the national monument is and its relevance today. • There is an opportunity for friends group acquisition and/or National Park Service use of one of the adjacent houses present during the event. • Develop connectivity from bus station to increase visitation at site. • Install waysides or possible bronze sculpture of Janie Forsyth and Hank Thomas. • Explore the use of new technologies to enhance the visitor experience. • Encourage and enhance the commemorative and reflective experience for visitors. • Use the site as an educational conduit to the greater civil rights story in Alabama. • Establish relationships and work with neighboring landowners and the Alabama Department of Transportation.
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> • Development concept design for a memorial exists (produced by the Freedom Riders Park Committee).

Fundamental Resource or Value	Greyhound Bus Burning Site
Data and/or GIS Needs	<ul style="list-style-type: none"> • Boundary survey. • Archeological survey. • Biological inventory. • Cultural landscape inventory. • Invasive species inventory.
Planning Needs	<ul style="list-style-type: none"> • Site planning and memorial design for bus burning site. • Cultural landscape report. • Strategic facility investment plan. • Security plan.
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • “Memorialization” (36 CFR 2.62) • “Audio disturbances” (36 CFR 2.12) • Americans with Disabilities Act of 1990 • Architectural Barriers Act of 1968 • “Accessibility Guidelines” (36 CFR 1191.1) • Clean Air Act of 1977 (42 USC 7401 et seq.) • Rehabilitation Act of 1973 (29 USC 701 et seq.) • Historic Sites Act of 1935 (54 USC 320101 et seq.) • National Historic Preservation Act of 1966, as amended • Archeological and Historic Preservation Act of 1974 • Executive Order 11593, “Protection and Enhancement of the Cultural Environment” • “Protection of Historic Properties” (36 CFR 800) • Secretarial Order 3289, “Addressing the Impacts of Climate Change on America’s Water, Land, and Other Natural and Cultural Resources” <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director’s Orders)</p> <ul style="list-style-type: none"> • NPS Management Policies 2006 (§1.4.6) “What Constitutes Park Resources and Values” • NPS Management Policies 2006 (§4.9) “Soundscape Management” • NPS Management Policies 2006 (§8.2.3) “Use of Motorized Equipment” • NPS Management Policies 2006 (chapter 5) “Cultural Resource Management” • NPS Management Policies 2006 (chapter 7) “Interpretation and Education” • NPS Management Policies 2006 (chapter 8) “Use of the Parks” • NPS Management Policies 2006 (chapter 9) “Park Facilities” • NPS Management Policies 2006 (§9.6) “Commemorative Works and Plaques” • NPS Management Policies 2006 (chapter 10) “Commercial Visitor Services” • Director’s Order 6: <i>Interpretation and Education</i> • Director’s Order 28: <i>Cultural Resource Management</i> • Director’s Order 42: <i>Accessibility for Visitors with Disabilities in National Park Service Programs and Services</i> • Director’s Order 47: <i>Soundscape Preservation and Noise Management</i> • <i>The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation</i>

Fundamental Resource or Value	Oral Histories, Archives, and Museum Collections
Related Significance Statements	Significance statements 1, 2, 3, 4, and 5.
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> • No oral histories, archives, or museum collections related to the Freedom Rides or Freedom Riders are currently owned by the National Park Service. • Many exist in private collections with no plan for long-term archiving. • Dispersed professional collections exist in various locations. <p>Trends</p> <ul style="list-style-type: none"> • There is increased interest in civil rights history. • Additional scholarly research is being conducted. • Increased media interest in the history of the civil rights movement in Anniston.
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> • Oral history collection is time limited because of an aging population with direct experience with the Freedom Rides. • Data migration issues as technology to capture information becomes obsolete. • It is important to document the events through those who lived it, before their institutional knowledge is unavailable. <p>Opportunities</p> <ul style="list-style-type: none"> • Conduct oral history projects. • Potentially acquire items from personal collections of participants. • Develop relationships with existing repositories: <ul style="list-style-type: none"> • Montgomery Freedom Rides Museum • Birmingham Civil Rights Institute • City of Anniston • Anniston Star newspaper • Calhoun County • Other NPS sites • Create advocates for stewardship of collections. • Use content on web-based platforms. • Obtain and utilize Library of Congress resources.
Data and/or GIS Needs	<ul style="list-style-type: none"> • Comprehensive inventory of disparate collections. • Conduct oral histories.
Planning Needs	<ul style="list-style-type: none"> • Scope of collection statement. • Comprehensive interpretive plan.

Fundamental Resource or Value	Oral Histories, Archives, and Museum Collections
<p>Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance</p>	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • Museum Properties Management Act of 1955, as amended • "Disposition of Federal Records" (36 CFR 1228) • Disposal of Records (44 USC 3301 et seq.) • "Federal Records; General" (36 CFR 1220) • Federal Records Act of 1950, as amended (Records Management by Federal Agencies, 44 USC 3101 et seq.) • Preservation, Arrangement, Duplication, Exhibition of Records (44 USC 2109) • "Research Specimens" (36 CFR 2.5) • "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR 79) • "Preservation of American Antiquities" (43 CFR 3) <p>NPS Policy-level Guidance (NPS <i>Management Policies</i> 2006 and Director's Orders)</p> <ul style="list-style-type: none"> • Director's Order 24: <i>NPS Museum Collections Management</i> • Director's Order 28: <i>Cultural Resource Management</i> • NPS <i>Management Policies</i> 2006 (§4.2) "Studies and Collections" • NPS <i>Management Policies</i> 2006 (chapter 5) "Cultural Resource Management" • NPS <i>Management Policies</i> 2006 (§8.10) "Natural and Cultural Studies, Research, and Collection Activities" • NPS <i>Museum Handbook</i>, parts I, II, and III



Fundamental Resource or Value	Partnerships
Related Significance Statements	Significance statements 1, 2, 3, and 4.
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> Archives, information, and groups are already in existence. There is strong support from the Alabama Historical Commission and the Montgomery Freedom Rides Museum in Montgomery, Alabama. Freedom Riders groups exist elsewhere. <p>Trends</p> <ul style="list-style-type: none"> Additional entities are active and wanting to contribute to the national monument. Grantors are increasingly requiring partnerships. Opportunities for grants associated with civil rights history are becoming more common. Increased collaboration among related sites and State of Alabama efforts.
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> The challenge in integrating different organizations with differing missions and philosophes. <p>Opportunities</p> <ul style="list-style-type: none"> Build relationships with other Freedom Ride sites and locations. Further develop relationship between the national monument and the Freedom Riders Board of Directors and Freedom Riders Park Committee. Develop a specific partnership with the Alabama Department of Transportation. Establish a friends group and cooperating association. Opportunities exist for a variety of educational partnerships with nearby Talladega College and Jacksonville State University. Partner and collaborate with Montgomery Freedom Rides Museum, particularly in funding and grant applications.
Data and/or GIS Needs	<ul style="list-style-type: none"> Related historic sites inventory.
Planning Needs	<ul style="list-style-type: none"> Partnership plan. Communications / outreach strategy.
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> None identified <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> NPS <i>Management Policies 2006</i> (§1.6) "Cooperative Conservation Beyond Park Boundaries" NPS <i>Management Policies 2006</i> (§1.9.1.6) "Volunteers in the Parks" NPS <i>Management Policies 2006</i> (§1.10) "Partnerships" NPS <i>Management Policies 2006</i> (§7.6) "Interpretive and Educational Partnerships" Director's Order 7: <i>Volunteers in Parks</i> Director's Order 21: <i>Donations and Fundraising</i> Director's Order 32: <i>Cooperating Associations</i> Director's Order 42: <i>Accessibility for Visitors with Disabilities in National Park Service Programs and Services</i> Director's Order 75A: <i>Civic Engagement and Public Involvement</i>

Identification of Key Issues and Associated Planning and Data Needs

This section considers key issues to be addressed in planning and management and therefore takes a broader view over the primary focus of part 1. A key issue focuses on a question that is important for a park. Key issues often raise questions regarding park purpose and significance, and fundamental resources and values. For example, a key issue may pertain to the potential for a fundamental resource or value in a park to be detrimentally affected by discretionary management decisions. A key issue may also address crucial questions that are not directly related to purpose and significance, but which still affect them indirectly. Usually, a key issue is one that a future planning effort or data collection needs to address and requires a decision by NPS managers.

The following are key issues Freedom Riders National Monument and the associated planning and data needs to address them:

- **Formalizing Partnerships.** The national monument has many partners and would like to make its relationship with them—and between the partners—seamless and efficient with agreements in place to accomplish shared goals and the purpose of the national monument. Partners include the City of Anniston, Calhoun County, the Freedom Riders Park Committee, and potentially other entities, particularly those associated with dispersed Freedom Rides sites and historic organizations. The identification of partners for the interpretation of the Freedom Rides nationwide is also needed. A short-term need exists in the development of a partnership to secure permanent physical space for the administration of the national monument (staff offices and storage) and to provide visitor contact services, as the bus station is intended for full restoration to its 1961 appearance and will not meet these needs.

The process to formalize partnerships includes preparing partnership agreements between the National Park Service and individual entities, or among all parties, or a combination of both; establishing a friends group and preparing an appropriate agreement for that partnership; and establishing a cooperating association and preparing a cooperating association agreement.

- *Associated planning and data needs:* Partnership plan; communications / outreach strategy; related historic sites inventory
- **Park Visitor Access and Interpretation.** Currently, the primary physical resources under the care of the National Park Service at Freedom Riders National Monument are the former Greyhound bus station and the site of the bus burning outside of Anniston. Neither site is currently developed for visitor access or interpretation. Both sites are in need of development of short-term visitor contact features as well as long-term plans and execution of development projects.

The plan is to restore the bus station to its 1961 appearance so the space could be used for interpretation of segregation and Jim Crow. To make this a reality, research, engineering and construction plans, and acquisition of period materials is necessary, as well as planning for exhibits, waysides, and interpretive programs. In the short term, temporary waysides, NPS branding, and staffing is needed to provide some level of visitor access and interpretation at the site and to show progress in the local community that will encourage more engagement with the site and the National Park Service.

The bus burning site has no visitor accommodations of any sort and is unstaffed. The only infrastructure at the site is a state-placed, historical, roadside marker that briefly interprets the events of May 14, 1961. The site is in need of planning for its future development. In the short term, waysides and NPS branding to create a destination for visitors to the national monument is needed, as is improved highway infrastructure to provide a safe (possibly temporary) pullout and/or turnaround.

- *Associated planning and data needs:* Restoration plan for the bus station; wayfinding / signage plan; historic furnishings report for the bus station; comprehensive interpretive plan; site planning and memorial design for the bus burning site; boundary survey; commercial services strategy; strategic facility investment plan; security plan
- **Adjacent Property Issues.** The historic integrity and character of the Greyhound bus station is enhanced by its setting within the Anniston Historic District. The city block on which it resides retains much of the appearance it had in 1961. To a lesser extent, this is also true at the bus burning site where some of the houses and the portion of the original road route remain in intact. The national monument has an interest in the future of how these non-NPS properties are used and developed, both to retain the historic integrity of the national monument and to ensure quality visitor experiences in the national monument. The national monument is interested in exploring the development, via partnerships with the city of Anniston and possibly Calhoun County, of historic easements or changes in zoning that will serve to protect the historic character of the landscape around the bus station and at the burning site. As mentioned above, the national monument may seek non-NPS owned spaces for administrative and visitor service needs as well, potentially at either or both sites. Partnerships are key to addressing these adjacent property issues. Partnership agreements between the National Park Service and individual entities, or among all parties, or a combination of both are needed.
 - *Associated planning and data needs:* Identification of space for administration and visitor contact; boundary survey
- **Oral Histories and Collections Management.** As a new national park unit, Freedom Riders National Monument has no collections, collections facility, or scope of collection statement to identify the appropriate items that the national monument should acquire and maintain in its collection. Given the relative recency of the national monument's significant history, it is expected that the collection of oral histories, photographs, and other personal effects and archives associated with the civil rights movement generally, and the Freedom Rides specifically, will be of high importance to the national monument, is extensive, and will be available locally in the community as well as across the country. It is also recognized that with the passage of time, the availability and existence of these materials, specifically the access to recollections of participants in the Freedom Rides, will diminish. In addition, the appropriate repository for such items may or may not be with the National Park Service. Other organizations that interpret the Freedom Rides or would like to preserve their stories, including the Montgomery Freedom Rides Museum in Montgomery, Alabama, and Jacksonville State University in Jacksonville, Alabama, already have some associated oral histories and materials. The National Park Service must determine with the national monument's partners what the appropriate items are for the national monument to maintain and grow, where they will be housed, and how they will be used to help guide the interpretation of the local NPS-held resources in and around Anniston and the full story of the Freedom Rides.
 - *Associated planning and data needs:* Scope of collection statement; comprehensive inventory of disparate collections; comprehensive interpretive plan; conduct oral histories



Planning and Data Needs

To maintain connection to the core elements of the foundation and the importance of these core foundation elements, the planning and data needs listed here are directly related to protecting fundamental resources and values, park significance, and park purpose, as well as addressing key issues. To successfully undertake a planning effort, information from sources such as inventories, studies, research activities, and analyses may be required to provide adequate knowledge of park resources and visitor information. Such information sources have been identified as data needs. Geospatial mapping tasks and products are included in data needs.

Items considered of the utmost importance were identified as high priority, and other items identified, but not rising to the level of high priority, were listed as either medium- or low-priority needs. These priorities inform park management efforts to secure funding and support for planning projects.

Planning Needs – Where A Decision-Making Process Is Needed			
Related to an FRV or Key Issue?	Planning Needs	Priority (H, M, L)	Notes
FRV, Key Issue	Partnership plan	H	For the national monument to effectively collaborate with friends groups and other institutions, a partnership plan that identifies opportunities, communication strategies, and operational procedures is needed.
FRV, Key Issue	Scope of collection statement	H	A scope of collection statement is needed to identify the appropriate materials that should be included in the national monument's museum collection and archives, as well as an appropriate repository.
FRV, Key Issue	Restoration plan for bus station	H	Plan for the restoration and Interpretation of the Anniston Greyhound bus station. The final historic structure report is underway.
FRV	Structural fire management plan	H	This plan is needed for the protection of the bus station. It should be completed as a component of, or in conjunction with, the restoration plan.
FRV, Key Issue	Comprehensive interpretive plan	H	The comprehensive interpretive plan would set priorities for the national monument's interpretation objectives, determine what stories to tell, identify audiences, and describe the most effective mix of media and personal services to use. It would include a long-range interpretive plan, annual interpretive plan, and an interpretive database.
FRV, Key Issue	Site planning and memorial design for the bus burning site	H	Plan for the ultimate development of the bus burning site, including landscape, circulation, services, interpretation and memorial design. Requires preliminarily data collection.

Planning Needs – Where A Decision-Making Process Is Needed			
Related to an FRV or Key Issue?	Planning Needs	Priority (H, M, L)	Notes
FRV, Key Issue	Communications / outreach strategy	M	Partnerships with other Freedom Riders sites may include technical assistance, historic preservation trainings, loaning museum objects and archival materials, housing partners' collections, conducting and archiving oral histories, fundraising, growing memberships, and building larger community support while encouraging resource stewardship. Understanding these roles and responsibilities while managing expectations is essential for effective partnerships.
FRV	Staffing plan	M	As a new park unit, Freedom Riders National Monument needs its key staffing positions identified and filled as resources become available and the Greyhound bus station and Burning site have more interpretive opportunities available to the public.
Key Issue	Wayfinding / signage plan	M	The wayfinding / signage plan is needed to guide the development of interpretive signage and consistency of interpretation and branding across the national monument. This plan would contribute to improving visitor experience and interpretation and address connectivity of the bus burning site and the bus station.
FRV	Cultural landscape report	M	A cultural landscape report is needed for the area surrounding the bus station and within and surrounding the bus burning site. This document would help with site development planning.
FRV, Key Issue	Strategic Facility Investment Plan	M	This effort will look holistically at park assets and proposed facilities to develop plans for allocations of financial resources as well as explore sources of financial resources for development and maintenance. The plan would also address both cyclic and preventative maintenance for the bus station and any other proposed facilities identified during site planning work.
Key Issue	Commercial services strategy	L	A strategy is needed to identify and develop commercial services opportunities presented by the national monument, such as guided tours and transportation between sites.
FRV, Key Issue	Security plan	L	This plan would address security and support law enforcement efforts within the national monument, both at the bus station and at the bus burning site. It should be developed in partnership with the City of Anniston and Calhoun County.
FRV	Integrated pest management plan	L	This plan is needed for the protection of the bus station.

Data Needs – Where Information Is Needed Before Decisions Can Be Made			
Related to an FRV or Key Issue?	Data and GIS Needs	Priority (H, M, L)	Notes
FRV, Key Issue	Conduct oral histories	H	Oral history collection is needed in short order because of the aging population with direct experience with the Freedom Rides and personal relationships to primary stories.
FRV, Key Issue	Comprehensive inventory of disparate collections	H	Data needs to be collected on the contents and condition of archives, museum collections, and oral histories maintained in repositories outside of the National Park Service, including those at the Montgomery Freedom Rides Museum, Jackson State University, the Birmingham Civil Rights Institute, and other Freedom Riders sites nationwide.
Key Issue	Identification of space for administration and visitor contact	H	Currently, the only administrative space available to the national monument is an office in the City Hall Building. The national monument needs space for staff offices, administrative functions, and visitor contact. The only owned space is the bus station, which is intended for full historic restoration.
FRV, Key Issue	Boundary survey	H	Establishment of legal boundaries, rights-of-way, and drainage issues at the bus burning site to the extent necessary to effectively guide development plans.
FRV, Key Issue	Related historic sites inventory	M	Inventory of historic sites nationwide with significance to the story of the Freedom Rides.
FRV	Engineering and construction plans for bus station	M	These construction level drawings are needed to support ongoing maintenance and repairs of the historic building.
FRV	Archeological survey of the bus burning site	M	An archeological survey of the bus burning site is needed to inform compliance issues associated with development of the site.
FRV	Cultural landscape inventory	M	A cultural landscape inventory is needed for the area surrounding the bus station and within and surrounding the bus burning site. This document will help with site development planning and the development of a cultural landscape report.
FRV, Key Issue	Historic furnishings report	M	This report is needed to guide furnishing the interior spaces of the bus station following restoration of the building.
FRV	Traffic study / parking access	M	Neither the bus station nor the bus burning site has any designated parking.
FRV	Invasive species inventory of the bus burning site	L	Identification of invasive species at the bus burning site.
FRV	Biological inventories	L	Identification of biological resources at the bus burning site.

Part 3: Contributors

Freedom Riders National Monument

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Photo Credits

All historic photography by Joseph Postiglione, May 14, 1961.

Images (front cover, inside front cover, ii, 3, 30, and back cover) Courtesy of the Public Library of Anniston-Calhoun County and the Birmingham Civil Rights Institute.

Advertisement on page 28 courtesy of the Anniston Star, August 8, 1952.

Appendixes

Appendix A: Presidential Proclamation for Freedom Riders National Monument

Establishment of the Freedom Riders National Monument

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA A PROCLAMATION

An interracial group of “Freedom Riders” set out in May 1961 on a journey from Washington, D.C., to New Orleans through the Deep South. In organizing the 1961 Freedom Rides, the Congress of Racial Equality (CORE) was building upon earlier efforts of other civil rights organizations, including the 1947 “Journey of Reconciliation,” an integrated bus ride through the segregated Upper South. The purpose of the 1961 Freedom Rides was to test if bus station facilities in the Deep South were complying with U.S. Supreme Court decisions. *Brown v. Board of Education of Topeka* (1954) had reversed the infamous “separate but equal” doctrine in public education, and *Morgan v. Virginia* (1946) and *Boynton v. Virginia* (1960) had struck down Virginia laws compelling segregation in interstate travel.

These rulings were the result of successful litigation brought by the National Association for the Advancement of Colored People, which laid the groundwork for direct action campaigns by civil rights organizations like CORE, the Southern Christian Leadership Conference, and the Student Nonviolent Coordinating Committee (SNCC). These organizations had gathered strength, and by the 1950s had launched mass movements that demonstrated the power of nonviolent protest. At the same time, reaction to the decision in *Brown v. Board of Education* had heightened racial tensions in the country, especially in the Deep South. White Citizens’ Councils, made up of politicians, businessmen, and civic leaders committed to resisting integration, formed throughout the South. In 1956, over 100 members of Congress signed the “Southern Manifesto,” which criticized the *Brown* decision and called for resistance to its implementation. This campaign of massive resistance launched by white segregationists reinforced their determination to assure continued separation of the races in public spaces.

Against this background, on May 4, 1961, in Washington, D.C., eleven Freedom Riders split into two groups and boarded two buses, a Greyhound bus and a Trailways bus, bound for New Orleans. The Greyhound bus carrying the first of these groups left Atlanta, Georgia on Sunday, May 14, and pulled into a Greyhound bus station in Anniston, Alabama later that day. There, a segregationist mob, including members of the Ku Klux Klan, violently attacked the Freedom Riders. The attackers threw rocks at the bus, broke windows, and slashed tires. Belatedly, police officers arrived and cleared a path, allowing the bus to depart with a long line of vehicles in pursuit. Two cars pulled ahead of the bus and forced the bus to slow to a crawl.

Six miles outside of town, the bus’s slashed tires gave out and the driver stopped on the shoulder of Highway 202. There, with the Freedom Riders onboard, one member of the mob threw a flaming bundle of rags through one of the windows that caused an explosion seconds later. The Freedom Riders struggled to escape as members of the mob attempted to trap them inside the burning bus. When they finally broke free, they received little aid for their injuries. Later that day, deacons dispatched by Reverend Fred L. Shuttlesworth of Birmingham’s Bethel Baptist Church rescued the Freedom Riders from the hostile mob at Anniston Hospital and drove them to Birmingham for shelter at the church. A freelance photojournalist captured the horrific scene of the attack in photographs, which appeared on the front pages of newspapers across America the next day. The brutal portrayal of segregation in the South shocked many Americans and forced the issue of racial segregation in interstate travel to the forefront of the American conscience.

When the Trailways bus, which had departed Atlanta an hour after the Greyhound bus, arrived in Anniston, the Trailways station was mostly quiet. A group of Klansmen boarded the bus and forcibly segregated the Freedom Riders. With all aboard, the bus left on its two-hour trip to Birmingham during which the Klansmen continued to intimidate and harass the Freedom Riders. When the Trailways bus arrived in Birmingham, a mob of white men and women attacked the Freedom Riders, reporters, and bystanders with fists, iron pipes, baseball bats, and other weapons, while the police department under the charge of Commissioner of Public Safety T. Eugene “Bull” Connor was nowhere to be seen. After fifteen minutes of violence, the mob retreated and the police appeared.

Leaders of the Nashville Student Movement, including members of SNCC, firmly believed that they could not let violence prevail over nonviolence. They organized an interracial group of volunteers to travel to Birmingham and resume the Freedom Rides. Under police protection negotiated with help from the Kennedy Administration, on May 20, these SNCC Freedom Riders departed Birmingham en route to Montgomery, Alabama, where an angry white mob viciously attacked them. The next night, Dr. Martin Luther King, Jr. -- who had not been involved in the planning of the Freedom Rides -- joined Reverend Ralph David Abernathy and Reverend Shuttlesworth at a mass meeting in Abernathy’s First Baptist Church in Montgomery. A white mob gathered outside the church, attacked African American onlookers, and held hostage the civil rights leaders and approximately 1,500 attendees inside the church. King remained in telephone communication with Attorney General Robert F. Kennedy while U.S. marshals attempted to repel the siege. Finally, Governor John Patterson was forced to declare martial law and send in the National Guard.

Media coverage of the Freedom Rides inspired many people to take action and join the effort to end racial inequality. Over the summer of 1961, the number of Freedom Riders grew to over 400, many of whom were arrested and jailed for their activism. The Freedom Rides of 1961 focused national attention on Southern segregationists’ disregard for U.S. Supreme Court rulings and the violence that they used to enforce unconstitutional State and local segregation laws and practices. The Freedom Rides forced the Federal Government to take steps to ban segregation in interstate bus travel. On May 29, 1961, Attorney General Kennedy petitioned the Interstate Commerce Commission (ICC) to issue regulations banning segregation, and the ICC subsequently decreed that by November 1, 1961, bus carriers and terminals serving interstate travel had to be integrated. As described above, the sites of these events contain objects of historic interest from a critical period of American history.

WHEREAS, section 320301 of title 54, United States Code (known as the “Antiquities Act”), authorizes the President, in his discretion, to declare by public proclamation historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest that are situated upon the lands owned or controlled by the Federal Government to be national monuments, and to reserve as a part thereof parcels of land, the limits of which shall be confined to the smallest area compatible with the proper care and management of the objects to be protected;

WHEREAS, the City of Anniston has donated to The Conservation Fund fee title to the former Greyhound bus station building in downtown Anniston, Alabama, approximately 0.17 acres of land;

WHEREAS, Calhoun County has donated to The Conservation Fund fee title to the site of the bus burning outside Anniston, Alabama, approximately 5.79 acres of land;

WHEREAS, The Conservation Fund has relinquished and conveyed all of these lands to the United States of America;

WHEREAS, it is in the public interest to preserve and protect the historic objects associated with the former Greyhound bus station in Anniston, Alabama, and the site of the bus burning outside Anniston in Calhoun County, Alabama;

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, by the authority vested in me by section 320301 of title 54, United States Code, hereby proclaim the objects identified above that are situated upon lands and interests in lands owned or controlled by the Federal Government to be the Freedom Riders National Monument (monument) and, for the purpose of protecting those objects, reserve as a part thereof all lands and interests in lands owned or controlled by the Federal Government within the boundaries described on the accompanying map, which is attached to and forms a part of this proclamation. The reserved Federal lands and interests in lands encompass approximately 5.96 acres. The boundaries described on the accompanying map are confined to the smallest area compatible with the proper care and management of the objects to be protected.

All Federal lands and interests in lands within the boundaries described on the accompanying map are hereby appropriated and withdrawn from all forms of entry, location, selection, sale, or other disposition under the public land laws, from location, entry, and patent under the mining laws, and from disposition under all laws relating to mineral and geothermal leasing.

The establishment of the monument is subject to valid existing rights. If the Federal Government acquires any lands or interests in lands not owned or controlled by the Federal Government within the boundaries described on the accompanying map, such lands and interests in lands shall be reserved as a part of the monument, and objects identified above that are situated upon those lands and interests in lands shall be part of the monument, upon acquisition of ownership or control by the Federal Government.

The Secretary of the Interior (Secretary) shall manage the monument through the National Park Service, pursuant to applicable legal authorities, consistent with the purposes and provisions of this proclamation. The Secretary shall use available authorities, as appropriate, to enter into agreements with others to address common interests and promote management needs and efficiencies.

The Secretary shall prepare a management plan, with full public involvement, within 3 years of the date of this proclamation. The management plan shall ensure that the monument fulfills the following purposes for the benefit of present and future generations: (1) to preserve and protect the objects of historic interest associated with the monument, and (2) to interpret the objects, resources, and values related to the civil rights movement. The management plan shall, among other things, set forth the desired relationship of the monument to other related resources, programs, and organizations, both within and outside the National Park System.

Nothing in this proclamation shall be deemed to revoke any existing withdrawal, reservation, or appropriation; however, the monument shall be the dominant reservation. Warning is hereby given to all unauthorized persons not to appropriate, injure, destroy, or remove any feature of this monument and not to locate or settle upon any of the lands thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this twelfth day of January, in the year of our Lord two thousand seventeen, and of the Independence of the United States of America the two hundred and forty-first.

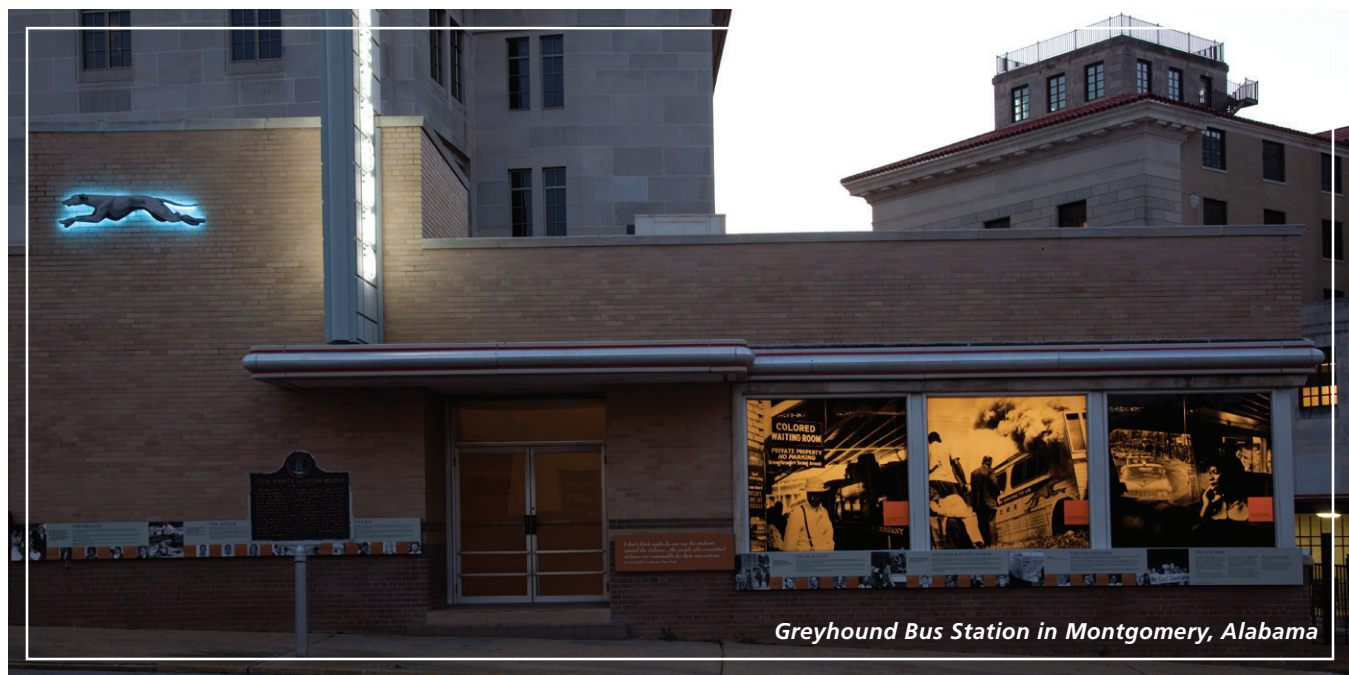
BARACK OBAMA

Appendix B: Related Resources Analysis Tables

Related Resource	Old Birmingham Highway
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> Approximately 3 miles of the final stretch of the bus's route is unchanged in form and cross section since 1961, though it has been repaved. Highway is used primarily by local population. The historic scene surrounding the Old Birmingham Highway is unclear. Some, but not all, parts have been altered from original form: <ul style="list-style-type: none"> Some road segments and shoulders have changed. Some adjacent businesses and homes have changed. Construction of Highway 202 significantly altered the portions of the highway. <p>Trends</p> <ul style="list-style-type: none"> Increasing visitation and traffic on the highway.
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> There is the potential for incompatible development in the area. There is a perceived threat of residents' animosity over increased use by tourists. <p>Opportunities</p> <ul style="list-style-type: none"> Develop a bus tour from the Greyhound bus station to the bus burning site. Educate the public on the historical significance as it related to the civil rights movement in Alabama. Develop simple wayfinding signs for the Freedom Ride Route. Engage the adjacent landowners and keep them informed of future site development.
Data and/or GIS Needs	<ul style="list-style-type: none"> Research Freedom Riders route. GIS maps of route and contributing features (i.e., what was present in 1961).
Planning Needs	<ul style="list-style-type: none"> Cultural landscape inventory.



Related Resource	Other Sites Related to the Purpose of Freedom Riders National Monument
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> The sites are in a variety of conditions depending on funding and interest in maintenance and preservation. Similarly, certain sites are better interpreted than others. Sites are widely dispersed and located in multiple states. <p>Trends</p> <ul style="list-style-type: none"> Increased awareness of the sites related to the Freedom Rides because of recent scholarship and publicity.
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> Some sites lack long-term preservation plans and have limited resources to maintain. Development pressures, particularly in urban settings. Inconsistent interpretation of story details. <p>Opportunities</p> <ul style="list-style-type: none"> Develop written agreements with stewards of related sites. Development of partnership agreements with active sites and focus on interpretation and technical preservation assistance. Integrate with the newly established African American Civil Rights Network. Develop partnerships to enhance visitor experience and contextual understanding of the civil rights history in Anniston. NPS civil rights grants provide opportunities for documentation and restoration work.
Existing Data and Plans	<ul style="list-style-type: none"> NPS Theme Study – <i>Civil Rights in America: Racial Desegregation of Public Accommodations</i>.
Data and/or GIS Needs	<ul style="list-style-type: none"> Conduct comprehensive inventory of all sites that have close association with Freedom Rides. Expand research on the role of the related sites that are not well known or currently under documented.
Planning Needs	<ul style="list-style-type: none"> Communications / outreach strategy. Partnership plan.



Greyhound Bus Station in Montgomery, Alabama

Appendix C: Past and Ongoing Park Planning and Data Collection Efforts

Name	Type	Published
Greyhound Bus Depot – Historic Structure Report	Data Report	2016
Downtown Anniston Historic District National Register of Historic Places Nomination Form	Data Report	2010
<i>Civil Rights in America: Racial Desegregation of Public Accommodations</i> , National Historic Landmarks Theme Study	Data Report	2009

GREYHOUND Lines
present a
New
BUS STATION

TO THE CITY OF ANNISTON

GREYHOUND LINES new, modern Greyhound Bus Depot at 1033 Gurnee Avenue will be opened at 12:00 Noon tomorrow—Saturday, August 5. ALL Greyhound Lines will arrive and depart from this spacious new travel center beginning tomorrow at noon.

No effort has been spared to make this new bus depot a fine addition to Anniston . . . to provide travelers the finest in comfort and convenience.

YOU are cordially invited to come in and inspect this new travel center for Anniston . . . see its complete facilities, including large waiting rooms for both white and colored, clean, comfortable rest rooms . . . a modern restaurant and lunch counter serving good food—a restaurant for colored passengers, also . . . plenty of bus loading zones . . . nation-wide travel information service, and many other conveniences.

10 DEPARTURES DAILY TO BIRMINGHAM & WEST
Leaves 3:11, 5:22, 9:00, 10:29 A.M.; 1:14, *2:59, *4:41, 7:44, 8:59 *11:45 P.M.

10 DEPARTURES DAILY TO ATLANTA & EAST
Leaves 1:12, 2:28, 6:12, 9:17, 10:52 A.M.; 2:17, *3:50, 5:27, 8:27, 10:12 P.M.

* Express—No Local Stops

NEW GREYHOUND BUS DEPOT
1033 GURNEE AVE. TELEPHONE 5488

GREYHOUND Lines

Every modern convenience . . .
Nationwide information service
Fine new coaches

Advertisement for the opening of the New Greyhound Bus Station.

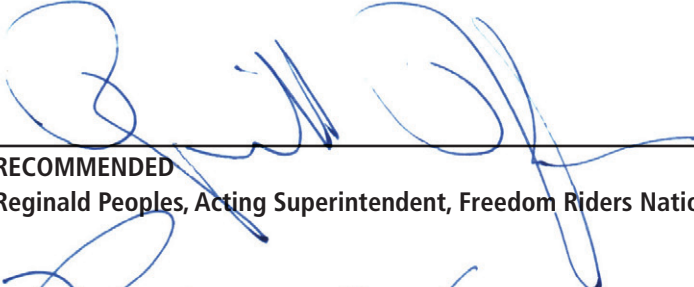


May 14, 1961. Freedom Riders' bus entering the Anniston Station.

Southeast Region Foundation Document Recommendation Freedom Riders National Monument

October 2018

This Foundation Document has been prepared as a collaborative effort between park and regional staff and is recommended for approval by the Southeast Regional Director.

 10-18-2018

RECOMMENDED
Reginald Peoples, Acting Superintendent, Freedom Riders National Monument Date

 10-18-2018

APPROVED
Robert A. Vogel, Regional Director, Southeast Region Date



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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October 2018

Foundation Document • Freedom Riders National Monument



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