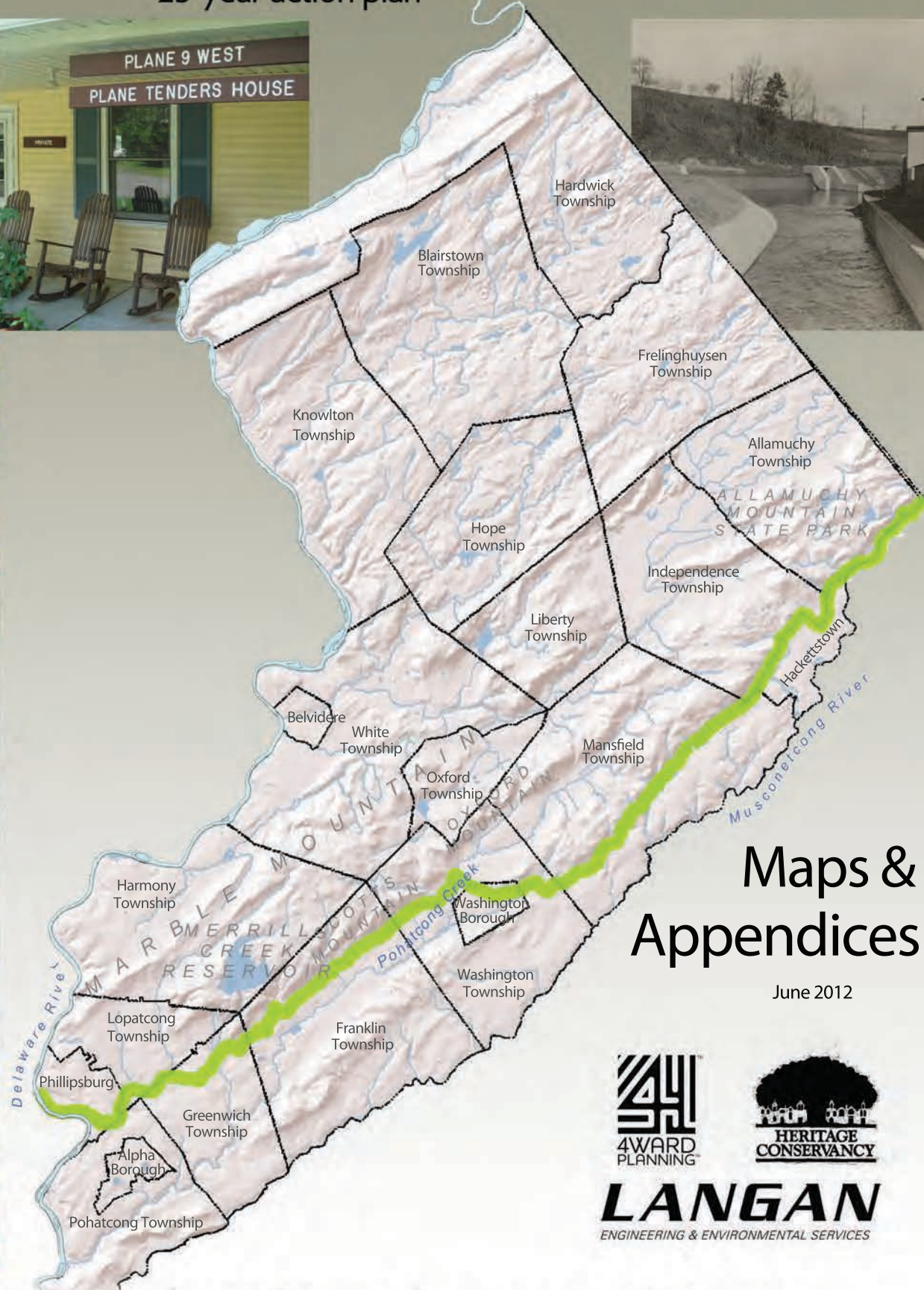


Morris Canal greenway

25-year action plan



Maps & Appendices

June 2012



The preparation of this report has been financed in part by the U.S. Department of Transportation, North Jersey Transportation Planning Authority, Inc., Federal Transit Administration and the Federal Highway Administration. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or its use thereof.

Appendix A:

Review of Existing Planning Documentation

Morris Canal Greenway 25-Year Action Plan

Current Planning Efforts

Statewide

New Jersey State Development and Redevelopment Plan

This comprehensive document serves as a model by which county and municipal planning agencies and authorities should model their local master plans, investment decisions, and spending. The plan envisions New Jersey in the Year 2030 and establishes several goals by which the vision can be achieved, many of which are directly supported by the Morris Canal greenway project, including:

- Revitalize the state's cities and towns by encouraging infill, redevelopment and infrastructure improvements.
- Conserve the state's natural resource systems by planning growth to occur within designated centers away from environmentally sensitive areas.
- Promote economic growth in locations and in ways that improve the standard of living and quality of life for New Jersey residents.
- Preserve and enhance areas with historic, cultural, scenic open space and recreational value.
- Increase energy efficiencies and reduce greenhouse gas emissions.

Plan 2035: Regional Transportation Plan for Northern New Jersey

The North Jersey Transportation Planning Authority serves as the federally-mandated Metropolitan Planning Organization (MTO) that provides local guidance and expertise in the effective allocation of federal transportation funding. The thirteen counties which it serves, including Warren county, constitute the fourth most populous Metropolitan Planning Organization region in the country. The regional transportation plan was established with the following goals in mind:

- Promote smart growth rather than continued sprawl.
- Make travel safer and more secure.
- Give highest funding priority to maintaining and repairing existing infrastructure.
- Expand public transit where possible
- Improve roads but limit capacity expansions.
- Move freight more efficiently
- Better manage incidents and apply new transportation technologies
- Support walking and bicycling

The Highlands Water Protection and Planning Act of 2004

In order to protect the source of over 5 million New Jersey residents' drinking water, the Highlands Water Protection and Planning Council enacted this act which created a master plan for the 860,000 acre area of the state designated as highlands. The act establishes carrying capacity of these sensitive areas with respect to potable water quality and availability. It also includes an assessment of scenic, aesthetic, cultural, historic, open space, farmland, and outdoor recreation resources of the region and determines overall policies

required to maintain and enhance these important assets. The Highlands Protection Plan aims to:

- Protect, restore, and enhance the quality and quantity of ground water within the planning area
- Preserve contiguous land parcels that have significant resources or unique natural, scenic or cultural properties that positively contribute to Highlands environment
- Protect the natural resources of the region including critical habitats and environmentally sensitive areas like forests, wetlands and steep slopes
- Preserve farmland, historic sites and resources, and outdoor recreation opportunities including hunting and fishing grounds
- Promote agricultural, recreational and horticultural uses that are compatible with the Act's water protection and open space preservation goals
- Prohibit to the maximum extent any construction or development of this area that is not compatible with its preservation goals

NJ Statewide Bicycle and Pedestrian Master Plan

Developed by the New Jersey Dept. of Transportation in conjunction with the three planning agencies operating in the state, this plan aims to advance the notion of walking and biking as a viable means of transportation. Walking and biking instead of driving reduces our reliance on natural resources, promotes healthy lifestyles, and is much more environmentally sustainable than driving. The plan calls for:

- Build existing infrastructure to be conducive to pedestrian and bike travel
- Retrofit existing infrastructure to have sidewalks, bike lanes, crosswalks, traffic slowing-devices, street trees., etc. to benefit and encourage bikes and pedestrians
- Improve access to community points of interest, recreation facilities, and transit hubs and provide changing rooms, bike racks, maps, and other ancillary tools for pedestrians and bikers
- Revisit and update existing policies and procedures, making sure they accommodate for pedestrians
- Develop and education program to remind drivers how to interact with pedestrians when their paths intersect and strictly enforce rules to protect pedestrians and bikers, making them feel safer in their travels.
- Encourage public and private groups to foster a pro-biking ethic and mindset.

NJ Department of Transportation Smart Growth Plan- 2008

With an expanding population and deteriorating roads, the NJ DOT is looking to the future. Their 2030 plan seeks to:

- Maintain and renew existing infrastructure
- Expand public transportation to reduce greenhouse gas emissions and decongest the roadways
- Apply advanced technology to streamline highway travel and reduce frequency of accidents
- Further reduce auto trips by encouraging carpooling, employer-sponsored connector shuttles, improving facilities that support walking and biking

- Incentives and disincentives for not driving alone
- Adopt smart growth planning strategies to concentrate growth in areas with adequate public transportation and where frequent destinations are walkable
- Optimize freight distribution by relying more upon rail than trucks for transportation of goods.

Warren County

Warren County Open Space and Recreation Plan -2008

The open space plan provides a blueprint of suggested spaces to be preserved, regardless of current ownership, It outlines several projects of high priority, including the Morris Canal Greenway, and discusses the importance and scope of these projects. The plan also aims to meet governmental requirements which allow counties to establish trust funds for preserving open space. Its goals include:

- Land bank as much land as possible for future use or conservation.
- Acquire properties along established and proposed trails as well as streams, rivers, and environmentally-sensitive or culturally significant areas to create contiguous greenways or linear parks or conservation areas.
- Develop a modest, passive recreation system that allows activities like walking, hiking, and birdwatching in the short-term.
- Provide areas for traditional sports like hunting and fishing where appropriate.
- Interconnect various open space reserves.

Rt. 57 Warren Heritage Byway Corridor Management Plan-2010

This recent plan extolls the scenic, historical, and environmental value of Rt. 57 and lays out strategies for the protection of its rural character and proper maintenance. The Morris Canal parallels Rt. 57 through Warren County and interacts closely with it in several locations. Because of its proximity, the Corridor Management Plan drew from the canal's innovative history and used it as a major thematic element in its visioning process. As the Morris Canal Greenway's mission is intrinsically connected to that of the Heritage Byway's, the Corridor Management Plan explicitly states that a strategy for implementation is to support the initiatives of the Morris Canal Greenway project. The overarching goals of the Heritage Byway Corridor Management Plan are to:

- Preserve and enhance the beauty of natural, cultivated and built landscapes and their relationship to our history, culture, and future.
- Enhance tourism in proximity to centers of recreation and commerce.
- Encourage land uses that create and complement scenic viewsheds, vistas, and panoramas.
- Highlight historic sites and, through heritage tourism, help residents and tourists discover the stories in the landscape.
- Mitigate the tensions between preservation and development.

Municipal

Allamuchy Twp. Master Plan and Development Regulations Periodic Re-examination and land use plan update report- 2005

Adhering to the zoning designation for the township provided by the New Jersey State Development and Redevelopment plan, this plan sets strong environmental, cultural and scenic preservation standards for its Open Space Plan, which outlines the importance of acquiring land for the purpose of creating greenways, recreation areas, and conservation zones.

Allamuchy Twp. Open Space Plan- 2005

Acquiring new lands for preservation or to be used for recreation is the predominant goal of the township's open space plan due to the demonstrated need for recreational facilities. The township has an open space tax by which it collects some of the funding for purchasing new land for preservation. The plan also acknowledges the importance of the township's rural character and considers preserving farmland to be paramount. It discusses the need for a wide, contiguous band of open land for recreational use and preservation purposes in the form of a greenway; the suggested location for such a route coincides with the junction of the two distinct physical areas of the township: undeveloped forested land on steep slopes and flat, fertile farmland.

Allamuchy Twp. Master Plan Part V: Traffic and Circulation Plan- 1993

Does not address Morris Canal Greenway or even the importance of encouraging pedestrian and bicycle travel.

Franklin Twp. Land Use Plan – 2001

The zoning regulations in this plan place the Morris Canal within the Rural Conservation district, a zone designed to address the goals of protecting groundwater quality, conserving the scenic rural character of the area and promoting continued agricultural opportunities. However, the portion of the Morris canal that passes through Franklin township is mostly owned by private parties unwilling to allow access to their land through the institution of a greenway. The plan laments the township's general lack of trails and recreation facilities and considers the creation of additional public open space to be of great importance. The township plans to adhere to the county's greenway vision to keep a 300' buffer on either side of the canal for recreational and conservation purposes.

Franklin Twp. Open Space and Rec Plan- 2006

This plan inventories the current natural, historic and recreational resources the township has and discusses its needs for new outdoor and recreational resources. It lists partners and funding sources as well as recommendations for land preservation. Among these resources is the NJ Landscape Project, an ecosystem-based mapping system developed by the New Jersey DEP. The Landscape Project identifies Scott's Mountain, located above the Morris Canal, as important forest habitat for multiple threatened species of birds, mammals, and amphibians.

Franklin Twp. Master Plan Re-Examination Report- 2006

In addition to updated landuse policies, the master plan adopted a historic preservation plan element which indicates the importance the township places on its historically significant resources. This plan specifically calls for the preservation of the Morris Canal in its present condition and requests that developers dedicate its right away when development occurs.

Lopatcong Twp. Master Plan Re-Examination- 2004

Like Allamuchy Township, Lopatcong township also has an open space tax by which they have raised over 500,000 for the purchasing of lands for open space and recreational use since its institution in 1999. The township has given a great deal of thought to a trail system that will connect schools, cultural and recreational resources and specifically names the Morris Canal greenway as a possible linkage.

Mansfield Twp. Master Plan Periodic ReExamination- 2008

A very basic document which outlines the general changes to the last re-examination of the township's master plan. Does not mention the Morris Canal specifically.

Borough of Washington Conservation and Open Space Amendment to Master Plan- 2000

Outlines the township's topography, wetlands, flood-prone areas, soils, geology, vegetation, existing open space, and open space needs. Maps of each of these items.

Contains:

- Inventory of publically and privately owned open space and recreation facilities and the uses of each
- Discussion of the NJ Green Acres Grant program and its requirements and recommendations
- Discussion of the National Recreation and Park Association, an organization that promotes recreational opportunities by setting standards of acreage of open space per number of residents
- Results of a recreation survey which showed that residents particularly wanted biking jogging, walking, rollerblading/skateboarding facilities as well as sports fields and courts targeted toward youth and teens
- Recommendations for future open space acquisition
- Current plans for a "downtown development" along the Shabbecong Creek corridor to interface historical/cultural experience, opportunity for borough-wide greenway linkage

Washington Twp. Master Plan Re-Examination- 2007

The goals and objectives of each section of the master plan and the changes made thereto, and the reasoning behind those changes. Emphasis placed on the importance of LEED certified development projects. Contains:

- List of acceptable shade tree species for buffers between houses/streets
- Regulations for conservation easement areas

Appendix B:

New Jersey Department of Environmental Protection- Historic Preservation Office of New Jersey and National Registers of Historic Places

Morris Canal Greenway 25-Year Action Plan



Warren County

Allamuchy Township

Allamuchy Freight house (ID#3940)

Route 612 (Johnsonburg Road)
NR: 10/4/2002 (NR Reference #: 02001056)
SR: 7/22/2002
COE: 12/18/2001

Bird House Historic Archaeological Site (ID#2740)

SHPO Opinion: 12/30/1993

Morris Canal Industrial District Annex (ID#2742)

SHPO Opinion: 12/30/1993

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River

SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City

Rutherford Hall (Rutherford Mansion) (ID#4562)

County Route 517 northbound
SR: 6/2/2011
COE: 11/28/2005

Saxton Falls Dam Complex (ID#2741)

SHPO Opinion: 12/30/1993
(Also contributes to Morris Canal Historic District)

Alpha Borough

Central Railroad of New Jersey Main Line Corridor Historic District (ID#3500)

Railroad Right-of-way from Phillipsburg to Bayonne, including all associated features

DOE: 11/30/1995
SHPO Opinion: 7/19/1991

(Historic district extends through 29 municipalities in 5 counties)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Hamlin Historic Archaeological Site (28-Wa-532) (ID#2745)

DOE: 4/14/1983
SHPO Opinion: 3/18/1983

Lehigh Valley Railroad Historic District (ID#4154)

SHPO Opinion: 3/15/2002

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Still Valley Prehistoric District (ID#2746)

DOE: 7/7/1983
SHPO Opinion: 3/18/1983
(Includes 28-Wa-518, 519, 520, 521, 522, 523, 530, 531, 535, and 536)

Also located in:

Warren County, Greenwich Township
Warren County, Pohatcong Township

Belvidere Town

Belvidere Historic District (ID#2747)

Market and Race streets; Greenwich and Mansfield avenues; and the Pequest River

NR: 10/3/1980 (NR Reference #: 80002525)
SR: 4/27/1978

Belvidere Historic District Extension (ID#3891)

SHPO Opinion: 7/23/1999

Race Street Mill Race (ID#3616)

Race Street
SHPO Opinion: 9/14/1990

Blairstown Township

Appalachian Trail (ID#2778)

The 400-foot-wide right-of-way of the trail, from Warren to Passaic Counties

DOE: 8/22/1978
SHPO Opinion: 6/14/1978

See Main Entry / Filed Location:

Warren County, Hardwick Township

Blair Presbyterial Academy (ID#2748)

NJ Route 94
NR: 1/24/1992 (NR Reference #: 89001944)
SR: 9/5/1989
(SR (entire campus); NR (part of campus))

Blairstown Historic District (ID#3493)

Main Street, East Avenue, Douglas Street, Water Street, Blair Place
NR: 2/16/2007 (NR Reference #: 0700046)
SR: 12/15/2006
SHPO Opinion: 6/17/1996
COE: 7/23/2003
(Previous COE 11/27/95.)

Blairstown Railroad Station (ID#4684)

DL&W Cutoff, Milepost 64.83 at Hope Road (County Route 521)
SHPO Opinion: 7/31/2006

Delaware, Lackawanna and Western Railroad Lackawanna Cutoff Historic District (ID#3454)

SHPO Opinion: 3/22/1994

See Main Entry / Filed Location:

Sussex County, Byram Township

Hope Road Bridge (ID#4689)

Hope Road (County Route 521) over DL&W Cutoff, Milepost 64.63
SHPO Opinion: 7/31/2006



Roy's Theatre (ID#38)

30 Main Street
COE: 11/27/1995

Franklin Township

Asbury Historic District (ID#2749)

County Routes 623 and 643, Maple Avenue, Kitchen Road and School Street

NR: 3/19/1993 (NR Reference #: 93000132)
SR: 11/2/1992
SHPO Opinion: 9/16/1992

Also located in:

Hunterdon County, Bethlehem Township

John Richey House (ID#3956)

6 Schnetzer Lane
NR: 3/20/2002 (NR Reference #: 02000216)
SR: 1/8/2002

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal
NR: 10/1/1974 (NR Reference #: 74002228)
SR: 11/26/1973
SHPO Opinion: 4/27/2004

(Extends from the Delaware River in Phillipsburg Town, Warren County to the Hudson River in Jersey City, Hudson County. SHPO Opinion extends period of significance for canal to its 1924 closure.)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Scotts Mountain Rural Historic District (ID#2762)

DOE: 5/11/1981
SHPO Opinion: 1/20/1993
(Boundaries Expanded 1993; Previous SHPO Opinion 6/25/1980; Majority of District flooded for creation of Merrill Creek Reservoir)

See Main Entry / Filed Location:

Warren County, Harmony Township

Frelinghuysen Township

1754 Stone Mile Marker (ID#3974)

Allamuchy Road
SHPO Opinion: 5/9/2002

Coursen Fill (DL&W Cutoff) (ID#4690)

Delaware Lackawanna and Western Railroad Cutoff west of Silver Lake Road
SHPO Opinion: 7/31/2006

Delaware, Lackawanna and Western Railroad Lackawanna Cutoff Historic District (ID#3454)

SHPO Opinion: 3/22/1994

See Main Entry / Filed Location:

Sussex County, Byram Township

Johnsonburg Historic District (ID#2750)

County Routes 519 and 661, Allamuchy and Mott roads
NR: 10/15/1992 (NR Reference #: 92001386)
SR: 9/2/1992
SHPO Opinion: 8/27/1992

Dyer Farmstead (ID#3968)

239 Allamuchy Road
SHPO Opinion: 5/9/2002
(Also known as Peaceful Valley Farm)

Greenwich Township

Central Railroad of New Jersey Main Line Corridor Historic District (ID#3500)

Railroad Right-of-way from Phillipsburg to Bayonne, including all associated features

DOE: 11/30/1995
SHPO Opinion: 7/19/1991
(Historic district extends through 29 municipalities in 5 counties)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Kennedy House and Mill (ID#3494)

306 NJ Route 173, Stewartsville
NR: 5/16/1996 (NR Reference #: 96000552)
SR: 3/25/1996

Kennedy's Mill Historic District (ID#5132)

Block 41/Lot 8, Block 41/Lot 5, Block 34/Lot 6, 7, 8, 8.01, Block 35/Lot 1 & 4
SHPO Opinion: 12/30/2011

Lehigh Valley Railroad Historic District (ID#4154)

SHPO Opinion: 3/15/2002
See Main Entry / Filed Location:
Warren County, Phillipsburg Town

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal
NR: 10/1/1974 (NR Reference #: 74002228)
SR: 11/26/1973
SHPO Opinion: 4/27/2004

(Extends from the Delaware River in Phillipsburg Town, Warren County to the Hudson River in Jersey City, Hudson County. SHPO Opinion extends period of significance for canal to its 1924 closure.)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Muchler House Site (28-Wa-632) (ID#206)

SHPO Opinion: 1/8/1999

North Bloomsbury Historic District (ID#3175)

Asbury Road (NJ Route 173) from Warren Glen road, Rt 639, east to Bloomsbury Road
SHPO Opinion: 12/9/1999
(Previous SHPO Opinion: 3/3/1993)



One Room Schoolhouse (ID#3654)

US route 22 at St. James Cemetery
SHPO Opinion: 5/20/1996

Shillinger House Site (28-Wa-633) (ID#207)

SHPO Opinion: 1/8/1999

Stewartsville Village Historic District (ID#2754)

SHPO Opinion: 8/27/1992

Still Valley Prehistoric District (ID#2746)

DOE: 7/7/1983
SHPO Opinion: 3/18/1983
(Includes 28-Wa-518, 519, 520, 521, 522, 523, 530, 531, 535,
and 536)

See Main Entry / Filed Location:

Warren County, Alpha Borough

Voorhees/Shimer Property (ID#2755)

NJ Route 173
SHPO Opinion: 3/18/1983

Hackettstown Town

Centenary Collegiate Institute (ID#3496)

400 Jefferson Street, Centenary College
NR: 6/13/1997 (NR Reference #: 97000564)
SR: 4/21/1997
COE: 12/7/1990
(COE for Seay Hall)

Clarendon Hotel (ID#2756)

Grand Avenue
SHPO Opinion: 1/23/1979

Hackettstown Historic District (ID#2758)

DOE: 10/26/1979
SHPO Opinion: 2/6/1997
(Previous SHPO Opinion 9/19/79; DOE referenced
"Hackettstown Main Street Commercial Historic District")

Also located in:

Morris County, Mount Olive Township

Hackettstown Iron and Manufacturing Company's Warren Furnace (ID#2759)

SHPO Opinion: 12/21/1994

Helms Property Site (28-WA-626) (ID#3495)

SHPO Opinion: 2/6/1997

Jacob C. Allen House (ID#4563)

206 West Moore Street
NR: 8/24/2005 (NR Reference #: 05000911)
SR: 7/1/2005

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal
NR: 10/1/1974 (NR Reference #: 74002228)
SR: 11/26/1973
SHPO Opinion: 4/27/2004
(Extends from the Delaware River in Phillipsburg Town,
Warren County to the Hudson River in Jersey City, Hudson
County. SHPO Opinion extends period of significance for
canal to its 1924 closure.)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line)
from Hudson, Hoboken City to Warren, Washington Township, and then
along Warren Railroad to the Delaware River
SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City

Union Cemetery Bridge (ID#3834)

Cemetery access over the Musconetcong River
COE: 12/4/1997

Also located in:

Morris County, Mount Olive Township

Hardwick Township

Appalachian Trail (ID#2778)

The 400-foot-wide right-of-way of the trail, from Warren to Passaic
Counties

DOE: 8/22/1978
SHPO Opinion: 6/14/1978

Also located in:

Passaic County, West Milford Township
Sussex County, Frankford Township
Sussex County, Hampton Township
Sussex County, Montague Township
Sussex County, Sandyston Township
Sussex County, Stillwater Township
Sussex County, Vernon Township
Sussex County, Walpack Township
Sussex County, Wantage Township
Warren County, Blairstown Township

Millbrook Village Historic District (ID#4533)

Old Mine Road and Millbrook Flatbrook Rd.
SHPO Opinion: 9/19/1975
(Also within Old Mine Road HD)

Old Mine Road Historic District (ID#2608)

NR: 12/3/1980 (NR Reference #: 80000410)
SR: 10/2/1975
DOE: 5/8/1974

See Main Entry / Filed Location:

Sussex County, Montague Township



Pennsylvania-New Jersey Interconnection Bushkill to Roseland Transmission Line (ID#5117)

SHPO Opinion: 9/9/2011
((Extends from Essex County, Roseland Borough to Warren County, Hardwick Township))

See Main Entry / Filed Location:

Essex County, Roseland Borough

Shoemaker Ferry Site (28-Wa-274) (ID#4980)

SHPO Opinion: 2/20/2008

Spring Valley Christian Church Site (ID#3498)

Spring Valley Road
NR: 9/18/1997 (NR Reference #: 97001147)
SR: 8/7/1997

Van Deusen House, Tannery and Blair Creek Mill archaeological site (ID#4468)

SHPO Opinion: 6/23/2005

Vass Homestead (ID#192)

109 Stillwater Road
NR: 9/17/1999 (NR Reference #: 99001170)
SR: 7/27/1999

Harmony Township

Scotts Mountain Rural Historic District (ID#2762)

DOE: 5/11/1981
SHPO Opinion: 1/20/1993
(Boundaries Expanded 1993; Previous SHPO Opinion 6/25/1980; Majority of District flooded for creation of Merrill Creek Reservoir)

Also located in:

Warren County, Franklin Township

Van Nest-Hoff-Vannatta Farm (ID#3965)

Route 519
NR: 12/28/2005 (NR Reference #: 05001484)
SR: 9/1/2005
COE: 4/25/2002
(Formerly known as Vannatta Farm)

Hope Township

Hope Historic District (ID#2763)

Union, High, Hickory and Walnut streets; County Route 521; Beaver Brook; Mill Race; and County Route 519
NR: 7/20/1973 (NR Reference #: 73001138)
SR: 6/13/1973

St. Luke's Episcopal Church (ID#4707)

346 High Street
NR: 3/13/2007 (NR Reference #: 07000151)
SR: 1/11/2007

Independence Township

Cemetery Road Bridge (SI&A #2101202) (ID#154)

Cemetery Road over Pequest River
SHPO Opinion: 5/21/1999

Great Meadows Railroad Station (ID#2764)

Cemetery Road
NR: 4/29/1989 (NR Reference #: 89000229)
SR: 2/9/1989

Knowlton Township

Archaeological Site (28-Wa-619) (ID#2765)

SHPO Opinion: 9/16/1993

Archaeological Site (28-Wa-610) (ID#2926)

SHPO Opinion: 9/16/1993

Delaware Historic District (ID#2766)

Ann Street, Valley Street, and Clinton Avenue
NR: 3/20/2003 (NR Reference #: 03000128)
SR: 12/19/2002
SHPO Opinion: 9/5/2002
(Previous SHPO Opinions 1/30/92 and 3/6/01)

Delaware, Lackawanna and Western Railroad Lackawanna Cutoff Historic District (ID#3454)

SHPO Opinion: 3/22/1994

See Main Entry / Filed Location:

Sussex County, Byram Township

Delaware River Viaduct (ID#4693)

DL&W Cutoff, Milepost 73.17 over Interstate 80, Delaware River, and Route 611 [Pa.]
SHPO Opinion: 7/31/2006

Delaware Water Gap Slate Co. Quarry and Building Sites Historic District (ID#3659)

SHPO Opinion: 9/2/1994

Delaware Presbyterian Church (ID#63)

Valley Road and Clarence Street, Delaware
COE: 5/16/1997
(See also Delaware Historic District.)

Fairview Schoolhouse (ID#2767)

Fairview Cemetery, Dean Road
NR: 8/12/1977 (NR Reference #: 77000916)
SR: 12/20/1976

The Hainesburg Inn (ID#5043)

487 Route 94
SHPO Opinion: 6/7/2002

Native American Site (28-WA-290) (ID#4432)

SHPO Opinion: 5/20/2005

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River
SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City



Paulins Kill Viaduct (ID#4694)

DL&W Cutoff, Milepost 70.63 over Station Road and Paulins Kill River
SHPO Opinion: 7/31/2006

Ramsaysburg Homestead (ID#3744)

Rte 46 Block 57, Lot 20
NR: 10/27/2004 (NR Reference #: 04001194)
SR: 8/13/2004
COE: 3/6/2001

Station Road Bridge (SI&A #2101312) (ID#5140)

Station Road over Paulins Kill
SHPO Opinion: 7/26/2011

Warrington Stone Bridge (ID#2769)

Brugler Road over Paulins Kill
NR: 12/16/1977 (NR Reference #: 77000917)
SR: 3/28/1977

Liberty Township

Round Barn (ID#3890)

Pequest Road
SHPO Opinion: 7/23/1999

Lopatcong Township

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal
NR: 10/1/1974 (NR Reference #: 74002228)
SR: 11/26/1973
SHPO Opinion: 4/27/2004
(Extends from the Delaware River in Phillipsburg Town, Warren County to the Hudson River in Jersey City, Hudson County. SHPO Opinion extends period of significance for canal to its 1924 closure.)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Mansfield Township

Beattystown Historic District (ID#2770)

NJ Route 57 and King's Highway
NR: 9/28/1990 (NR Reference #: 90001449)
SR: 8/10/1990

Miller Farmstead (ID#2771)

NJ Route 57
NR: 9/11/1989 (NR Reference #: 88002118)
SR: 9/28/1988

Also located in:

Hunterdon County, Lebanon Township

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal
NR: 10/1/1974 (NR Reference #: 74002228)
SR: 11/26/1973
SHPO Opinion: 4/27/2004
(Extends from the Delaware River in Phillipsburg Town, Warren County to the Hudson River in Jersey City, Hudson County. SHPO Opinion extends period of significance for canal to its 1924 closure.)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Mount Bethel Methodist Church (ID#2772)

Mount Bethel Road
NR: 2/29/1980 (NR Reference #: 80002526)
SR: 10/26/1979

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River
SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City

Oxford Industrial Historic District (ID#2774)

NJ Route 31; Belvidere, Buckley, and Washington avenues; Jonestown and Mine Hill roads; Academy and Church streets, and vicinity
NR: 8/27/1992 (NR Reference #: 91001471)
SR: 8/16/1991
DOE: 8/18/1977
COE: 1/16/2008
(Absorbed former Oxford Historic District)

See Main Entry / Filed Location:

Warren County, Oxford Township

Penwell Lime Kiln #1 (ID#2773)

SHPO Opinion: 10/26/1993

Perry-Petty Farmstead (ID#181)

882 Jackson Valley Road
NR: 4/9/1999 (NR Reference #: 99000392)
SR: 2/4/1999

Point Mountain Road Bridge (SI&A #100L25W) (ID#3756)

Point Mountain Road over Musconetcong River
COE: 2/11/1999
(This is multiple county - Warren)

See Main Entry / Filed Location:

Hunterdon County, Lebanon Township

Port Murray Historic District (ID#3499)

Main Street, and short segments of Hoffman, Karrville, Rockport, and Cherry Tree Bend roads
NR: 6/7/1996 (NR Reference #: 96000658)
SR: 4/26/1996



Port Colden Historic District (ID#107)

NJ Route 56, Dock Street, Port Colden Road, and Morris Canal Terrace
NR: 1/21/1999 (NR Reference #: 98001639)
SR: 11/23/1998

See Main Entry / Filed Location:

Warren County, Washington Township

Warren County Poor Farm (ID#4782)

Oxford Road
COE: 6/26/2008
(a.k.a. Mirium Hemmindinger Juveniles in need of Supervision Shelter)

Oxford Township

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River

SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City

Oxford Furnace District (ID#2776)

SR: 9/11/1970
(Listed NJ Register only; Entire area in this nomination subsumed by the later Oxford Industrial Historic District (ID#2774))

Oxford Industrial Historic District (ID#2774)

NJ Route 31; Belvidere, Buckley, and Washington avenues; Jonestown and Mine Hill roads; Academy and Church streets, and vicinity

NR: 8/27/1992 (NR Reference #: 91001471)

SR: 8/16/1991

DOE: 8/18/1977

COE: 1/16/2008

(Absorbed former Oxford Historic District)

Also located in:

Warren County, Mansfield Township
Warren County, Washington Township

Oxford Furnace (ID#2775)

Belvidere and Washington avenues
NR: 7/6/1977 (NR Reference #: 77000919)
SR: 1/1/1977

Shippen Manor (ID#2777)

Belvidere Avenue
NR: 12/20/1984 (NR Reference #: 84000517)
SR: 11/1/1984
(originally listed as part of Oxford Historic District)

Phillipsburg Town

Andover Iron Furnace's Concrete Faced Loading Ramp (ID#2779)

SHPO Opinion: 1/13/1978

Central Railroad of New Jersey Main Line Corridor Historic District (ID#3500)

Railroad Right-of-way from Phillipsburg to Bayonne, including all associated features

DOE: 11/30/1995

SHPO Opinion: 7/19/1991

(Historic district extends through 29 municipalities in 5 counties)

Also located in:

Hunterdon County, Bethlehem Township
Hunterdon County, Bloomsbury Borough
Hunterdon County, Clinton Township
Hunterdon County, Glen Gardner Borough
Hunterdon County, Hampton Borough
Hunterdon County, High Bridge Borough
Hunterdon County, Lebanon Borough
Hunterdon County, Lebanon Township
Hunterdon County, Readington Township
Middlesex County, Dunellen Borough
Middlesex County, Middlesex Borough
Somerset County, Bound Brook Borough
Somerset County, Branchburg Township
Somerset County, Bridgewater Township
Somerset County, Raritan Borough
Somerset County, Somerville Borough
Union County, Cranford Township
Union County, Elizabeth City
Union County, Fanwood Borough
Union County, Garwood Borough
Union County, Plainfield City
Union County, Roselle Borough
Union County, Roselle Park Borough
Union County, Scotch Plains Township
Union County, Westfield Town
Warren County, Alpha Borough
Warren County, Greenwich Township
Warren County, Pohatcong Township

P. Coal Site (28-Wa-543) (ID#2780)

SHPO Opinion: 9/16/1983

Dormida House (ID#2781)

112 Lock Street
SHPO Opinion: 9/16/1983

Doughty House (ID#2782)

221 Lock Street
SHPO Opinion: 9/16/1983

Dutch Canal (ID#4032)

SHPO Opinion: 5/1/1992

Green's Bridge (ID#275)

NJ Transit Raritan Valley Line, Milepost 70.44
SHPO Opinion: 2/3/1999

Ingersoll-Rand Corporation Complex (ID#4098)

Centre Street
SHPO Opinion: 6/18/2002



Lander-Stewart Mansion and Stites Building (ID#4772)

102-104 South Main Street

NR: 6/25/2008 (NR Reference #: 08000561)

SR: 5/6/2008

Lehigh Valley Railroad Historic District (ID#4154)

SHPO Opinion: 3/15/2002

Also located in:

Essex County, Newark City
Hudson County, Bayonne City
Hudson County, Jersey City
Hunterdon County, Bethlehem Township
Hunterdon County, Bloomsbury Borough
Hunterdon County, Clinton Township
Hunterdon County, Franklin Township
Hunterdon County, Raritan Township
Hunterdon County, Readington Township
Hunterdon County, Union Township
Middlesex County, Edison Township
Middlesex County, Middlesex Borough
Middlesex County, Piscataway Township
Middlesex County, South Plainfield Borough
Somerset County, Bound Brook Borough
Somerset County, Branchburg Township
Somerset County, Bridgewater Township
Somerset County, Hillsborough Township
Somerset County, Manville Borough
Union County, Clark Township
Union County, Cranford Township
Union County, Hillside Township
Union County, Roselle Borough
Union County, Roselle Park Borough
Union County, Scotch Plains Township
Union County, Union Township
Union County, Westfield Town
Warren County, Alpha Borough
Warren County, Greenwich Township
Warren County, Pohatcong Township

Main Street Commercial Historic District (ID#2783)

Main Street

SHPO Opinion: 7/21/1992

(See also Philipsburg Commercial Historic District)

Main Street Bridge (ID#276)

NJ Transit Raritan Valley Line, Milepost 72.15

SHPO Opinion: 2/3/1999

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal

NR: 10/1/1974 (NR Reference #: 74002228)

SR: 11/26/1973

SHPO Opinion: 4/27/2004

(Extends from the Delaware River in Phillipsburg Town, Warren County to the Hudson River in Jersey City, Hudson County. SHPO Opinion extends period of significance for canal to its 1924 closure.)

Also located in:

Essex County, Bloomfield Township
Essex County, Newark City
Hudson County, Jersey City
Hudson County, Kearny Town
Morris County, Boonton Town
Morris County, Boonton Township
Morris County, Dover Town
Morris County, Jefferson Township
Morris County, Lincoln Park Borough
Morris County, Montville Township
Morris County, Rockaway Borough
Morris County, Rockaway Township
Morris County, Roxbury Township
Morris County, Wharton Borough
Passaic County, Clifton City
Passaic County, Little Falls Township
Passaic County, Paterson City
Passaic County, Wayne Township
Passaic County, Woodland Park Borough
Sussex County, Byram Township
Warren County, Franklin Township
Warren County, Greenwich Township
Warren County, Hackettstown Town
Warren County, Lopatcong Township
Warren County, Mansfield Township
Warren County, Washington Borough
Warren County, Washington Township

Northampton Street Bridge (ID#4939)

U.S. Route 22 Alt over the Delaware River

COE: 10/15/2009

Phillipsburg Commercial Historic District (ID#4832)

Portions of South Main, Hudson, Morris, North Main, Market Streets and Union Square Roads

NR: 10/8/2008 (NR Reference #: 08000973)

SR: 8/20/2008

John Roseberry Homestead (Gess) (ID#2785)

540 Warren Street

NR: 4/3/1973 (NR Reference #: 73001139)

SR: 10/18/1972

Union Station (ID#4228)

178 South Main Street

COE: 11/26/2003



U.S. Post Office (ID#2787)

361 Memorial Parkway
SR: 1/31/1986
(Thematic Nomination of Significant Post Offices)

Valley View Historic District (ID#4347)

Congress, Ridge, Tuttle, Arlington and Gate Streets, Hillside Road,
Valley View Circle
SHPO Opinion: 9/21/2004

Vargo House (ID#2788)

155-157 Lock Street
SHPO Opinion: 9/16/1983

Pohatcong Township

Allshouse/Oberly Property (ID#2751)

SHPO Opinion: 3/18/1983

Carpentersville Lime Kilns (28-Wa-600) (ID#5093)

SHPO Opinion: 6/29/1989

Central Railroad of New Jersey Main Line Corridor Historic District (ID#3500)

Railroad Right-of-way from Phillipsburg to Bayonne, including all associated features

DOE: 11/30/1995
SHPO Opinion: 7/19/1991

(Historic district extends through 29 municipalities in 5 counties)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Concrete Platform (ID#3658)

SHPO Opinion: 9/22/1989

Edinger-Twining and Large Lime Kilns [Historic District] (ID#3502)

River Road (County Route 635)
SHPO Opinion: 9/22/1989

Finesville-Seigletown Historic District (ID#4398)

NR: 11/10/2010 (NR Reference #: 10000892)
SR: 3/4/2010
SHPO Opinion: 11/1/2006
COE: 10/21/2004

Also located in:

Hunterdon County, Holland Township

Finesville-Seigletown Historic District Boundary Increase (ID#4964)

61 Cyphers Road
COE: 2/22/2010

Also located in:

Hunterdon County, Holland Township

Hixson/Skinner Mill Complex (ID#2790)

Still Valley Road
NR: 12/2/1982 (NR Reference #: 82001047)
SR: 10/1/1982

George Hunt House (ID#2791)

135 Warren Glen Road
NR: 9/12/1979 (NR Reference #: 79001531)
SR: 7/5/1979

Lehigh Valley Railroad Historic District (ID#4154)

SHPO Opinion: 3/15/2002
See Main Entry / Filed Location:
Warren County, Phillipsburg Town

The Godfrey Mellick House (ID#3657)

SHPO Opinion: 9/22/1989

The Redd Site (ID#3656)

SHPO Opinion: 9/22/1989

The Reese Lime Kiln (ID#3655)

SHPO Opinion: 9/22/1989

Riegelsville General Store (ID#4409)

COE: 3/14/2005

Riegelsville Bridge (ID#4107)

River Road over Delaware River
SR: 3/22/2010
SHPO Opinion: 4/22/1998
COE: 7/21/2004

Rieglesville Company Town Historic District (ID#3945)

County Route 627, River Road and Musconetcong River at the Delaware River
SHPO Opinion: 4/22/1998

Also located in:

Hunterdon County, Holland Township

River Road Bridge over Pohatcong Creek (SI&A #2102015) (ID#4055)

River road over Pohatcong Creek intersecting at Cross Road.
SHPO Opinion: 8/19/1994

St. James Lutheran Church (ID#3501)

Straw Church Circle Road
DOE: 12/27/1996
SHPO Opinion: 5/20/1996

Seigle Homestead (ID#2792)

Finesville, Rieglesville-Warren Glen Road
NR: 11/7/1977 (NR Reference #: 77000918)
SR: 1/10/1977

Still Valley Road Culvert (ID#274)

NJ Transit Raritan Valley Line, Milepost 67.64 over Still Valley Road
SHPO Opinion: 2/3/1999

Still Valley Prehistoric District (ID#2746)

DOE: 7/7/1983
SHPO Opinion: 3/18/1983
(Includes 28-Wa-518, 519, 520, 521, 522, 523, 530, 531, 535, and 536)

See Main Entry / Filed Location:

Warren County, Alpha Borough



Washington Borough

162 East Washington Avenue (ID#2793)

SHPO Opinion: 3/1/1994

First Presbyterian Church of Oxford at Hazen (ID#3937)

County Route 623 and County Route 519

COE: 6/9/1997

See Main Entry / Filed Location:

Warren County, White Township

James E. Campbell House (ID#4580)

163 North Lincoln Street

COE: 2/22/2006

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal

NR: 10/1/1974 (NR Reference #: 74002228)

SR: 11/26/1973

SHPO Opinion: 4/27/2004

(Extends from the Delaware River in Phillipsburg Town, Warren County to the Hudson River in Jersey City, Hudson County. SHPO Opinion extends period of significance for canal to its 1924 closure.)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River

SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City

Washington Railroad Station (ID#2794)

Railroad Avenue

NR: 7/3/1979 (NR Reference #: 79001532)

SR: 3/29/1979

(Demolished)

Washington Township

Bowerstown Historic District (ID#3503)

Bowerstown, Plane Hill, Lanning, and Mine Hill roads

NR: 5/10/1996 (NR Reference #: 96000537)

SR: 3/13/1996

SHPO Opinion: 1/26/1995

Carhart Farmstead (ID#2818)

SHPO Opinion: 10/12/1995

Imlaydale Historic District (ID#2795)

NJ Route 31 and Imlaydale Road

NR: 3/27/1991 (NR Reference #: 91000306)

SR: 2/6/1991

Also located in:

Hunterdon County, Hampton Borough

Hunterdon County, Lebanon Township

Morris Canal (ID#2784)

Existing and former bed of the Morris Canal

NR: 10/1/1974 (NR Reference #: 74002228)

SR: 11/26/1973

SHPO Opinion: 4/27/2004

(Extends from the Delaware River in Phillipsburg Town, Warren County to the Hudson River in Jersey City, Hudson County. SHPO Opinion extends period of significance for canal to its 1924 closure.)

See Main Entry / Filed Location:

Warren County, Phillipsburg Town

New Hampton Historic District (ID#87)

Musconetcong River Road and Rymon Road

NR: 4/6/1998 (NR Reference #: 98000257)

SR: 1/28/1998

See Main Entry / Filed Location:

Hunterdon County, Lebanon Township

New Hampton Pony Pratt Truss Bridge (ID#1610)

Rymon Road over Musconetcong River

NR: 7/26/1977 (NR Reference #: 77000877)

SR: 9/13/1976

See Main Entry / Filed Location:

Hunterdon County, Lebanon Township

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River

SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City

Oxford Industrial Historic District (ID#2774)

NJ Route 31; Belvidere, Buckley, and Washington avenues; Jonestown and Mine Hill roads; Academy and Church streets, and vicinity

NR: 8/27/1992 (NR Reference #: 91001471)

SR: 8/16/1991

DOE: 8/18/1977

COE: 1/16/2008

(Absorbed former Oxford Historic District)

See Main Entry / Filed Location:

Warren County, Oxford Township

Pleasant Valley Historic District (ID#2797)

Mill Pond Road

NR: 2/18/1994 (NR Reference #: 94000013)

SR: 12/20/1993

Port Colden Historic District (ID#107)

NJ Route 56, Dock Street, Port Colden Road, and Morris Canal Terrace

NR: 1/21/1999 (NR Reference #: 98001639)

SR: 11/23/1998

Also located in:

Warren County, Mansfield Township



Washington Motor Vehicle Inspection Station (ID#2456)

Route 31

SHPO Opinion: 6/9/1998

White Township

First Presbyterian Church of Oxford at Hazen (ID#3937)

County Route 623 and County Route 519

COE: 6/9/1997

Also located in:

Warren County, Washington Borough

Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525)

Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River

SHPO Opinion: 9/24/1996

See Main Entry / Filed Location:

Hudson County, Hoboken City

Appendix C:

Meeting Minutes and List of Attendees

Morris Canal Greenway 25-Year Action Plan

Morris Canal 25-Year Action Plan
Minutes of the Project Kick-Off Meeting
May 26, 2011

In-Attendance:

Brian Appezzato, Warren County Planning Department
Daniel Badgely, Langan Engineering & Environmental Services
Nate Burns, Langan Engineering & Environmental Services
David Dech, Warren County Planning Department
David Detrick, Warren County Morris Canal Commission
Jeffrey Marshall, Heritage Conservancy
Todd Poole, 4WARD Planning
Elizabeth Roy, Warren County Planning Department
Michael Szura, Langan Engineering & Environmental Services
Karen Williamson, Heritage Conservancy

Discussion Items:

1. All meeting participants were introduced and the roles/backgrounds of the various project team members were briefly reviewed.
2. The Technical Advisory Committee will consist of either the entire Warren County Morris Canal Commission or a subcommittee of this group.
3. Elizabeth Roy and David Dech will work together to coordinate all project meetings. The Warren County Morris Canal Commission presently meets on the 4th Tuesday of every month at 7:30 p.m.
4. E-mail can be used to communicate information about the project in-between meetings. The e-mail distribution list should include all of the individuals attending today's meeting. The Warren County Planning Department Staff will be responsible for contacting other individuals to solicit any additional input needed in a timely manner. Brian Appezzato will handle all inquiries about the project from the general public.
5. The Warren County Planning Department Staff is in the process of identifying the individuals who should be invited to participate in the Focus Group and Study Committee meetings.
6. The project team is collecting background information with assistance from the Warren County Planning Department.
7. Approximately 85% of the Morris Canal prism is intact, with 11 of 33 miles preserved in public ownership. The county will provide the project team with a copy of its November 2010 Acquisition Strategy.
8. The project needs to be completed by the end of April 2012 in accordance with the grant funding received by the county. The project schedule should be compressed to meet this deadline.

9. Invoices are to be submitted monthly to the county and must be accompanied by a description of the work performed during the billing period. The invoice should list the consultant team members by name along with the hours worked, hourly rate, subtotal per person, and associated expenses. The costs should be broken down by project task (not subtask).
10. The group discussed key elements of the project as summarized below:
 - Concern about a few negative voices adversely impacting the overall tone of the project.
 - The importance of understanding the economic value of the project, especially to the business community.
 - Concern about putting too much emphasis on nurturing landowner relationships in light of the long-term outlook of the project.
 - The importance of the organizational structure to be created to oversee implementation of the plan.
 - The importance of relating the project to broader transportation issues in accordance with grant funding requirements.
 - The ability to dovetail the project with the Route 57 Scenic Byway, Musconetcong Wild & Scenic River initiatives and existing/future heritage corridors.
 - The ability to take advantage of the National Canal Museum in Easton and Waterloo Village in Allamuchy Township as “bookends” for the canal project.
 - The importance of this project in serving as a rudder to keep canal preservation efforts focused as county representation changes and funding priorities fluctuate over time.
11. Todd Poole inquired as to whether any economic development studies or related data is available that he can use for his economic assessment work. The Warren County Planning Department staff indicated that no such studies exist. However, site visitation logs may be available, along with some tax records that may be helpful.
12. Elizabeth Roy will contact the Warren County Morris Canal Commission members to coordinate the first TAC meeting and a separate tour of the canal for the project team members.

\\langan.com\data\DT\data7\200034701\Office Data\5-26-11 Minutes.docx

Morris Canal 25-Year Action Plan
Minutes of the TAC Meeting
June 28, 2011

In Attendance:

Dan Badgely – Langan Engineering
Dennis Bertland – Warren County Morris Canal Committee
Brett Bragin – Warren County Morris Canal Committee
Don Brinker – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
John Handlos – Warren County Morris Canal Committee
Megan Kelly – NJTPA
Jim Lee, Jr. – Warren County Morris Canal Committee
Jim Lee, III – Warren County Morris Canal Committee
Jeffrey Marshall. – Heritage Conservancy
Todd Poole – 4Ward Planning
Elizabeth Roy – Warren County Planning Department
Robert Smith, P.E. – Warren County Morris Canal Committee
Myra Snook – Warren County Morris Canal Committee
Michael Szura – Langan Engineering
Karen Williamson – Heritage Conservancy

Discussion Items (See also meeting agenda):

1. Dave Detrick opened the meeting and provided an overview of the WCMCC and the participants introduced themselves. Some of the Warren County Morris Canal Committee members were involved in other master planning projects and are familiar with the general planning process. Nate Burns indicated that the project involves assessing the canal from a broad and conceptual perspective or scale, not a close-up or detailed view.
2. Nate Burns provide a brief overview of the project and presented the project schedule, showing how the project tasks will be completed by the end of April 2012. The project schedule identified when the various meetings will be held at key points in the planning process. Nate suggested that meetings with the TAC be held on a monthly basis on the second Tuesday of each month to keep the planning and public input process moving forward on a consistent basis throughout the duration of the project.
3. Dennis Bertland asked the consultant team members to express their initial opinions about the challenges of developing a 25-year plan for the canal. The responses are summarized below:
 - Mike Szura – How to improve visibility of the canal and weave the canal in a coordinated fashion through a variety of municipalities.
 - Jeff Marshall – How to unify the goals and outcomes given the number of municipalities and other partners involved.
 - Nate Burns – How to integrate and manage the sheer number of natural, recreational, scenic and historic resources along the canal.
 - Jeff Marshall – How to identify the most important and compelling story(ies) of the canal.
 - Karen Williamson – How to provide alternate routes for those sections of the canal that have been obliterated or otherwise lost. How to effectively connect any alternate routes to the main canal in a physical and programmatic way.

4. Karen Williamson felt that the communities along the canal may be more receptive to the master plan than expected, due to the recent successes of two other corridor projects: the Musconetcong Wild and Scenic River and the Warren Heritage Scenic Byway (Route 57).
5. Nate Burns and Jeff Marshall asked the participants the following questions:
 - a. If you could accomplish one item with the master plan, what would it be?
 - b. What one item do you see as the greatest hurdle to the success of the greenway?
 - c. How would you define a successful outcome to the master planning process?

A lively discussion generated the following variety of responses:

- Jim Lee, Jr. – How do we fund it, sell it, get public buy-in, and maintain it with an understandably ever-changing political landscape?
- Bob Smith – Does the public realize that the canal preceded the establishment of many local towns, such as Port Colden, and Port Murray?
- Jim Lee, III – Much of the canal is an archaeological resource, much of which is buried or gone.
- Jeff Marshall – How can the public embrace its canal heritage with pride and capitalize on its heritage tourism potential?
- Todd Poole – Do local schools include the study of the canal in its local history lessons? If you can expose students to the canal, they can teach their parents to appreciate it too.
- Myra Snook – Books about the canal were previously given to the local schools, but it does not appear that the topic is being taught. Teachers are constrained by having to meet the state academic standards, with little time left to teach any additional material. For example, representatives of the Andover Morris School in Phillipsburg had no idea that the route of the canal was through school property. Dave Detrick’s wife is a teacher at the Port Colden Elementary School who does teach her students about the canal. A 19th century schoolhouse adjacent to the Port Colden Elementary School has been preserved by the school district and includes a small museum.
- Brett Bragin - The WCMCC has not formally followed up with the schools to see if the books are in fact being used to teach students about the canal. Mike Szura – Other extra-curricular activities might provide children with an opportunity to learn about the canal.
- Brett Bragin/Todd Poole – Is WCMCC officially empowered to raise revenue? Not sure.
- Dennis Bertland – Many key preservation activities have been completed and the project has grown from simple acquisition of slivers of land to protect the canal to a regional greenway effort. But the resource is underutilized and canal exists in segments with different levels of integrity. How can we prevent further loss of any remaining threatened canal structures over the long haul, especially important buildings that are part of the larger canal landscape?
- Brett Bragin – It would be nice to have a continuous greenway across the county, even if the greenway does not follow the canal. [Add comment added via email] “the focus of the greenway is the canal. In areas where the canal has be destroyed or is not presently accessible (e.g. due to land ownership, etc..) the greenway will have to depart from the canal corridor, but the 25-year plan should revert back to the route of the canal IF land ownership and/or easement issues will allow it.”
- Dennis Bertland – It would be helpful to have a non-profit support group to help with fundraising and management activities and to provide a more flexible response to opportunities as they arise.
- Myra Snook – One example is that a coffee shop advertises its location along the canal.
- Dave Detrick – How do you save the canal when significant sections are still privately owned and when the public has lost awareness of this resource? How do you keep momentum when it takes so long to complete one project?

- Mike Szura – It is important to identify those projects that will increase connectivity and visibility to improve awareness.
 - Dave Detrick – New leadership in Phillipsburg has prompted interest in canal preservation for the first time, which is refreshing.
 - Jim Lee, Jr. – The acquisition book outlines which properties are priorities for preservation.
 - Dennis Bertland – How do we deal with the threat of recent solar farms installations along the canal? Wouldn't it be nice if we could use the canal to connect Hackettstown (a population center) with Allamuchy State Park?
 - John Handlos – Would also like to see a greenway trail across the entire county.
 - Dave Dech – Success is having the freeholders see, accept and approve a 25-year plan that helps the county stay focused, with guidelines for how it should proceed with preservation efforts in a consistent manner.
 - Dave Detrick – Support for the canal project can be seen in the fact that some municipalities have adopted the model canal ordinance.
 - Jim Lee, Jr. – A grant has been received to restore the stone arch entrance to the canal along the Delaware River in collaboration with Phillipsburg.
 - Dennis Bertland – Would like to see buy-in at regional and state level too with even more partners involved.
 - Myra Snook – Thinks canal is shown on some state level maps.
 - Dave Detrick – The Friends of the Morris Canal and the Canal Society of New Jersey have a plan for improvements to Saxton Falls. Recommends talking to these two groups and the New Jersey State Park representatives about these plans.
 - Jim Lee, Jr. and Todd Poole – Need to determine how best to organize/administer canal preservation efforts. Todd explains trend in public/non-profit relationships, such as Central Park in New York City.
 - Dave Detrick – Or like White Lake in Warren County, where the Nature Conservancy assists with site management while Warren County owns the land.
 - Jeff Marshall – Or like the D&L Canal Heritage Corridor with its non-profit organization.
 - Jim Lee, Jr. – Whatever we do, don't refer the canal as a park, since the term park is not well received.
 - Karen Williamson - Should keep in mind how canal preservation can complement farmland preservation, scenic byway, wild and scenic river initiatives.
 - Brett Bragin – Concerned about haphazard pattern of land development and its impact on canal preservation. What is the feeling of the people who live along the canal about trail development?
 - Dennis Bertland – Each ½ mile segment of the canal is different and comes with adjoining landowners with different mindsets. No cookie cutter approach can be used to move forward.
 - Jim Lee, III and Dennis Bertland - How can we create a brand that transcends these differences and is a unifying force?
 - Todd Poole and Jeff Marshall – Look to the Laurel Highlands and PA DCNR's Conservation Landscape Initiative as examples of branding, et al.
 - Dennis Bertland – Need to find a way to engage and collaborate with all possible partners.
 - Myra Snook – The logo for the Morris Canal greenway is a brand that is being used by Morris and Passaic Counties for its canal preservation efforts. Also the brown canal signs along the roadway are a kind of branding.
6. Representatives from the Warren County Morris Canal Committee and the Planning Department will be leading a bus tour of the Morris Canal for the consultant team members tomorrow. The tour will leave from the Phillipsburg Commerce Park at 8 a.m. and will visit highlights of the canal along its entire 33-

mile length in Warren County. As desired, additional tours of specific segments of the canal may also be scheduled in the future.

Morris Canal 25-Year Action Plan
Minutes of the TAC Meeting
July 12, 2011

In Attendance:

Dennis Bertland – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
Mike Helbing – Warren County Board of Recreation
Jim Lee, Jr. – Warren County Morris Canal Committee
Jeffrey Marshall. – Heritage Conservancy
Elizabeth Roy – Warren County Planning Department
Robert Smith, P.E. – Warren County Morris Canal Committee
Corey Tierney – Warren County Dept of Land Preservation
Karen Williamson – Heritage Conservancy

Discussion Items:

1. The group reviewed the success of the June 29th full-day field trip to tour the highpoints of the Morris Canal in Warren County. The team members expressed an interest in visiting the brickyard property, since it contains an inclined plane that can be viewed in cross section. Dave Dech indicated his desire to walk with the team members to see certain sections of the canal to point out specific problem areas. The team agreed that there would be value in visiting these additional areas of the canal and will work with Elizabeth Roy to coordinate such a trip.
2. Karen Williamson explained that the first TAC meeting and the recent tour participants used several terms to describe concepts that can form the basis of a vision for the 25-Year Action Plan for the Morris Canal. These terms/concepts are:
 - **Land-Banking** – The historic preservation of the canal and canal related resources (associated buildings, scenic views, etc.) through the acquisition of land or conservation easements. Since some of the canal resources have been destroyed, there will be gaps between different segments of the canal and canal related resources that are preserved. Even if no other action is taken, the process of land-banking would at least reserve the canal as a historic resource for future use.
 - **Greenway** – A continuous network of protected open space consisting of:
 1. The segments of land containing the canal and canal related resources, where they still exist;
 2. Open space interconnecting the segments from #2b1 above, which will not contain any canal resources but may include other important resources yet to be identified; and
 3. Open space linking the land in #2b1 and #2b2 above with other significant parks and open space areas.

- **Towpath Trail** – A means for providing public recreational access to the canal, canal related resources and greenway utilizing the towpath, where present, and other trails to be identified or establish.
- **Storied Experience** – To provide opportunities for learning about the canal as part of the public recreational access. Ideally, the storytelling process would instill a greater appreciation for the canal and encourage individuals to support and/or participate in preservation efforts.

The group reviewed the existing Morris Canal Greenway vision included on the back of a brochure in relationship these concepts and found many common elements. Karen Williamson mentioned the value of having a draft vision statement for use in soliciting feedback during upcoming focus group and public meetings.

3. An example of a single sentence vision statement was reviewed, included an analysis of what each phrase in the vision meant. The group was encouraged to create a vision for the 25-Year Action Plan using a single sentence, if at all possible.
4. A brainstorming session was held to discuss the meaning of the terms/concepts described in #2 above in more detail as the first step in developing a vision for the 25-Year Action Plan for the Morris Canal. This discussion resulted in a list of key words for each of the terms/concepts as documented below:

Resource Protection or Preservation (use this term instead of Land-Banking)

- Preserve for now/future as a historic and natural feature
- Distinctiveness
- Character defining elements
- Canal and communities
- Enhance communities
- Cultural landscape (includes views and vistas)
- Heritage
- Physical representation
- National Engineering Landmark
- Significant
- Enhance

Greenway

- Linkages/Connections/Alternatives
- Especially connections to towns
- Context for canal
- Heritage Greenway
- Open Space
- Branding/Existing Logo
- Linkages can include trails, rivers, parks, D&L Heritage Corridor, historic sites, visitor destinations, points of interest, support services
- What is the path of the greenway?
- Strategic connections

- Coordinate with other preservation programs (farmland preservation, etc.)
- Transportation related – Morris Canal as early mode of transportation

Towpath Trail

- Access to allow the public to experience the canal
- Convenient access
- Walk in the footsteps of history
- Provide recreational opportunities
- Identify with the past
- Method of engaging the public, building a relationship with the public
- Joins the community together?
- A place for interaction
- Healthy lifestyle
- Knit together
- Advantages of trail loops (Rather than just walking back and forth on the canal)
- Usefulness of mile marker for physical fitness
- No motorized use. Yes to handicapped access (to greatest extent possible).
- Multi-purpose recreational use
- Yes to Passive Recreation (hiking, biking, fishing, birdwatching) No to Active Recreation (such as athletic fields)
- Historic trace

Storied Experience

- Communicate the story of the canal and its impact on county development
- Elements or hubs of story such as...
 - Life, religion, people
 - Technical aspects
 - Daily family activities
 - A world-class feat
 - Uniqueness of construction
 - Personal stories, culture
 - Immigration and settlement
 - Industrial revolution
 - Modern storytellers (Jim Lee, Jr.)
 - Transportation
 - Geographic location, vertical climb
- How canal shaped cultural landscape
- Relationship to other industries
- Goods, services, businesses transported or related to canal
- Place names in communities tied to canal history
- Adjustments made to canal to compete with railroad, etc.
- Canal closing, reuse, preservation
- Education tailored to diverse audiences (visitors, residents, school children, history buffs)
- Need to make it relevant to the listener
- Express need for continued protection, attention, engagement

5. The group debated two additional concepts to be addressed by the vision: Economic Benefits and Civic Engagement. The results are summarized as follows:

Economic Benefit

- Sustain the economy through heritage tourism
- Provide “fuel” for economic activity
- Return on investment in preservation
- Economically sustainable
- Not a drain on financial resources
- Careful handling of issue
- Stormwater management tool
- Tied to how canal activities are to be managed in the future
- Stimulate the local economy
- Need for sound land use planning – preservation must be incorporated in municipal plans
- Communicate economic benefits to municipalities

Civic Engagement

- Political and community support
- Volunteers
- Partners
- Land use planning
- Economic
- Respect for private property rights
- Forum or framework
- Communication and outreach
- Continued education
- The “Kumbaya” effect

6. The group then attempted to develop a vision statement using the results of the brainstorming session. The first draft of the statement is provided below:

- To preserve and enhance the historic Morris Canal, a National Engineering Landmark, and the cultural landscape through which it passes...
- To create a heritage greenway to link communities and key points of interest...
- To create a towpath trail with convenient access for non-motorized recreational activity and provide opportunities to engage with community history...
- To communicate the stories of the canal and its significant influence on the surrounding community and larger region...
- To promote sustainable land use and stimulate the local economy...
- To build partnerships and engage the public...

7. The meeting concluded with agreement to share the draft vision with TAC members who could not attend and continue to work to refine the vision statement at the next meeting.

Morris Canal 25-Year Action Plan
Minutes of the TAC Meeting
August 9, 2011

In Attendance:

Brian Appezzato – Warren County Planning Department
Brett Bragin – Warren County Morris Canal Committee
Don Brinker – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
John Handlos – Warren County Morris Canal Committee
Jim Lee, III – Warren County Morris Canal Committee
Jim Lee, Jr. – Warren County Morris Canal Committee
Jeffrey Marshall. – Heritage Conservancy
Elizabeth Roy – Warren County Planning Department
Robert Smith, P.E. – Warren County Morris Canal Committee
Myra Snook – Warren County Morris Canal Committee
Karen Williamson – Heritage Conservancy

Discussion Items:

1. Nate Burns and Karen Williamson presented a draft vision statement based upon the brainstorming session held at the July 12, 2011 meeting. The group reviewed the draft vision statement, making several revisions that have been incorporated into an updated copy of the vision attached to these meeting minutes.
2. David Dech stated that he had sent out letters to potential Stakeholder Committee members introducing them to the project and alerting them to a future invitation to a meeting in September. The letter was sent to the following:
 - Mayors and Town Managers of all municipalities along the canal
 - Warren County Engineer, Department of Human Services, Land Preservation Administrator, Board of Recreation Commissioners Chair, Planning Board Chair, Cultural & Heritage Commission Chair, Ag Board Chair, and Morris Canal Committee Chair
 - Debbie Hirt, NJDOT Office of Community Relations
 - Megan Kelly, Program Manager, North Jersey Transportation Planning Authority, Inc.
 - John Ciaffone, President of Transoptions
 - Rich Roberts, New Jersey Transit
 - Robert Goltz, President of the Warren County Regional Chamber of Commerce
 - Sandi Cerami, Executive Director of the Washington Borough Business Improvement District
 - Eileen Swan, Executive Director of the Highlands Council
 - Eric Snyder, Sussex County Planning Director
 - Christine Marion, Morris County Planning Director
 - Michael Kaiser, Executive Director of the Lehigh Valley Planning Commission

- Gerry Scharfenberger, Director of the New Jersey Office of Planning Advocacy
- Tom Micai, Director NJDEP Land Use Regulation, Division of Planning
- Robert Barth, Canal Society of New Jersey
- Rich Osborn, NJDEP Green Acres Program
- Dan Saunders, Acting Administrator, NJDEP SHPO

The group offered several suggestions for other individuals and organizations to be considered as additional potential stakeholders – if they would not otherwise be invited to a subsequent focus group meeting:

- State Legislators
 - Local Police Departments
 - Society for Industrial Archaeology – Roebling Chapter
 - Archaeological Society of New Jersey
 - Preservation New Jersey
 - Musconetcong Watershed Association
 - Skylands Tourism or Magazine
 - Audubon Society
 - Geocaching and bicycle/hiking organizations (such as the NY/NJ Trails Council)
 - Sierra Club
 - Boy Scouts
 - Potential funding agencies (such as the NJ Historic Trust, Dodge Foundation, etc.)
3. Elizabeth Roy presented a draft list of sites to visit on another tour of the Morris Canal, with a focus on problem areas. The group reviewed and revised the list based upon suggestions from the meeting participants (see attachment). Given the thick growth of vegetation currently associated with many of these sites, the tour will be held later in the fall at a time to be determined when conditions are more suitable for seeing the canal in these areas.
 4. Nate Burns indicated that the agenda for the next meeting of the TAC will include the start of a discussion of project action areas and goals based upon the different elements of the vision statement.
 5. The next meeting of the TAC will be on September 13th, time and location yet to be determined.

\\langan.com\data\DT\data7\200034701\Office Data\8-09-11 TAC Meeting Minutes.docx

Draft list of locations that the Committee feels warrants further discussion and/or a site visit (next tour):

1. Hackettstown area: Route 46 to Route 517 to Bilby Road access/connection
2. Stewarts Hunt subdivision/easement in Stewartsville [connections closely relate to those of items #4 and 5]
3. Road walk along Rockport Road (Mansfield Twp.)
4. Route 22 [crossing area]
5. Strykers Road drainage issue [+ canal restoration] 4 & 5 [removal of obstacles to connecting Planes 9 and 10]
6. Brickyard property (Mansfield Twp.)
7. 'John Handlos' property' – Port Colden, Plane 6 (Mansfield Twp.) [Port Colden to Port Murray. Prop w/ Plane 6, Basin and Tenders house and associated access road]
8. 'Mosquito Commission' canal sites
9. Purcel's Agway, Phillipsburg
10. Phillipsburg, along the RR [greens bridge to arch area]

Note: text in red are additions or comments added at the 08-09-11 TAC Meeting

Vision for the 25-Year Action Plan for the Morris Canal
DRAFT 8-09-11

To preserve and enhance the historic Morris Canal, a national engineering treasure,
and the cultural landscape through which it passes in a manner that:

- Highlights its distinctive characteristics and the ingenuity used in its construction to distinguish it from other historic resources and canals;
- Tells the story of life along the canal, its influence on past events and its relevance to today's society to support public education and foster community pride;
- Interconnects communities and links points of interest by serving as a continuous greenway of open space across the county;
- Provides convenient access to a towpath trail for non-motorized passive recreational use as an integral part of a unique educational, travel and fitness experience;
- Stimulates the local economy through heritage tourism;
- Leverages the value of the canal to support sound land use planning decisions; and
- Increases public and private support for and involvement in canal preservation efforts.

Morris Canal 25-Year Action Plan
Minutes of the TAC Meeting
September 13, 2011

In Attendance:

Brian Appezzato – Warren County Planning Department
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
Jim Lee, III – Warren County Morris Canal Committee
Jim Lee, Jr. – Warren County Morris Canal Committee
Scott Rowe – NJ TPA
Elizabeth Roy – Warren County Planning Department
Myra Snook – Warren County Morris Canal Committee
Mike Szura – Langan Engineering
Karen Williamson – Heritage Conservancy

Discussion Items:

1. Karen Williamson provided a brief summary of the project status.
2. Mike Szura led the group in a discussion of the opportunities and constraints to be addressed by the master plan in keeping with the vision for the project. The results of this brainstorming session are attached to these minutes.
3. Scott Rowe mentioned that NJ TPA may soon be working with stakeholders to develop a similar action plan for the Jersey City/Passaic County end of the Morris Canal. NJ TPA is also considering establishing a Morris Canal Working Group that would include representatives of communities along the entire length of the canal and would meet on a quarterly basis to discuss canal issues/activities.
4. The group also discussed that NJDEP permit regulations, which must often be followed in order to make improvements to the canal, are not always sensitive to and compatible with preservation goals of the Morris Canal (or any other canal in New Jersey for that matter).
5. The next meeting of the TAC will be on October 11th at 7 p.m. in the Rutgers Room at the Wayne Dumont Jr. Administration Building. The meeting will include a continuation of the opportunities and constraints discussion and a review of the results of the September 29th meeting with stakeholders.

\\langan.com\data\DT\data7\200034701\Office Data\09-13-11 TAC Meeting Minutes.doc

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Masterplan
Stakeholder Meeting
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 29 September 2011
7:00 pm
Washington Township Municipal Building
211 Route 31 North
Washington, NJ

Prepared By: Nate Burns

- Project Introduction
 - Project Team Background
 - Project Scope and Process
 - Review of Project Schedule
- Review of Vision Statement
- Opportunities, Constraints and Goals
- Stakeholder Discussion and Questions
 - *What benefits to you or your organization/community would you hope to gain from the continued improvements to the Morris Canal Greenway?*
 - *How do you or your organization/community currently interface with the Morris Canal Greenway, and its assets?*
 - *In what ways would you or your organization/community be able support the goals of the Greenway?*
 - *Are there any items, opportunities or issues surrounding the Greenway which you feel that this plan should absolutely address?*
- Open Q and A

Morris Canal 25-Year Action Plan
Minutes of Stakeholder Meeting #1
September 29, 2011

In Attendance:

Brian Appezzatto – Warren County Planning Department
Amy Nittolo – Congressman Garrett’s Office
Nate Burns – Langan Engineering
Dan Callas – Transoptions
Everett Chamberlain – Warren County Freeholder and Agriculture
Judy Chamberlain – Farm Owner and Retired Teacher
Glenn Cogle – Independence Township Committee
Dave Dech – Warren County Planning Department
Dave Detrick – Warren County Morris Canal Committee
Darryl Detrick – Washington Township
Tom Drake – Skylands Visitor Magazine
Charlie Fineran – Allamuchy Township
Mike Helbing – NYNJ Trails Conference
Naomi Hsu – Jersey City Planning
Steve Jandoli – NJDEP Green Acres
Justin Jewell – Washington Borough
James Lee, Jr. – Warren County Morris Canal Committee
Megan Kelly – NJ TPA
Christine Marion – Morris County planning
Jeff Marshall – Heritage Conservancy
Grace Messinger – North Jersey Resource Conservation and Development
Brian Morrell – Canal Society of New Jersey
Todd Poole – 4Ward Planning
Elizabeth Roy – Warren County Morris Canal Committee
Jason Sarnoski – Warren County Freeholder
Joel Schnetzer – Warren County Agriculture Development Board
Gerry Scharfenberger – Office for Planning Advocacy, NJ Dept. of State
Corey Tierney – Warren County Land Preservation
Maryjude Haddock-Weiler – New Jersey Highlands Council
Karen Williamson – Heritage Conservancy

Discussion Items:

1. Dave Dech briefly explained the background of the project and introduced the consultant team. Each consultant team member made a few remarks regarding their professional experience.
2. Nate Burns, Karen Williamson and Todd Poole gave a PowerPoint presentation that provided an overview of the project and project schedule, and explanation of the visioning process and recurring themes, an outline of several opportunities and constraints, and a review of key fiscal analysis findings. (See attached PowerPoint presentation).

3. Four questions were then used to facilitate a dialogue with meeting attendees to solicit feedback on what they would like the project to accomplish. The following is a summary of the comments made by meeting attendees:
 - a. Charlie Fineran said that many people do not know what resources exist and that efforts should be made to engage seniors, schools and other groups to visit the canal. In the case of schools, educational activities relating to the canal should not simply be considered a special trip but should be thoroughly integrated into the curriculum as a regular experience.
 - b. Nate Burns acknowledged that better public relations would improve local knowledge of the canal.
 - c. Charlie Fineran felt that the canal should be a multi-purpose facility where people can not only learn about the canal but also go fishing, take walks, shoot photography, etc.
 - d. Mike Helbing said that recreation, education, functionality and economics are important aspects of the project. He expressed concern that the project not get bogged down in planning to the extent that nothing else gets done. He felt it was important to get people to use the canal towpath as a trail as soon as possible and then worry about teaching people about the canal resources later using interpretive signs and other forms of "ambush education." He defined functionality as having the ability to walk along the towpath to get to school or work instead of having to ride the bus or drive.
 - e. Grace Messinger said any educational programs should help schools meet the core curriculum standards and should include a variety of educational topics, not just history. She also felt it was important to connect the Morris Canal to the Delaware and Lehigh Canal trail systems in Easton.
 - f. Justin Jewell said the Morris Canal has the potential to link communities and businesses together just like the Erie Canal. His father has collected artifacts related to the canal for many years.
 - g. Charlie Fineran suggested that Warren County coordinate its activities with other communities across New Jersey working to preserve and restore the Morris Canal.
 - h. Todd Poole said it is important that the State Tourism Office be involved in promoting the Morris Canal in coordination with other tourism initiatives.
 - i. Give the current economic situation, Todd Poole said people will probably take more trips closer to home. Warren County has an opportunity to "get ahead of the curve" by capitalizing on this change in travel patterns to promote the canal as a travel destination.
 - j. Nate Burns agreed that the heritage tourism benefit would increase in direct relationship to the extent of Morris Canal preservation and restoration efforts across the state.
 - k. Dave Detrick indicated that efforts to preserve and restore the Morris Canal, especially in Morris, Essex and Passaic Counties, have mushroomed since 1981 when the first brown sign markers were installed.
 - l. Megan Kelly stated that the NJTPA intends to establish a working group of agencies interested in preserving the Morris Canal and that anyone interested in participating in the group should contact her. NJTPA is currently identifying what the goals and objectives of the working group should be.

- m. Daryl Detrick offered several suggestions from his perspective as both a teacher and a Washington Township Recreation Commission member. He said it would be helpful to create lesson plans for teachers to use and to invite the teachers to tour the canal as part of an in-service day. He said that lesson plans could be created for history and engineering concepts in addition to a variety of other topics that could be the focus of a ½- or full-year classroom program. He would appreciate it if the towpath could be extended in both directions from Meadow Breeze Park. He said students have volunteered to create a website for the James Campbell House and that he would be happy to help the consultant team connect with the owners of this historic property. He also wondered whether the canal could become part of the Highlands Trail.
- n. Mike Helbing agreed that the canal could be part of the “America to 1865” educational topic in schools.
- o. Since water resources were used to power the canal, Grace Messinger said there are watershed management issues associated with the canal, including water quality, water quantity and erosion concerns.
- p. Nate Burns felt it was important to “sell” the canal to the largest audience possible.
- q. Gerry Scharfenberger was curious as to how many miles of the canal in Warren County are intact (80%) versus obliterated (20%). He indicated that the Governor’s administration is supportive of heritage tourism initiatives.
- r. Christine Marion stated that Morris County is willing to coordinate its Morris Canal preservation and restoration activities with Warren County. Trails are the focus. She felt that projects like this would be great opportunities for bed and breakfast establishments, wineries, agritourism, and microbreweries. However, many communities do not support the conversion of historic buildings to bed and breakfast establishments.
- s. Jeff Marshall said that there will be opposition to many kinds of beneficial activities like bed and breakfast establishments. He recommended acknowledging that reality of that opposition and move on to make decisions that are for the greater good.
- t. Todd Poole explained the concept of “cluster development” where one activity, such as a towpath trail, is linked economically to all sorts of businesses that directly relate to a trail or are suppliers to businesses directly linked to a trail. These linkages can occur across business and industrial sectors. Many people can share in the overall quality of life created by a trail.
- u. Charlie Fineran remarked that the Morris Canal parallels I-80 for several miles. Yet people driving on the Interstate have no idea the canal is there. Is there a way that a portion of the Interstate can be renamed to recognize the canal in this area?
- v. A comment was made that it might one day be possible to travel from Jersey City to Philadelphia along the Morris Canal.
- w. A question was raised as to how the canal will be preserved – i.e., through conservation easements, land acquisition, etc. Dave Dech responded by saying that it would not be realistic to expect that the entire canal will be preserved and that the methods to be used will vary depending upon alternate routes investigated during the course of the project. Jeff Marshall and Todd Poole explained the difficulties in trying to predict the costs, timing and techniques of preservation since each negotiation is a unique process due to the personal goals of the landowner involved.

- x. Nate Burns stated that alternative routes for the trail where the canal is obliterated may include paths within or adjacent to existing road rights-of-way. The key will be to make the most of any funds that become available for canal preservation/restoration and trail development.
- y. Another question was raised as to who will be responsible for maintaining the canal and trail? Nate Burns explained that maintenance responsibilities will also vary, depending upon whether specific section of the canal is owned by the state, county, township or other entity and what arrangements are made by that entity for maintenance (contractors, volunteers, county youth corps, etc.).
- z. Todd Poole indicated that the action plan will look at various revenue sources available for the project.
- aa. Charlie Fineran stated that the entire canal does not need to be preserved to be enjoyed. Urban hiking experiences can be enjoyable, as promoted by the NY NJ Trails Conference.
- bb. Daryl Detrick asked what parts of the canal are accessible. Dave Detrick stated that 11 of the 33 miles of canal are in public ownership, that some portions of the canal are not maintained and accessible while other sections are accessible to the public. A 5-mile stretch in Allamuchy State Park and a 3-mile section from Port Colden to Port Murray are open.
- cc. Mike Helbing stated that specifications for a new bridge have been delivered to the state park today to be used to repair a section of the trail.
- dd. Brian Morrell indicated that the section of the canal in Allamuchy State Park is the focus of the Canal Society of New Jersey in Warren County. The New Jersey Historic Trust recently funded a major feasibility study for the restoration of Locks 4 and 5. The Canal Society of New Jersey has a partnership with the state park to manage Saxton Lake with the hopes of reactivating a canal boat ride in the lake between these locks. The society is also actively involved in reinvigorating Waterloo Village – which used to get 150K visitors a year – as part of a 5-year partnership with the state park. The society is also involved with efforts in Morris (with 50% to 60% of canal in public ownership) and Passaic Counties to preserve and restore the canal. Funds from the Green Acres Program and Morris County Trust Fund have been used to finance projects in these counties. Perhaps volunteers can be used to maintain the canal. A portion of the Highlands Trail coincides with the canal.
- ee. Glenn Cogle stated that Independence Township has concerns about how this municipality should handle land development projects that might affect the canal. How can the municipality facilitate the acquisition of the canal for preservation purposes so that it can be used by the public? Corey Tierney and Dave Dech asked that they be notified of any land development projects that would affect the canal and that they are ready, willing and able to assist communities with canal preservation efforts. Some land developments will come to their attention as part of the official subdivision and land development review process.
- ff. Charlie Fineran asked about tax relief granted to landowners who open up their property to public access. Steve Jandoli said that 40K acres across the state have been enrolled in this tax relief program. If landowners allow public access, then the municipal tax assessor certifies that the property is exempt from taxes for a period of 3 years, after which time the property must be evaluated for compliance prior to renewal of the tax relief.

- gg. Steve Jandoli stated that the Green Acres Program would fund preservation and restoration of the canal “in a heartbeat.” He suggested that the canal project be coordinated with the Route 57 scenic byway. He agreed that the population density of the state requires that preserved lands, like the canal, should serve many functions. He cautioned that any funding be used wisely to meet the action plan goals.
- hh. Brian Morrell gave an example of a Victorian house that was successfully converted to a bed and breakfast. Lambertville has also benefited economically from the preservation and restoration of the Delaware and Raritan Canal, as can be seen in the removal of fences and the installation of gates on properties adjacent to the canal.
- ii. Dave Detrick noted that the Morris Canal has the greatest elevation change in the world. More than 200 people from 8 countries visited Plane 9 W during a recent canal conference.
- jj. Jeff Marshall remarked about the distinctiveness of the canal and the potential for this historic thread to provide recreational experiences and community linkages.
- kk. Daryl Detrick felt it is important that the project engage teenagers and other young people.
- ll. Given the recent excess rain and extensive flooding, Christine Marion said that preservation and restoration of the canal could be creatively used to serve a flood mitigation and stormwater management function that would draw additional support for the project.
- mm. Mike Helbing urged the group to consider opening sections of the canal to public access now.
- nn. Nate Burns indicated that the action plan will include information on what preservation and restoration tasks can be completed quickly in order to facilitate public access.
- oo. Karen Williamson explained the importance of matching actual canal/trail conditions to the public’s expectation of a canal/trail experience, so that the public is not disappointed. She cautioned about opening the canal/trail to public access before it is “visitor ready.” Dave Dech and Steve Jandoli stressed the importance of “not getting ahead of yourself” but opening the canal/trail to public access prematurely. Steve Jandoli recommended that the action plan ensure consistency in site design and themes.
- pp. Jim Lee, Jr. expressed concerns that there were not many municipal representatives at the meeting and that their support was important to the project. Nate Burns said that there will be other opportunities to obtain municipal feedback during the course of the project.
- qq. Nate Burns and Dave Dech stated that the next stakeholder’s meeting will be in early December according to the project schedule.

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Master Plan
Technical Advisory Committee Meeting #5
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 11 October 2011
7:00 pm
Rutgers Room
Wayne Dumont Jr. Administration Building
165 County Rout 519 South
Belvidere, NJ 07823-1949

Prepared By: Nate Burns

Opportunities and Constraints Discussion (Continued)

The agenda for this meeting will be the continued discussion about specific opportunities and constraints associated with each phrase of the Vision Statement. For reference the introduction of these topics from the previous meeting has been included here. Also included are the draft results of the topics covered at last meeting for additional discussion.

An opportunity would be an item which we can capitalize on or which will directly contribute to implementing a phrase of the Vision Statement. A constraint would be the opposite, or something which is an impediment to the intent of a phrase of the Vision. It is likely that many opportunities and constraints will contribute or stand in the way of more than one part of the Vision. In these cases, pick the phrase which you feel is most closely related to the opportunity and constraint.

For example, consider the statement from the vision: 'Provides convenient access to a towpath trail for non-motorized passive recreational use as an integral part of a unique educational, travel and fitness experience.' A constraint associated with this may be the physical barrier created by Route 22. It is important to try and be specific with these items.

Not all of the opportunities and constraints you think of need to be physical improvements. An example of this could be found in the statement: 'Leverages the value of the canal to support sound land use planning decisions.' A possible opportunity here could be to continue to build on the support for adoption of the canal preservation ordinance.

Meeting Agenda

Technical Advisory Committee Meeting #5

Warren County, New Jersey

Langan Project No.: 200034701

- Page 2 of 3

There should be plenty of both opportunities and constraints for each phrase of the vision. Attached to this agenda are a number of pages with each phrase of the vision at the top. If you wish, you can use these to write down your thoughts for each phrase prior to the meeting. The more opportunities and constraints we can identify the better.

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...stimulates the local economy through heritage tourism.

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...leverages the value of the canal to support sound land use planning decisions.

Meeting Agenda

Technical Advisory Committee Meeting #5

Warren County, New Jersey

Langan Project No.: 200034701

- Page 3 of 3

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...increases public and private support for and involvement in canal preservation efforts.

Morris Canal 25-Year Action Plan

Opportunities + Constraints Discussion Results

September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that... **highlights its distinctive characteristics and the ingenuity used in its construction to distinguish it from other historic resources and canals**

OPPORTUNITIES

- Seven locks and seven inclined planes
- Less urbanization = more historical remnants stay intact and can therefore be interpreted and viewed.
- Bread Lock Park, Saxton Falls
- Significant people/ regular people
 - Designers (Professor Renwick)
 - African-American Captain
 - Itinerant preachers, Basin baptism
 - Oral history information associated with Tales of the Boatmen
- Connect culture/customs of the past with our own of the present
 - Ex., no Sunday travel
 - Recreational activities such as picnicking, canoeing, swimming
 - Support trades such as bakers (Bread lock park), muskrat hunters, store ledgers, relate what was purchased where
- Many unique elements to choose from for project possibilities
 - Plane 9 excavated (interpretation opportunity)
 - Highest elevation change
 - Plane 10 potential
 - Plane at Port Colden
 - Restored school and store
 - Water at Saxton Falls
 - Lock 4 at brickyard
 - The way it was watered – i.e. how the canal was designed to utilize existing water resources. Use of models and other learning tools to communicate with the public – versus trying to re-water the canal, which is not practical.
 - Connectivity of the towpath trail more important than re-watering the canal because it provides access to the communities and key recreational resources.

CONSTRAINTS

- Preservation/presentation of materials – especially reel-to-reel tapes of oral history recordings, canal store ledgers, paintings, city directories, furnishings from period houses, etc.
- Adequate interpretive “people power” - i.e., volunteers or paid staff to be trained and serve as interpreters, availability of these individuals to be on-site to allow for greater

Morris Canal 25-Year Action Plan

Opportunities + Constraints Discussion Results

September 13, 2011 TAC Meeting

hours of operation for interpretive activities at key sites. Need to “groom” the next generation of canal preservationists.

- Condition of the canal - Soil / debris cover (one extreme), houses/roads bisecting (the other extreme), erosion problems, storm damage,
- On-going maintenance, ecological enhancement and historic landscape management plan
 - Some areas more intensely maintained than others
 - Balance between historically accurate sites and realistic level of maintenance
- How to preserve / maintain headwalls of Plane 9, for example,
- Partnerships with other canal related sites
 - Canal museum in Easton= ☹ \$ ————— , only one staff person, little funding,
 - Waterloo Village = ☹ \$ ☺- Deteriorated site condition, but on an upswing with group from Native American village

OVERALL COMMENT

- The ability to pick and choose from several key sites to concentrate preservation and interpretive efforts there rather than trying to restore the entire canal.

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that... **tells the story of life along the canal, its influence on past events and its relevance to today's society to support public education and foster community pride.**

OPPORTUNITIES

- Today's villages were formed around canal commerce, canal created jobs, sense of place
- Working model / scale framework to show size of turbines
- American labor movement / unionization (strikes over wages, NY Times archives)
- Interpret changes in settlement patterns due to canal infrastructure
- Modification of local economies, eg., the farmer who opens a store in Port Colden to sell his crops, etc.
- Canal contributed to energy supply – compare to today's energy issues
- Potential self-guided tours/ interpretive experiences, capture imaginations and minds of kids
 - Iphone hotspot
 - Geocaching
 - History fairs, technology competitions
 - "Classroom to Canal" educational programs with schools
 - Displays (ex. Bread Lock Park)
 - Period home (ex., Plane 9 W)
 - Auto tours (like Gettysburg)
 - Walking tours
- Other resources- photos, reel 2 reel, paintings, furniture, period pieces (eg., Edison phonograph)
- Who is our audience? (Both an opportunity and constraint)
- Co-opting tourists here for other reasons as well
- Civil War significance – transported iron/cannons, troops guarded the canal
- Traveling chest idea sent from school to school and containing canal-related educational resources for teachers and their students
- Bring the story to them and entice families / similar groups to return
- Two schools on canal today-Meadowbreeze and Stewartsville Elementary- local curriculum
- Opportunities for partner organizations / volunteer community service
 - Warren County Community College
 - Centenary College
 - Vo-tech

CONSTRAINTS

- How to connect old energy economy with new- Civil War period vs. solar field
- Liability issues/insurance with tour groups (canal, turbines, etc.)

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

- Lack of interpreters\
- Need to make stories relevant to today's society
- Logistics of transporting kids from schools to canal sites for field trips vs. in-classroom interpretation
- Existing collections of artifacts and documents in storage, not accessible to public or otherwise preserved properly for posterity
- Cost and effectiveness balance between self-guided learning experiences and volunteer interpreter experiences

DRAFT

Morris Canal 25-Year Action Plan

Opportunities + Constraints Discussion Results

September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...**interconnects communities and links points of interest by serving as a continuous greenway of open space across the county.**

OPPORTUNITIES

- Multi-modal opportunities, ways to get to school / work / play (Allamuchy State Park, Merrill Creek, and other green spaces)
- Value-added- thinking of canal as green infrastructure in county
- Impact on eco-tourism
- Conservation of wildlife habitats – what/where are they?
- Don't need to "hyper" interpret for all users
- Historic structure designations for properties that may be subdivided / produce revenue
- Lopatcong, Franklin township, Washington Borough, Independence Township have adopted the model Morris Canal preservation / conservation ordinances-
 - Possibility for adoption of a model ordinance by the county? How to put teeth - Morris County adopted an ordinance in the last 4-5 years
- Leverage even weaker resources i.e., Native American village at Waterloo Village
- Would like preserved lands to interconnect key open spaces and recreation lands even if by spurs or alternative routes off of the towpath
- Access to county open space funding
- Compatibility between preserving the canal and providing recreational opportunities (like disc golf at Bread Lock Park)
- Protects sections of the canal that may not be restored, enhanced

CONSTRAINTS

- Crossing of Rt. 22, railroad blocking towpath in Washington Borough
- Public resistance
 - Nimby (residents, farmers)
 - Unwilling sellers
 - Small properties
 - Financial issues - maintenance of existing structures that come with the property
- Timing of land acquisition is like the challenge of puzzle piece placement
- Previously developed areas, like Washington Borough
 - May present different opportunities for interpretation
 - Pocket parks
 - Signage
- State farmland preservation program regulations do not allow for perimeter trails, exceptions, public access issues to be part of preserved lands. Licensing a solution?
- Inconsistency in county planning documents, Morris Canal not addressed in County Farmland Preservation Plan
- Land conservation is costly and time consuming for county staff

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

OVERALL COMMENT

- This 25-Year Action Plan should provide the groundwork for the next 25-Year Action Plan

DRAFT

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...**provides convenient access to a towpath trail for non-motorized passive recreational use as an integral part of a unique educational, travel and fitness experience.**

OPPORTUNITIES

- Through population centers, available land for “canal head” parking
- Multi-modal backbone that connects communities but also the “in town” networks, part of an overall bike/pedestrian/bus/train network
- Potential for four seasons of use / activities-
 - horseback riding, skiing, snowshoeing, snowmobiling, etc.
 - Cancer walk
 - The Morris Canal marathon
 - Small-scale Iditarod
 - Strollers
 - Cross-country teams from schools
- Connect to the County’s Health Improvement Plan and Hackettstown Mayor’s Health and Fitness Initiative
- NY/NJ Trail Conference – possible volunteer help

CONSTRAINTS

- Lack of parking and bike connections
- Initial clearing / trail construction, then maintenance
- Control of ATVs, etc.- trail and adjacent land access issues/patrolling
- ADA / BOCA- pedestrian bridges, SHPO reviews
- Brush clearing, trail maintenance
- Breaches in towpath
- Need for decent trail surface

Morris Canal 25-Year Action Plan
Minutes of the TAC Meeting
October 11, 2011

In Attendance:

Brian Appezzato – Warren County Planning Department
Don Brinker – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
Mike Helbing – NYNJ Trails Conference
Jim Lee, III – Warren County Morris Canal Committee
Jim Lee, Jr. – Warren County Morris Canal Committee
Megan Kelly – NJ TPA
Elizabeth Roy – Warren County Planning Department
Karen Williamson – Heritage Conservancy

Discussion Items:

1. The group reviewed the results of the September 29, 2011 Stakeholders meeting, making the following comments:
 - Dave Dech felt the meeting went well and noted that none of the participants asked that the county establish a Parks Department to maintain the canal and associated property.
 - Nate Burns was pleased at the diversity of participants, although Jim Lee Jr. had hoped that more municipal representatives had attended the meeting. Nate Burns indicated that one of the upcoming focus group meetings will be targeted for municipal officials. Karen Williamson suggested that the county considered sending a follow-up letter to those agencies and individuals who did not attend the meeting to entice them to come to a future meeting.
 - Dave Detrick felt that staff had done a great job on the invitations and that the presentations were well done. He was glad that the attendees got to hear that the preservation of the Morris Canal is not just an initiative in Warren County but also a regional effort, as evident in the comments made by meeting participants involved in canal restoration work in other counties across the state.

2. The group discussed various strategies for constructively engaging farmers and residents living in subdivisions adjacent to the canal in the 25-year action planning process, in light of the desire to balance a respect for private property rights with the potential public benefit canal preservation activities can bring to the county. Key suggestions were:
 - Understand the history of prior concerns and conflicts of landowners along the canal. The group briefly reviewed the background of the Stewarts Hunt subdivision and the results of initial negotiations with farmers as examples.
 - Find a “down-to-earth” non-threatening representative to communicate the county’s action plan initiative using a door-to-door approach.

- Obtain testimonials as to the benefits of canal preservation from communities along the Delaware & Raritan or Delaware & Lehigh Canals.
 - Identify key questions landowners might have and develop ready responses to “Frequently Asked Questions” for use during discussions with landowners.
 - Use signage and other marketing materials to make sure canal users know where public access ends and private property begins (such as the End of Trail signage currently installed in several locations).
 - Identify key individuals within the farm community and residential subdivision who might be able to serve as canal greenway ambassadors to relay information about the project to other farmers and residents.
 - Improve a section of the canal in a high-quality manner so that it can be used to demonstrate to concerned citizens the intent of the canal action plan and convince them to support the project.
 - Inform municipal officials of the canal action plan benefits and ask for their help in supporting outreach efforts to landowners along the canal.
 - Understand that there is only so much that can be done to improve the canal over a 25-year period. It is possible that the recommendations of the 25-year action plan may not end up being controversial.
3. Nate Burns led the group in completing the discussion of the opportunities and constraints to be addressed by the master plan, in keeping with the vision for the project. The results of this brainstorming session are attached to these minutes.

\\langan.com\data\DT\data7\200034701\Office Data\10-11-11 TAC Meeting Minutes.doc

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Focus Group 1-4 Meeting
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 06 December 2011
Warren County Vo-Tech School

Prepared By: Nate Burns, Langan
Todd Poole, 4ward Planning
Karen Williamson, Heritage Conservancy

Date Prepared: 12-22-11 (finalized)

Meeting Summary

The meeting began with a short introduction to the 25-Year Master Plan Project and the progress made to date. The participants were then asked to identify themselves and indicate what prompted them to attend this meeting. Participants were then broken into 3 groups to discuss specific questions. All groups started with the same four questions:

1. How do you interface with the Morris Canal Greenway currently?
2. What benefits would you hope to gain from the acquisition and improvements to the Morris Canal Greenway?
3. In what ways would you be able to support the goals of the Greenway?
4. What issues, items or opportunities concerning the Morris Canal do you think should be addressed?

Each group then had additional questions, more specific to their focus, to aid in continuing the discussion. Results for each group are discussed below.

SCHOOLS + EDUCATORS FOCUS GROUP

Participants

David Dech, Warren County Planning Department
Charlie Fineran, Allamuchy Township
Tim Frederks, Allamuchy Board of Education
Karen Graf, Washington Township Board of Education
Roy Huckel, Hackettstown School District
Dawn Moore, Warren Hills Regional High School

Tony Villante, Hackettstown School District
Karen Williamson, Heritage Conservancy – Discussion Group Leader

Discussion Questions

- To what extent do you feel that the board, administrators and teachers in your school district are aware of the Morris Canal and its contribution to local history?
- What value does your school district place on local history education and the visitation of historic places?
- What resources does your school district need to improve local history education about the Morris Canal?
- What challenges does your school district face in educating children about local history and the Morris Canal?
- What are the most effective ways to teach local history to children?
- What resources do you need to integrate Morris Canal information into your local history programs?
- What criteria are used to determine whether to take students on a field trip?
- What are the biggest challenges facing the county in developing and implementing a 25-Year Action Plan for the Morris Canal?

Participant Feedback

- There is a direct relationship between the proximity of a school to the canal and the awareness and appreciation for the Morris Canal – i.e., schools in close proximity to the canal are better informed about the canal.
- The most effective method for teaching people about the canal is through one-on-one, person-to-person sharing of stories and experiences about the canal. The process of “handing down” these stories from generation to generation is particularly valuable – and is more effective than reading a sign or brochure and instills a deeper meaning and sense of the region’s heritage. Folklore is seen by the participants as a critical component of canal-based learning.
- The participants feel that there is much more than can be done to integrate Morris Canal teachings into the school curricula – especially at the elementary school level (4th grade).
- The participants were unanimous that field trips would be very valuable learning experiences that would be supported by their districts – especially if the trip would be interdisciplinary in design and cover multiple topics (math, science, art, writing, history, etc.). The canal is close enough to the schools to make for easy travel, even though funding for buses would have to be obtained.
- The participants were interested in knowing whether there are any sections of the canal in working condition. At least one teacher has taken students on a boat ride at Hugh Moore Canal Park in Easton. If there are no working sections of the canal, virtual experiences would be helpful. The participants were not aware of the Famous Tiller

Sharks video (Tales the Boatman Told) and the inclined plane and lock animations at the <http://www.canals.org/funandgames/lockpuzzle/> and <http://www.shubenacadiecanal.ca/how-canal-works> websites.

- Are there any places where you can canoe along the canal? If so, this might provide another opportunity for learning along the canal.
- One school district sponsors a “showcase day” for their high school students. The school brings in a variety of individuals from the community for the purposes of focusing on a special topic as primary information sources. The Morris Canal could easily be the subject of a showcase day if community representatives could be found to attend/contribute knowledge to the event.
- Waterloo Village was discussed as a field trip location due to the canal, lock, inclined plane, town, and Native American features.
- The participants wanted to know if there are any structures along the canal that have been or will be preserved – like a locktender’s house. Elsie’s house was discussed as an example of a dilapidated structure that has a boat launch on site. The need for preserving such structures through adaptive reuse, not only as museums, was discussed. A grant application is currently under review by the Freeholders for rehabilitation of the Campbell House as a canal-related historic site.
- The participants asked how much of the canal is presently accessible. The group discussed the benefits of hosting bike races, canal days, scavenger hunts, trivia contests, walks and other events in combination with art shows, antique sales, etc. to bring attention to the canal and increase community interaction with the canal. Florence Kuipers Park was discussed as a possible location for a hike event.
- Port Colden was seen as an area where the canal resources are used for educational purposes with the students. One educational event included having the students present their work from the steps of the historic Port Colden Administration Building and former schoolhouse. (The kids believe that the building is haunted and had a great time interacting with the building – sometimes “hooks” like these are needed to engage them!).
- The process for educating students about the canal would typically include in-class review of primary source material (readings, photographs) coupled with a field trip and follow-up homework/further study. Ideally, Morris Canal would not just be discussed with students in their history class but also coordinated with concurrent classroom studies in math, science, English.
- The participants inquired as to whether educational programs featuring the canal have ever been provided to scout troops or other community youth groups. Some Eagle scout projects have been completed along the canal, but no formal programs exist.
- Educational topics include: people/daily life, physics/math/canal engineering concepts; utilization of natural resources; local economic impacts; town character; modes of transportation.

- The group discussed the potential for re-enactments (Richard Pawling? of History Alive) as another storytelling method.
- The participants wanted to know if there are any archaeological sites along the canal. An archaeological investigation of Plane 10W by Hunter Research is planned for June 2012.
- All of the participants expressed a willingness to participate on a committee to assist the WCMCC in developing educational curricula/programs for school use. The group felt that the next steps with regard to educational activities along the canal should be:
 - Contact the Warren County Educational Specialist Juan Torres and the County Superintendent of Schools Rosalie Lamonte to engage them as key partners.
 - Ask to be on the agenda of the monthly roundtable meeting of county school officials to discuss the project, since the roundtable meetings are the most effective way to communicate with the schools. Attendance at the meeting should include a presentation on the canal/project with a fact sheet style handout.
 - Offer a tour of the Morris Canal to teachers to inspire interest and help teachers gain continuing education credits. A school district with a continuing education provider number would have to sponsor the event in order for the teachers to get CEU credit for going on the tour.
 - Consider offering a program about the canal to teachers every Columbus Day – when some schools have an in-service day.
- The group debated whether it is important to be concerned about how we could measure the success of a Morris Canal educational program. Many felt that too much emphasis is being placed on test scores or other evaluations. In the case of the Morris Canal, success should be measured in the way in which the canal is embraced/respected/visited by the community. Senior projects, art/writing contests, summer activities, PTA events could be used to show the culmination of learning.
- The greatest challenges in implementing a canal-based education program are:
 - Building enthusiasm for the Morris Canal
 - Teacher involvement in curriculum development
 - Providing a directory of resources for teacher use – the directory identifying both materials and interpreters.
 - Stipends for funding teacher work on this project.
 - Creating linkages to other forms of transportation (railroad, concrete mile, trolley, Native American paths, Revolutionary marches, scenic byway, etc.) and other local industries (iron, brick making).
 - Expanding the program to colleges
 - Identifying key historical figures who may have played a major or passing part in the canal (Underground Railroad, important person in history).

- Making connections to off-site learning experiences at Morris Canal sites in other counties (like Colgate Clock).

GOVERNMENT OFFICIALS

Participants

Cheryl Burket, Washington Township Environmental Board
Nate Burns, Langan Engineering
Art Charlton, Warren County Public Info
Daryl Detrick, Washington Township
David Detrick, Highlands Project
Mike Helbing, NJ Trails
Elaine Miliani, Greenwich Township
Eric Page, Metrotrails
Elizabeth Roy, Warren County Planning

Discussion Questions

- To what extent do you feel that your township leaders are aware of the Morris Canal and its contribution to your community? How could local understanding of the canal be improved?
- To what extent is the preservation and enjoyment of the Morris Canal supported by your municipality's planning documents? Are you aware of the Model Ordinance?
- What level of support do you feel your community would have towards the preservation and enjoyment of the Morris Canal?
- What techniques would do you use/or would you recommend to reach out to neighborhoods and businesses along the canal to solicit their input and support for the Morris Canal 25-Year Action Plan? Are there certain community outreach efforts that have worked well for you?
- Are you aware of any land development proposals that might relate to the Morris Canal? Would you be willing to alert the WCMCC of any new proposals?
- Is your municipality aware of any landowner concerns and conflicts relating to the Morris Canal? Would you be willing to notify the WCMCC if and when such conflicts and concerns arise? Would you be willing to assist in resolving landowner concerns/conflicts?
- How would you like the Morris Canal to be integrated into your community?
- Does your current economic development strategy include the Morris Canal Greenway as an asset to leverage?

Participant Feedback

- Not all municipalities have adopted the Morris Canal Ordinance (MCO) and within those that have there is inconsistent enforcement. Issues/concerns with both conditions typically occur when provisions of MCO are not 100% in-line with other municipal priorities, i.e. land development.

- To make the MCO more in line with other goals, the group discussed revising it to be more incentive based for preservation of the canal and related resources. It was determined that this was a good idea but its success was really dependent on the willingness of local officials to participate.
- Group seemed to support the idea of density bonuses for developers preserving the canal and allowing access to the greenway. At the very least they felt that preservation efforts along the canal should not negatively impact density calculations. Portions of the greenway within the Highlands Preservation Area could make some of these provisions difficult to include.
- County-wide based incentive may be a better method of ensuring larger participation.
 - Could include programs similar to the way farmland preservation is performed.
 - Remove preserved portions from the tax roles of a given parcel
 - Highlands Preservation for Portions
- There is generally a lack of knowledge about the canal and its associated resources with elected and appointed officials (Planning Boards, Recreation, Open Space, Historic/Environmental Preservation, etc.). Some of this could be alleviated with better coordination about the value of the canal with existing and new members.
 - Possibly create a brochure or information packet to be distributed to new members with their other introductory materials.
 - Target municipal offices and Planning Board committee members for tour
 - Education about the canal as a resources is more of an issue in northern parts of the County
- Municipalities are currently dependent on County Planning Commission for promotion or consideration of canal-related discussions:
 - More consistent dialogue on these topics would be helpful.
 - There should be more coordination and information sharing between County Planning Staff and local planning boards. Several strategies to achieve were discussed:
 - Have County/Regional coordinator/PR person for the canal.
 - Create a Morris Canal Planning Group
- Comprised of members of planning boards from each community and historic commissions. To discuss regional and local issues surrounding the canal from a planning/decision maker standpoint.
- There was some concern that there may be too much overlap with canal Committee?
- Local PB member could become great voice for promotion of the canal in decisions at the municipal level.
- Success of this group would require reasonable level of municipal cooperation.
- As well as promotion of the canal, the planning group would be a great opportunity for concerned municipalities to spell out concerns.
- Build on excitement and interest of historic societies to serve as facilitators in promotion of the Canal with voters, hopefully passing support onto elected officials.
 - Presentations, re-occurring articles in local papers

- Town publications and fliers should include or highlight the canal and associate events.
 - Tourism/coming events list serve or even twitter feeds
 - Link on town website
 - Inclusion of events on town calendar
- Existing interpretive signage would be a good resource to provide material for articles.
- Municipalities should be encouraged to include a website link to resources to promoting the canal to new local user groups.
- Incremental education of the public about the diverse history of the canal will help to sell the product to the general public and facilitate greater support.
- It was identified that one of the largest hurdles to overcome on the local level would be the understanding of who is going to maintain trails and canal related resources?
 - Is it the county?, municipalities?, or someone else?
 - One option would be to use open space preservation funding on the local level
 - Use the canal as a method to foster and develop community pride
 - Outreach may be improved with the inclusion of some other organized groups
 - AMC and other hiking groups
 - NY/NJ trail conference
- On of the greatest hurdles to the overall success of the greenway stemmed from the fact that government groups are just not interested in preserving the canal as a resource. This stems from:
 - Lack of understanding
 - Lack of regionalism
 - Desire of elected/appointed officials to not stir up trouble or be controversial
- Immediate goal of plan should be to focus on completion of one segment and use as example for others

NON-PROFIT ORGANIZATIONS + BUSINESSES FOCUS GROUP

Participants

Brian Appezzato, Warren County Planning
Ann Miller, NJ Transportation and Heritage Corridor
Donna Detrick, Franklin Township
Andrew Drysdale, Warren County Cultural and Heritage
AnnMarie McDyer, Warren County Department of Human Services
Christine Musa, Mosquito Commission
Todd Poole, 4ward Planning

Discussion Questions

- To what extent is your organization/membership aware of the Morris Canal and its contribution to the local area?
- How does the Morris Canal relate to the overall mission of your organization?

- How would your organization like to interface with the Morris Canal?
- What resources do you need improve interaction with the Morris Canal?
- How does your business relate to the Morris Canal?
- How would you like the Morris Canal to relate to your business?
- In what ways do you think the preservation and enjoyment of the canal would improve the local business environment?

Participant Feedback

- Local organizations (non-profit and cultural entities) should identify ways to better cross promote local heritage assets such as the Morris Canal. This would be a cost effective marketing measure and benefit all local cultural and heritage assets, and not just the canal.
- The Morris Canal history booklet which was produced a few years back for Morris County should be replicated for Warren County and made available for retail sales and special giveaways. The booklet provides an excellent introduction to the history and significance (economic and social) of the canal.
- Several “good” local retail sources should be identified for distributing (selling) the Morris Canal history booklet. Local sources would include not only area bookstores, but other heritage and cultural organizations which maintain a gift shop.
- Canal stewards should investigate opportunities for incorporating the latest smart phone technology – such as QR symbol technology – for purposes of self-guided tours and identification key points on and near the canal greenway. The thinking here is that persons who would not ordinarily peruse a history book, concerning the canal, might take interest in discovering the canal through a medium with which they are currently accustomed and adept at using. Local businesses, such as restaurants, lodging facilities or even other cultural and heritage tourism organizations, might sponsor such technology through branding.
- Similarly, formal GPS points should be created along the canal, so as persons driving through the area (or biking) and using GPS might unexpectedly discover the Morris Canal Greenway.
- A suggestion was made to “Market to your own backyard,” meaning that more local residents (particularly those who are relatively recent migrants to the area and have little knowledge of the county’s history) should be made aware of the canal, its history and significance to the county, state and broader northeast region. The thinking here is that if future canal investment – whatever form this may take – is to be embraced by area residents – particularly those whose property the canal traverses – then a more concerted marketing and education effort needs to take place, regarding the benefits to local residents and businesses.

- A strong and concerted emphasis should be placed on tying the canal's history in with local school curricula. One idea is to partner with the Warren County Vocational Technical High School to have them develop a fifteen minute DVD (in the style of a Ken Burns documentary), covering a bit of the canal's history, cultural and economic importance to the region and state. This DVD, once produced, would then become a marketing giveaway item, to be distributed at local and county events. The stewards of the canal could also direct mail the DVD to many area residents (with the assistance of a business sponsor for the underwriting of postage). Area businesses (particularly those which would benefit from increased tourism) could sponsor the development of the DVD and, in exchange, be listed as sponsors in the video (inclusive of location).
- Critical to the marketing of the canal is the identification of the many interesting facts, events and stories associated with its history. For example, how many people (locally or otherwise) are aware that Thomas Edison use the canal to transport his concrete material (the same concrete which was used to erect the original Yankee Stadium!)? By identifying the many varied facts, events and stories associated with the canal, there would be increased opportunity to reach a broader tourism audience based on varied interests – cultural, economic, engineering, etc.

\\langan.com\data\DT\data7\200034701\Office Data\12-06-11 Focus Group Meeting Minutes.doc

Meeting Minutes

Morris Canal Greenway Focus Group 1-4 Meeting
Warren County, New Jersey
Langan Project No.: 200034701
- Page 10 of 10

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Open House (Public Meeting#1)
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 08 December 2011
Warren County Vo-Tech School

Prepared By: Nate Burns, Langan
Karen Williamson, Heritage Conservancy

Date Prepared: 12-22-11 (finalized)

Meeting Summary

This meeting was an open house type format. Participants were asked to provide feedback on a number of questions situated around the room. Each question solicited feedback on sections of the vision statement. Results from the public are included below. Following these results are general notes and observations from discussions between project team members and the public in attendance. The sign-in sheet from this meeting is also attached at the end of these minutes.

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner which, highlights its distinctive characteristics and the ingenuity used in its construction to distinguish it from other historic resources and canals.

Name one or more of the features associated with the Morris Canal that you feel is unique and should be preserved. *Answers:*

- *Phillipsburg Arch*
- *Waterloo Village*
- *Ed's Canal*
- *Houses at Waterloo Village*
- *The mills at Waterloo*
- *Rebuild top of power house at Jim Lee's*
- *Too many to mention*
- *Port Murray Canal store?*

What features of the canal do you think would be most interesting to others? *Answers:*

- *Village life along the canal*
- *Scotch turbines*
- *Canal Day*
- *Boat ride*

- *Fall or Spring Canal tour*
- *Turn-arounds and ports*
- *Families and mule care, etc.*
- *Inclined plane- restored and working would be an awesome educational tool- such a unique feature!!*

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner which, tells the story of life along the canal, its influence on past events and its relevance to today's society to support public education and foster community pride.

What are your most memorable experiences of the Morris Canal? *Answers:*

- *Cleaning it up!*
- *How people along the canal could hardly wait for its demise*

What do you think are the most important stories of the Canal? *Answers:*

- *Creation of Lake Hopatcong*
- *How the canal was maintained*
- *Why don't we do a better job of preserving our history?*
- *How it was built*
- *Who are the people that did the work?*
- *How hard the work was*
- *Hudson Maxim and others who were involved in decommission of canal*
- *Reason why a few planes, locks weren't preserved better*
- *Artifacts and examples of existing homes, locks, and planes*
- *How the canal was built*
- *Stories of the canal boat families*

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner which, interconnects communities and links points of interest by serving as a continuous greenway of open space across the county.

Would you support County efforts to preserve additional land along the route of the canal to create a greenway? Even if there was a financial cost associated? *Answers:*

- *Yes*
- *Money talks and canalers walk!*
- *yes, but keep in mind the privacy of homeowners along the canal*
- *yes*
- *Yes, it will bring joggers, bikers, hikers, ecotourism, history and engineer buffs that can create jobs and help offset cost and benefit residents*
-

What places do you think should be preserved along the canal as part of a greenway? *Answers:*

- *Every element that tells the story of life on the canal*
- *As many of the actual historical paths, buildings, locks, etc.*

- *Bikers and hikers would enjoy the tow paths*

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner which, provides convenient access to a towpath trail for non-motorized passive recreational use as an integral part of a unique educational, travel and fitness experience.

What forms of recreation do you think would be most compatible with the canal? *Answers:*

- *hiking, biking, canoeing*
- *hiking, nature observations, biking, follow the foot- steps of people who worked on the canal, kayaking*
- *walking, biking, ice skating, picnicking*
- *what they said! (Referring to all above responses)*

Would you be willing to travel by car to access a trail or would you rather have trail connections to your community? If you would be willing to travel by car, how far would you be willing to travel? *Answers:*

- *I would travel by car- no set limit. I would visit places based on my interest in the particular spot, eg., Breadloak*
- *Trail connections preferred*
- *Travel by car is not an issue- 10-15 miles is fine- more if a nice stretch*
- *Walking it is the ultimate*
- *Trail connections*

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner which, stimulates the local economy through heritage tourism.

What do you think makes the Morris Canal worth visiting? *Answers:*

- *It is a completely unique engineering achievement*
- *So many communities grew up along it, and were so intertwined with it- it is a story worth learning.*
- *I live in Port Murray and own part of the canal including a building that was once a general store for the canal. Also one of our barns was a forge and provided iron products for the boats/horses/mules, etc.*
- *History*
- *Scenic openness*
- *Its engineering history*
- *Its economic impact on local towns/villages*

What attractions/facilities would be most critical to maximize your enjoyment of a trip to a historic/heritage tourist destination? *Answers:*

- *Make Port Colden Manor a B&B*

- *Love this one! But it would take major \$\$\$ (Referring to the above answer)*
- *Lake Hopatcong*
- *Lake Musky*
- *Mountain bike*
- *Hiking*
- *Organized trips*
- *Scotch turbines*
- *Nearby buildings supporting canal activities*
- *Port Colden manor should be preserved before it deteriorates any further. Any ideas?*
- *Port Colden Manor could be a: restaurant, bed and breakfast, canal offices*
- *Would love to see an operating inclined plane*

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner which, leverages the value of the canal to support sound land use planning decisions.

Warren County has prepared a model ordinance for municipalities to adopt in order to protect the Morris Canal from development. Would you support the adoption of this ordinance in your community? *Answers:*

- *Yes*
- *Yes*
- *Unfortunately the canal does not pass through my town*

Would you also support land use policies that provided incentives, such as additional density allowances, for proposed developments which provide greenway links with public access? *Answers:*

- *Yes*
- *I guess the increased density is inevitable, but I would have some question about how this would be done before I would endorse the policy.*
- *yes*

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner which, increases public and private support for and involvement in canal preservation efforts.

How familiar are you with current canal preservation efforts? *Answers:*

- *We are members of the Canal Society*
- *Was a member of the Canal Society for about 10-15 years- lost touch the last 10 years*

What would be the most effective way to publicize these efforts and promote public involvement in the 25-Year Action Plan for the Canal? *Answers:*

- *Freeholder meetings*
- *Websites*
- *local schools*
- *radio stations*

- *County Cultural and Heritage Committee*
- *through the schools*
- *media- WRNJ, newspapers*
- *Create an electronic (interactive) game to tell the story*
- *schools!!!*
- *local papers- Warren Reporter desperately needs some well-written articles- on-going if possible*
- *I'm sure that a regular appearance could be worked out with Norm at WRNJ*
- *Morris and Warren County Reporter Newspapers*
- *Agree with concept of game- as a kid I played "Oregon Trail"- think it could parallel that theme or roller coaster amusement park games*
- *Include in new "NJ+U- perfect together"-type commercials*
- *NJTV, WRNJ, WNTI or other TV*
- *Children's books*
- *Partner with MWA or other such orgs.*
- *Local newspapers*
- *schools*
- *TV*
- *Radio*
- *Internet*

The following are notes from the public in attendance at this meeting:

- Roberta and Charles Kugelmeyer are retired history teachers and live on a beautiful piece of canal property that we visited on the tour earlier this year (the one with the barn filled with antiques and located in between the canal bed and railroad tracks). Roberta says that they own some books about the canal. Roberta is concerned about privacy. They are members of the Canal Society of New Jersey.
- Steve Ellis of the NJ State Parks, indicated that he only had a limited amount of time to spend at the event but would like to talk more about the project. I gave him my business card so we could follow-up with each other. Especially regarding Elsie's Tavern.
- Jesse Lubkiewicz said that he had lived along the canal in three different communities across the state and was curious about the project.
- Bob and Brenda Horn said that her ancestor (grandfather?) worked along the canal (was a locktender?) in Port Colden and that they have a historical picture of Port Colden in their living room (same photo as on the Port Colden interpretive sign).
- There was a gentleman who is recently retired and is looking for volunteer opportunities. His father was a tug captain on the Hudson River? ...so he is interested in canals. I introduced him to Jim Lee and Dave Detrick.
- John Dehuff is a member of the Canal Society of New Jersey. He too was curious about the project and acknowledged that he had lost touch with canal activities over the past few years due to a busy life/schedule.

- To the greatest extent possible, I let the attendees know about the canal tours held in May and October each year. Several participants were not familiar with the inclined planes, so I took some time showing them the interpretive sign information about the planes.
- Several individuals were interested in purchasing the Morrell book. Perhaps we could send a follow-up letter to the attendees thanking them for their participation and including an order form for the book.
- We discovered that the current Morris Canal Greenway website does not appear to be on the color brochure...perhaps a sticker with the current website can be attached to this document.
- Phil Molner and Matt Smith from the Express Times published a nice story about the event. See http://www.lehighvalleylive.com/warren-county/express-times/index.ssf/2011/12/morris_canal_greenway_project.html
- broader tourism audience based on varied interests – cultural, economic, engineering, etc.

\\langan.com\data\DT\data7\200034701\Office Data\12-08-11 Public Meeting Notes.doc.docx

Meeting Minutes

Morris Canal Greenway Open House (Public Meeting#1)
Warren County, New Jersey
Langan Project No.: 200034701
- Page 7 of 7

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Open House (Public Meeting#1)
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 08 December 2011
Warren County Vo-Tech School

Prepared By: Nate Burns, Langan
Karen Williamson, Heritage Conservancy

Date Prepared: 12-22-11 (finalized)

Attendees

Brian Appezzato – Warren County Planning Department
Don Brinker – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
Mike Helbing – Board of Recreation Commissioners, NYNJ Trails Conference
Jim Lee, III – Warren County Morris Canal Committee
Elizabeth Roy – Warren County Planning Department
Myra Snook – Warren County Morris Canal Committee
Karen Williamson – Heritage Conservancy

Meeting Summary

1. A focus group meeting was held on December 6th to solicit input from several important constituent groups including municipal officials, educators, non-profit organizations, and business leaders. Sixteen individuals from the community attended the event along with six representatives from the Warren County Planning Department, Morris Canal Committee, Heritage Conservancy, 4Ward Planning, and Langan Engineering. Nate Burns from Langan Engineering briefly reviewed the scope of the project using a PowerPoint presentation. The participants were then divided into three groups: educators, municipal officials and non-profits (no business leaders attended the event). The project consultants facilitated the discussions for all three groups using a series of questions prepared in advance of the meeting. A summary of results of the discussions are attached. The overall response from the participants was one of serious and enthusiastic interest in the history and preservation of the Morris Canal and the success of a 25-Year Action Plan, along with a desire to work more closely with county representatives to implement specific projects. A display of canal related reports, brochures and signage was also provided by the Warren County Planning Department at the event for informational purposes. Myra Snook expressed interest in working with educators to develop curriculum materials for the Morris Canal, as she has already started to compile educational information for this purpose.

2. The first public meeting was held on December 8th to solicit input from the general public on the development of a proposed action plan. Nineteen members of the public (including members of the press) attended the event in addition to seven representatives from the Warren County Planning Department, Morris Canal Committee, Heritage Conservancy and Langan Engineering. An open house format was used for the public meeting. Two display boards were used to provide background information on the Morris Canal as an introduction to this historic resource and the proposed action plan. Participants were asked to provide feedback on the project using two different interactive exercises. One exercise asked participants to place different colored arrows on a map at locations indicating where they live, important canal features, potential obstacles and ? A second exercise used a series of 7 display boards, each showing a different phrase of the proposed vision for the action plan with two questions to stimulate thought. The participants were asked to answer the questions to provide insight into various issues associated with each phrase of the vision statement. A display of canal related reports, brochures and signage was also provided for informational purposes. The results of the exercises are attached. Most, if not all, of the attendees indicated that they had a connection with the canal at some point during their lives, which prompted their interest in the action plan.

3. The Warren County Planning Department provided a laptop, projector and internet connection to Google Earth to facilitate a review of recent field reconnaissance by Nate Burns and Karen Williamson. The group discussed the results of the field reconnaissance work from Phillipsburg to Bread Lock Park. The discussion was prefaced with a reminder that each phrase of the action plan vision focuses on a different goal – historic preservation, education, greenway connections, recreation, economic development, land use planning and public participation. The action plan will have to balance the desire to emphasize the primary intent of historic preservation with the need to achieve the remaining goals. It will not be possible for all of the goals to be achieved at every location along the canal corridor. However, the action plan should identify those areas where the greatest public impact can be achieved in the shortest period of time with the least amount of investment – to stimulate greater interest, utilization and support for the project.
 - The apparently vacant lot between Market Street and the Delaware River Park is likely owned by the railroad company.
 - Mercer Street is a shorter, more direct trail route than Main Street, even though a Main Street trail route would support local businesses.
 - Phillipsburg is in the process of developing a trail route through the sewage treatment plant property.
 - The Green’s Bridge area is a challenging one, due to narrow shoulders/right-of-way, poor sight distance, stream location, bridge abutments, etc. If at all possible, it would be nice to utilize Green’s Bridge for pedestrian access as a way to cross both South Main Street and Carpentersville Road. The 25-Year Action Plan will most likely suggest a detailed engineering study into the logistics of a crossing at this location.
 - During the recent Route 22 highway study, Pohatcong Township did not express any interest in establishing a pedestrian crossing for Route 22.

- Consider a possible connection to the Changewater Stable for horseback riding access to the canal towpath/trail.
- It would be nice to incorporate a roadwalk along the concrete mile segment of Route 57 as part of the trail route for the 25-year action plan.

The group struggled with the practicality of following the route of the canal in areas where the canal has been damaged, obliterated or otherwise obstructed versus pursuing alternative routes away from but roughly parallel to the canal.

The field work revealed that the following segments of the canal could become either linear or looped user experiences that are anchored on both ends by significant open spaces and connected by the canal proper or parallel trail route:

Phillipsburg:

- Northampton/Main Street Bridge to Stryker Street (Loop with South Main Street)
- Delaware River Park to Harry Wyant Park (Portion looped with South Main Street)

Pohatcong and Lopatcong Townships:

- Park at Logan and Lock Streets to Lock Street Park to Plane 10 West (Linear)
 - With existing sidewalk loop to Thomas Edison's Valley View Historic District featuring concrete homes.
 - With future linear extension along canal from Plane 10 West to Phillipsburg Mall, incorporating proposed sidewalks in Sycamore Landing development.

Lopatcong and Greenwich Townships:

- Strykers Road to Plane 9 West (Linear)
 - With future linear extension along canal to Emergency Services Station on North Main Street in Stewartsville with existing sidewalk loops to Stewartsville and several sizable surrounding residential neighborhoods.
 - With future linear extension along canal to Bread Lock Park paralleling Route 57 or alternative linear extension across agricultural fields and Richline Hill Road.

The next TAC meeting will include a review of the remaining field reconnaissance findings.

4. Myra Snook distributed copies of the new Trail Guide for Sussex County called Sussex Skylands, New Jersey's Great Northwest, which was produced by the Sussex County Chamber of Commerce. The brochure highlights rails-to-trails hiking opportunities, some of which may offer the potential for continuation into and/or connections to trails in Warren County.
5. Karen Williamson agreed to contact Steve Ellis, Northeast Regional Superintendent for the New Jersey DEP State Park Service, to set up a meeting to discuss the canal action plan on January 10th, 2012. While attending the December 8th public open house meeting, Steve expressed a desire to talk more about canal preservation project. It may be possible to coordinate a separate visit to the Brickyard on the same day as the meeting with Steve.

\\langan.com\data\DT\data7\200034701\Office Data\12-13-11 TAC Meeting Minutes.doc.docx

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Master Plan
Technical Advisory Committee Meeting #5
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 10 January 2012
7:00 pm
Rutgers Room
Wayne Dumont Jr. Administration Building
165 County Rout 519 South
Belvidere, NJ 07823-1949

Prepared By: Nate Burns

Trail Routing/ Field View Discussion (Continued)

The agenda for this meeting will be the continued discussion about the proposed trail routing and connection strategies as a result of the field views completed in late December. Discussion will start with the December 9 Field Recon Notes (attached), which covers Greenway portions from Breadlock Park to Port Colden. Time permitting, discussion will also focus on the December 13 Field Recon Notes (attached) which cover Greenway portions from Port Colden to Bilby Road.



*Preserving our Natural
and Historic Heritage*

Chairman

Marvin L. Woodall

Vice Chairman

Christopher B. Chandor, Esq.

Treasurer

Michael Mathey

Secretary

Robert L. Russell

Directors

Stephen K. Chadwick

Georgiana S. Coles

Nicholas DeRose, P.G.

George J. Donovan

Christine C. Figueroa

Dr. Vaill P. Garvin FACHE

Elizabeth H. Gemmill, Esq.

Michael B. Lavery, Esq.

Charles D. Lomax

Sydney F. Martin

Stephen L. Phillips

Joy Styles

John H. Thompson

Chairman Emeritus

Honorable William Hart Rufe III

Directors Emeritus

Robert L. Byers

J. Lawrence Grim Jr., Esq.

Lewis W. Hull

Joseph R. Kempter, C.P.A.



85 Old Dublin Pike
Doylestown, PA
18901-2489

(215) 345-7020
(215) 345-4328 Fax

www.heritageconservancy.org

memorandum

To: Nate Burns/Project File
From: Karen Williamson
Date: December 20, 2011
Subject: Morris Canal – December 13, 2011 Field Reconnaissance
cc: Jeff Marshall, Todd Poole

The following are notes from this field visit organized by canal segment analyzed:

Port Colden to Port Murray

- This section of canal is significantly separated from Route 57 by distance and an active railroad line and is currently under private ownership. Nearby local roads are also a distance away from the canal, making these alternate routes equally impractical. Domin Lane appears to provide access to two residences (Lots 233 and 234). Harts Lane leads through an industrial facility to a preserved farm and some private residences. A portion of the canal in this area is watered and appears to be in good condition.
- We would suggest that acquisition efforts continue in this area in the hopes of purchasing all of the properties, prior to pursuing an alternative route for the trail. Will reassess this section after we visit the Brickyard.

Port Murray to Rockport Pheasant Farm

- There are several nearby open spaces/public services along Port Murray Road that could be tied to the canal: the elementary school, athletic fields, Mansfield Township Municipal Building, Mansfield Township Park and the Comcast fields to the north of Route 57 and Point Mountain to the south of Route 57.
- There are limited sidewalks or trails connecting the school to the athletic fields, municipal building and Mansfield Township Park. There is a trail system within Mansfield Township Park that is currently being built. **Is Brickyard Road a public street?**
- The village of Port Murray is a quaint historic district with two train cars on a siding along the alley/street opposite Hoffman Road. However, there are no sidewalks in the village. The Main Street bridge over the active rail line is narrow and on a bend (we almost got hit by a tractor trailer) with bad visibility. One possible way of linking the existing open spaces to the canal and the village would be to cross Port Murray Road at the Comcast fields or at Brickyard Road, follow Brickyard Road to its bridge over the active rail line, through the Brickyard property to Hoffman Road and/or Towpath Road.
- A trail is accessible from Towpath Road through preserved land to Cherry Tree Bend Road. The route passes by a former canal boat basin. The northern terminus of this trail is marked by a Morris Canal sign. No parking is available.

- Cherry Tree Bend Lane is narrow, windy and without sidewalks. There are a number of structures located near the road that would obstruct the construction of a trail. The canal traverses the middle or rear of many of the properties in this area. Glimpses of the canal can be seen along this road, some of which are attractive wooded views (Lots 271, 272).
- Rockport Road is a wider roadway with a higher speed limit. The canal traverses through a series of private properties between Cherry Tree Bend Lane and Washburn Road.



- If access to the canal within private properties on Cherry Tree Bend Lane and Rockport Road (up to Washburn Road) cannot be obtained, what alternatives are available? It appears that Mansfield Township Park abuts a very large preserved farm with frontage along almost all of Washburn Road. There is an at-grade crossing of the railroad on Washburn Road and it appears that Washburn Road is lightly traveled. The views from Washburn Road of the surrounding hills and ag lands are beautiful. A trail could be constructed from Mansfield Township Park through the preserved farm all the way to Washburn Road, where it could rejoin the canal route. The railroad may be in a cut situation in this area and therefore may not obstruct views. If so, it might be possible to view the canal route from a trail on the south side of the railroad (Washburn Road alternative). A trail route through the preserved farm would be in keeping with the greenway goal of the action plan vision. There may need to be a stream crossing for the trail if the Washburn Road route it pursued.



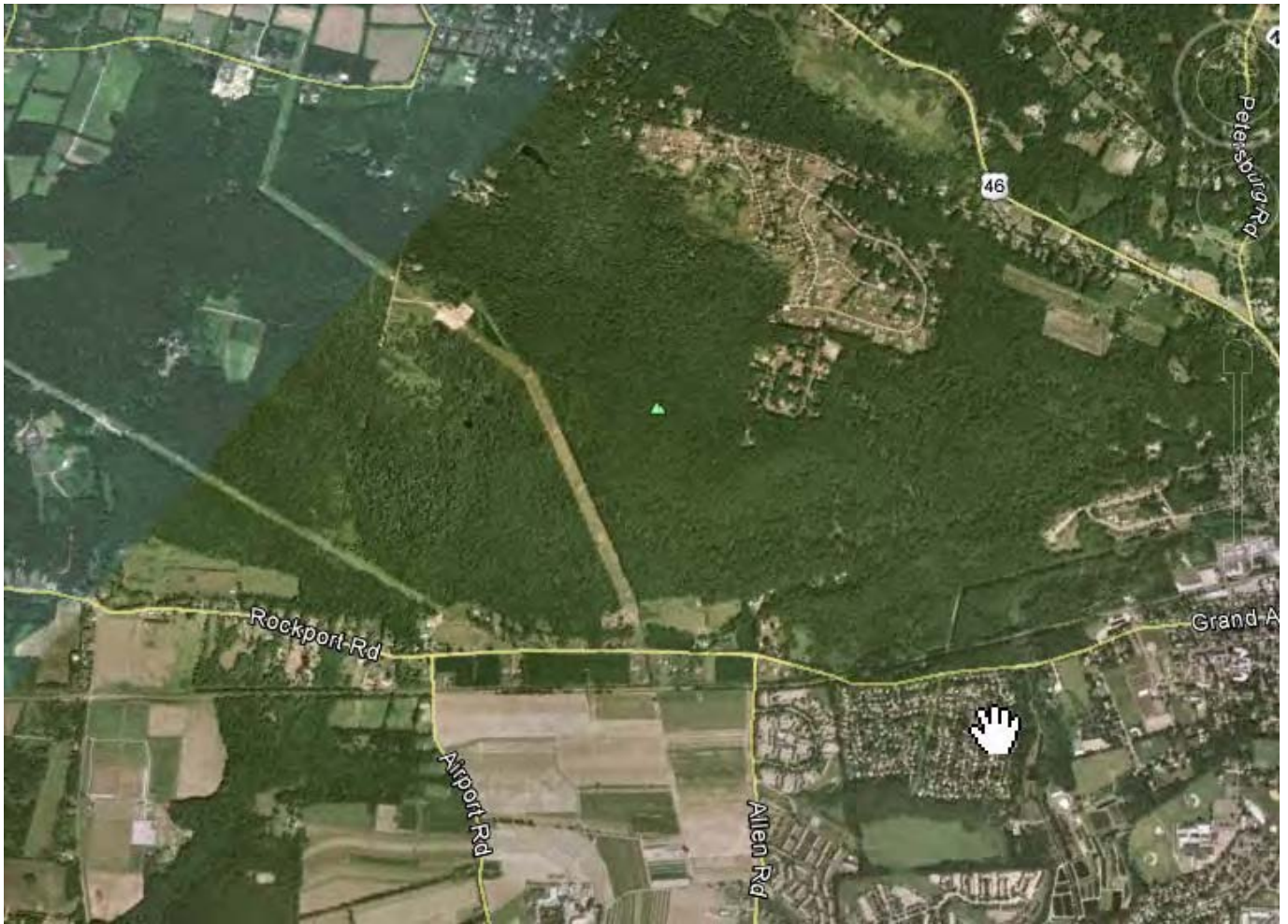
- Land at the southeast corner of Washburn Road has been preserved, so the Washburn Road trail route could return to the canal here. The canal continues to traverse the interior of the privately owned lots along Rockport Road between Washburn and Hazen Roads. However, the Rockport Road right-of-way and lot frontages from Washburn to Hazen Roads are more open and undeveloped, making it more feasible to construct a trail along the highway in this area. No sidewalks exist in this area. Beautiful barn on the north side of Rockport Road at Snyder Road.



- The intersection of Rockport and Hazen Roads is constricted, with poor visibility and an awkward intersection alignment – a dangerous combination for a trail. The major landholding on the southwest side of this intersection includes a wide lawn area between the houses along Hazen Road. It might be possible to route the trail away from the intersection and through this lawn area to a mid-block crossing of Hazen Road. A mid-block crossing of Rockport Road is needed to access the canal on the north side of Rockport Road opposite the existing entrance to the Pheasant Farm.
- Would the state be willing to provide land for a redesign of the Hazen/Rockport Road intersection? Would such a re-design provide a possibility of a land swap with neighbors along the west side of Hazen so a trail crossing could be built?
- Parking and interpretive information (kiosk) is available at the Pheasant Farm. Some canal signage is also present. Water is flowing in the canal section on Pheasant Farm property.



- Heading east from the Pheasant Farm, the canal again traverses the middle of a number of private properties before reaching more state property in the east of the Allen Road intersection – making acquisition and development along the canal another challenge.
- One option would be to build a trail along the south side of Rockport Road between Hazen and Allen Roads since the lots are deep and most of the homes/structures are set back from the road.
- Another option would be to take the trail south along Hazen Road and across the train tracks at-grade and then east through the Pheasant Farm to the new Mansfield Township Emergency Services station along Airport Road. Trails users would then be able to explore more of the Pheasant Farm and learn about the train crash (and hopefully not repeat an accident!). Another at-grade train track crossing could occur at Airport Road to return the trail to a parallel route along Rockport Road. Connections could be made along Airport Road to the airport and Donaldson Farm.
- The last option would be to try to buy the wooded hillside to the north of the canal for the purposes of a larger greenway in this area that could interconnect the Pheasant Farm property with other state-owned lands containing the canal near Allen Road. A trail could be constructed within the woods, even if the actual canal route cannot be purchased. The downside would be crossing under two major utility lines and their associated open right-of-ways. But this option would be in closer proximity to the historic canal route.



- The sidewalks within the apartment complex and adjacent housing development east of the Allen and Rockport Road intersection are interconnected. Sidewalks also exist along Allen Road frontage of apartment complex up to the bridge over the railroad. This bridge is too narrow to allow new sidewalk construction.
- If a trail connection is made through the Donaldson Farm, then a mid-block crossing on Allen Road into the apartment complex is possible, avoiding the railroad underpass on Grand Avenue and bringing trail users to Grand Avenue at College View Drive. If the crossing occurred at Riva Drive, then the trail could go through more open space areas in these developments to Nancy Lane and/or the Fish Hatchery.
- There are sidewalks along most, if not all, of the south side of Grand Avenue Mountain View Drive to Route 46 and downtown Hackettstown. (Check the north sides of Grand Avenue for sidewalks which may be sporadic). These sidewalks provide a potential connection with Centenary College and the Fish Hatchery – with additional potential linkages down Beatty and Stiger Streets to the train station, municipal building and a possible Charles/Prospect/Harvey Street connection to Florence Kuipers Park.
- However, the logical spot to cross Rockport Road is at Allen Road if a traffic light can be installed for safety reasons. Unfortunately, there are several private properties on the north side of the Rockport/Allen Road intersection blocking access to the canal/state lands here. (Acquisition of the hillside on the north side of Rockport Road would preclude the need for a street crossing here at all. But this route would not provide easy connections to the apartments, residential development, college, fish hatchery, etc.).



- The towpath within the state property east of Allen Road connects with Florence Kuipers Park and ends at Harvey Street.
- Buck Hill Road on the north side of Grand Avenue is an unimproved road that goes through a narrow (one-vehicle wide) railroad underpass, connecting the canal with Grand Avenue. **Is this a public thoroughfare?** This road is heavily eroded due to stormwater washouts. There are unattractive abandoned structures on the north side of the canal at the end of this road. It would be unlikely that the railroad underpass could be upgraded to allow two-way traffic.
- The terminus of Roosevelt Avenue should be improved to clearly divide vehicular traffic from trail use.
- Sidewalks are sporadic from the Florence Kuipers Park entrance down Harvey Street to the various side streets (Charles, Prospect, West Valley View Ave.) that connect with Main Street or Stiger Street. But sidewalks connections could be made. There appears to be a paper street section of Harvey Street between Prospect and Stiger that might be wide enough for a trail access adjacent to a storm drainage channel.



- The Roosevelt/Main Street intersection is an awkward one with poor visibility and angular alignment. There are no sidewalks along Roosevelt Street or on the opposite side of Main Street at this intersection.
- An alternate route might be to follow sidewalks down Main Street to East Baldwin Street. Although East Baldwin Street does not have any sidewalks, it appears to be a lightly traveled road. Note that there are striped crosswalks on Route 46/Main Street at East Baldwin Street.
- East Baldwin leads through a sizeable residential development to a church at 4th Street that has wooded property along the canal at the rear of this lot.
- The canal follows the rear of a townhouse development off of Overlook Drive that includes a tot lot and detention basin along (or actually over) the canal.
- The canal is also located behind an apartment complex on Countryside Drive with a picnic area adjacent to the canal as well. There are sidewalks within the apartment complex and along Old Allamuchy Road.
- It might be possible to acquire access rights to the canal through the church property, connecting a large residential neighborhood with the townhouse development, apartment complex and nearby downtown.



- The challenge is to safely cross Old Allamuchy Road and Route 517, highlighting the M&M Mars plant along the way. There is a wooded area at the intersection of Old Allamuchy Road and Route 517 – not sure what it is used for. Could the wooded area be used to improve the Old Allamuchy Road/M&M Mars plant entrance intersection and include a pedestrian crosswalk? Would M&M Mars help pay for a traffic light here and allow for a trail along its Route 517 road frontage?
- The intersection of the canal with Route 517 offers poor visibility half-way down a hill along this busy highway. There are no sidewalks leading north from the canal along Route 517 to the Bilby Road intersection. Not sure how best to cross these roads. Needs more investigation. Perhaps beyond scope of 25-year period for action plan.
- The canal corridor to the east side of Route 517 is interrupted in sections by construction of the Towpath Apartments. However, the canal is intact in the undeveloped Phase 2 portion of this complex. The canal crosses under major utility lines in this area which would adversely impact views. There are sidewalks within the apartment complex that could be connected to the canal trail.
- The some of the buildings within the housing development between the Towpath Apartments and Bilby Road are situated in close proximity to the canal. The sidewalk system internal to this development is incomplete and appears to be designed primarily to get people from parking areas to the adjacent buildings, rather than to interconnect all of the buildings within the development. There are no sidewalks along the primary entrance routes into this development off of Bilby Road. No sidewalks exist along Bilby Road, with the exception of a short segment on the northeast corner of Bilby Road and Route 517.
- The abutments for the Bilby Road bridge over the railroad tracks do not appear to allow sufficient room for trail access under Bilby Road. Need to further investigation into best location for trail crossing at Bilby Road.

- Bilby Road parking lot is small and might need expansion if canal greenway/trail becomes more popular. Nearby railroad, wetlands and utility poles provide little space for better parking lot. Visibility to Bilby Road south from the parking lot is not good.



- Followed towpath to breach in canal at stream crossing. At times, the major utility line gets close to or intersects the existing canal trail.
- See NYNJ Trail Conference Map of how canal can connect to network of trails in Stephens Park Trail and to the Morris County Patriots Park trail
- See also Point Mountain Trail Map for location of trail network in relationship to Port Murray.



*Preserving our Natural
and Historic Heritage*

Chairman

Marvin L. Woodall

Vice Chairman

Christopher B. Chandor, Esq.

Treasurer

Michael Mathey

Secretary

Robert L. Russell

Directors

Stephen K. Chadwick

Georgiana S. Coles

Nicholas DeRose, P.G.

George J. Donovan

Christine C. Figueroa

Dr. Vaill P. Garvin FACHE

Elizabeth H. Gemmill, Esq.

Michael B. Lavery, Esq.

Charles D. Lomax

Sydney F. Martin

Stephen L. Phillips

Joy Styles

John H. Thompson

Chairman Emeritus

Honorable William Hart Rufe III

Directors Emeritus

Robert L. Byers

J. Lawrence Grim Jr., Esq.

Lewis W. Hull

Joseph R. Kempter, C.P.A.



85 Old Dublin Pike

Doylestown, PA

18901-2489

(215) 345-7020

(215) 345-4328 Fax

www.heritageconservancy.org

memorandum

To: Nate Burns/Project File
From: Karen Williamson
Date: December 12, 2011
Subject: Morris Canal – December 9, 2011 Field Reconnaissance
cc: Jeff Marshall, Todd Poole

The following are notes from this field visit organized by canal segment analyzed:

Morris Canal Arch to Delaware River Park

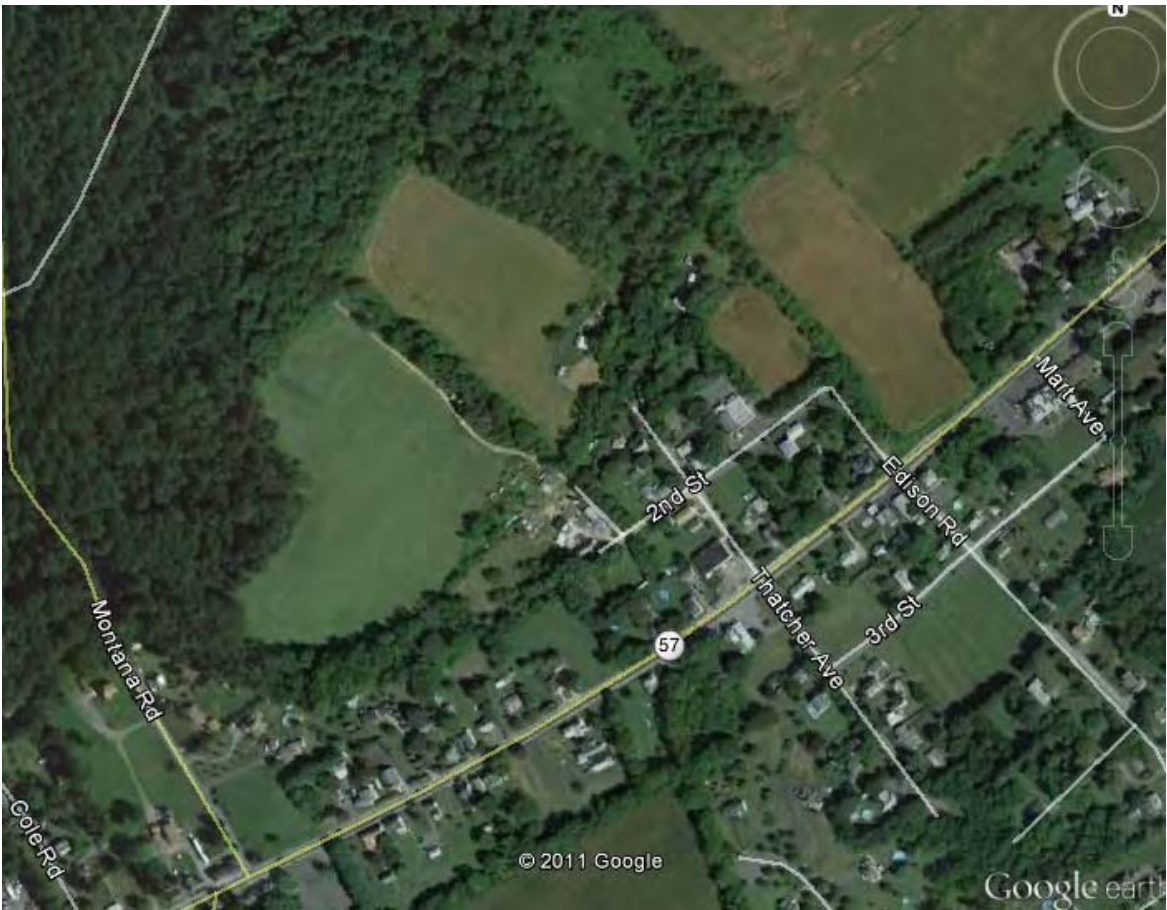
- There are sidewalks along Hanover Street and Market Street that can be used to more quickly access the Delaware Canal Park from the bridge over the railroad tracks. Both streets are narrow and the adjacent buildings are not in the best shape...but the access is much quicker than going down Main Street all the way to Stockton.
- There is a dirt path across a vacant lot on Market Street that is presently being used to access the park...however, the ownership of this lot is not know and appears to be private, since the Delaware River Park is entirely fenced and there is a gap in the fence that is being used for pedestrian access.
- There is another gap in the fence at the north end of Delaware River Park that people are using to get from the park to the arch and the train ride. There is a grade differential between the arch and the park, necessitating a climb up a short section of steep slope to get into the park.
- There is a paved path and/or driveway along the western edge of the entire park.

Lock Street

- Access to the historic concrete homes in the Valley View development is very quick from Lock Street up Ridge Street.

Bread Lock Park to Little Philadelphia Road

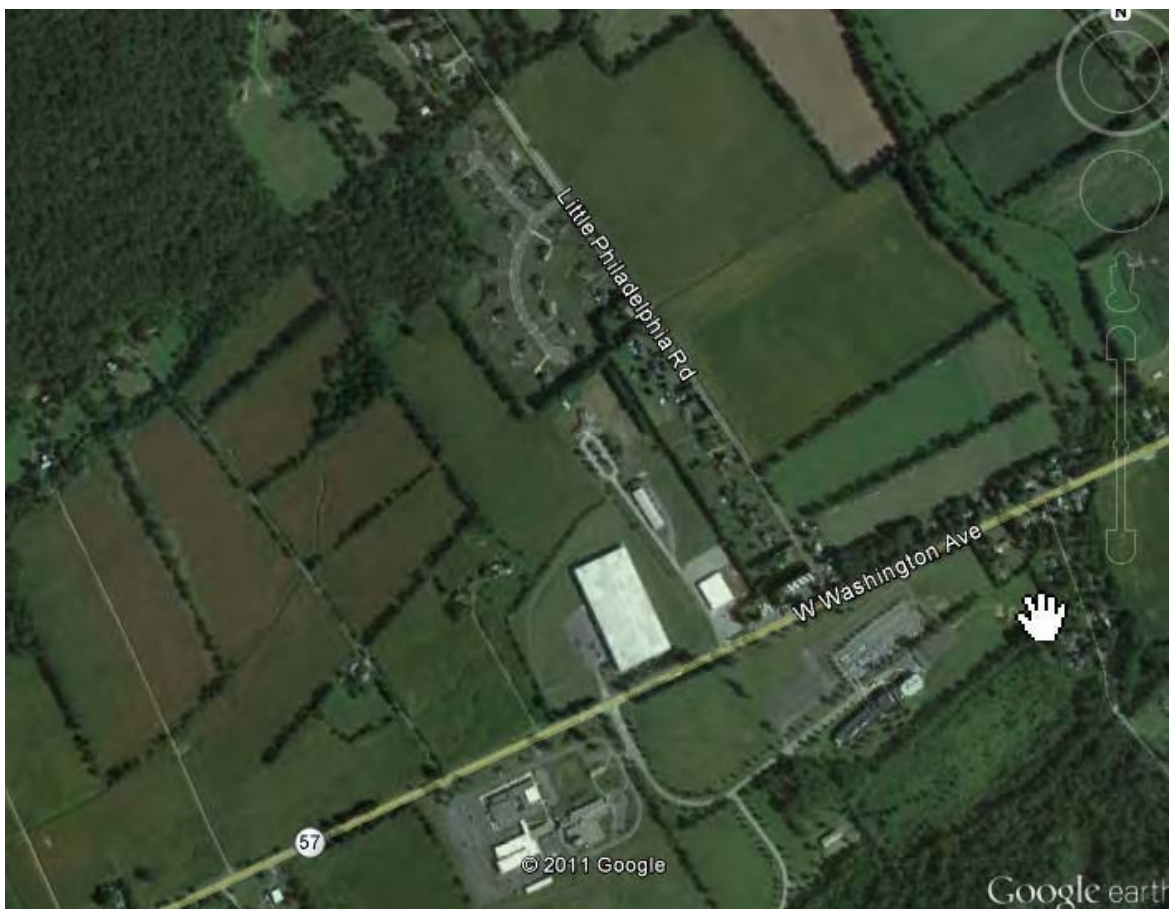
- There were many instances in where there was standing water in the canal during the entire day's of field reconnaissance.
- There is a small dirt/gravel pull off on the east side of Montana Road at the canal crossing. Possible to make a connection to Merrill Creek Reservoir from here is Parcels 93 and 94 are acquired?
- At Thatcher Road, there is a gravel driveway across the canal leading into private properties. The streets are narrow and more like alleys in this area. The county maps show a drainage issue in this area. Second Street appears to extend all the way to the preserved Parcel 95.



- There are no sidewalks along Montana Road or Millbrook Road. However, there are sidewalks along Route 57 at the Millbrook Road intersection for possible pedestrian connect to Broadway community. Fancy Farm is the only preserved property in this area. **Check where sidewalks end in Broadway**
- Halfway House Road is very narrow and windy with, poor sight distance, one-lane bridge and stream paralleling east edge of road.
- Would not recommend that trail follow Route 57 from Bread Lock to Little Philadelphia Road unless efforts to acquire canal for towpath trail fail.

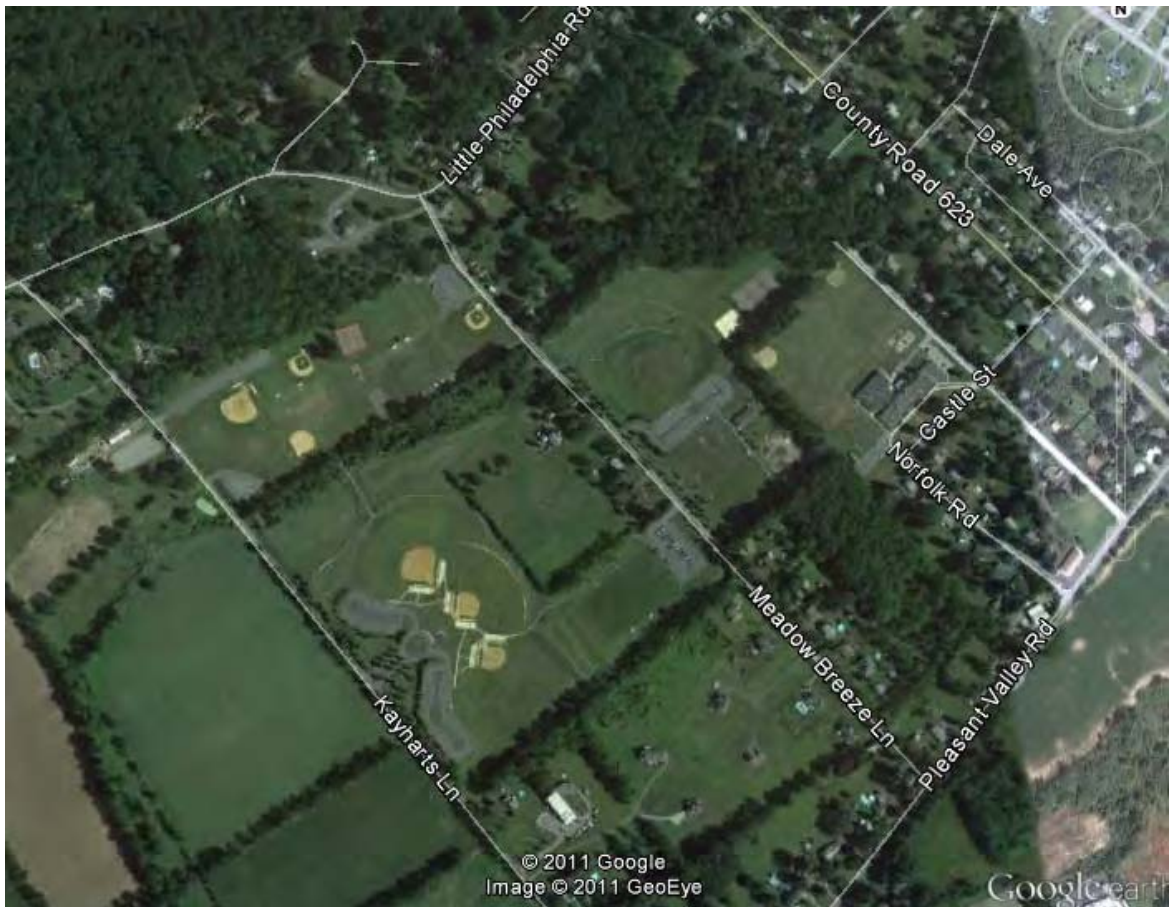
Little Philadelphia Road to Port Colden

- Too steep and possible dangerous to go from Halfway House Road down Little Philadelphia Road to the canal.
- Great views to and from canal at Little Philadelphia Road. Some land for sale in this area at canal/road intersection.
- Sidewalks exist along west side of road along frontage of new subdivision. Frontage along farm on east side of road is clear of utilities, while remaining section of west side of road to Route 57 includes utility poles. Most houses set back far enough to create walkway. Narrowest ROW is at intersection with Rte 57.
- Proximity of horse farms prompts consideration of horseback riding use of any future trail system.



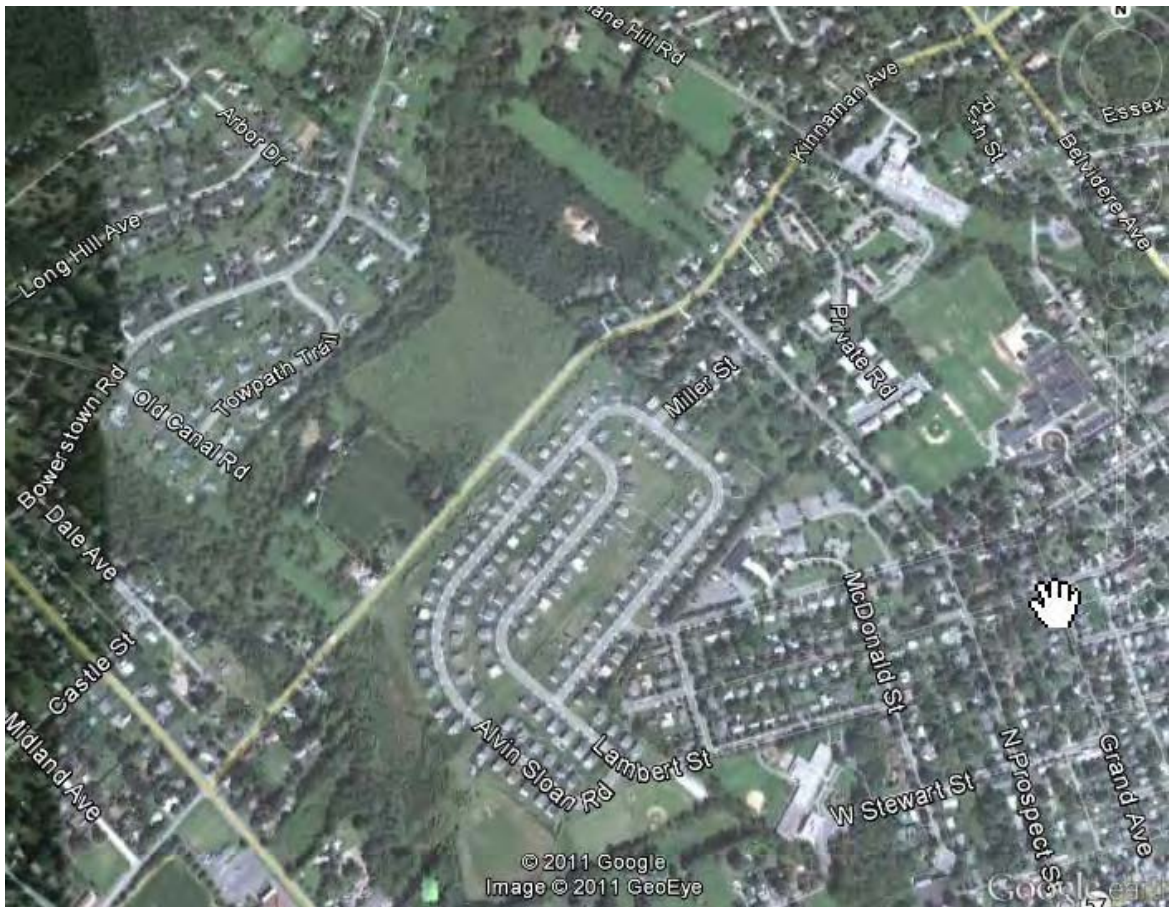
- Would be nice to create a connection between canal towpath to Community College, Vo-Tech School and Library (if not all the way to the Franklin Township Building/Recreation Center). Would need lighted crossing of Route 57.
- With acquisition of two more properties, the canal could be preserved from Little Philadelphia Road and to Meadow Breeze Park at Kayharts Lane.

- Section of canal through west portion of Meadow Breeze Park is fairly intact, some dumping of yard waste and soil occurring. More beautiful views. Need to create pathway connection between west and east portions of the park, perhaps through the acquisition of Lot 126 and sidewalk construction along Meadow Breeze Lane. Canal through east portion of Meadow Breeze Park is hidden by vegetation.
- Trail system in east portion of Meadow Breeze Park falls just short of a connection to a paved path at the rear of the adjacent school. No sidewalk exists along Midland Avenue, but there are sidewalks along Castle Street.
- Portion of canal immediately adjacent to Brass Castle Road is filled in as lawn near historic canal store. The canal is also filled in all along Bowerstown Road, so there is no significant reason to follow this street if alternate route is possible.

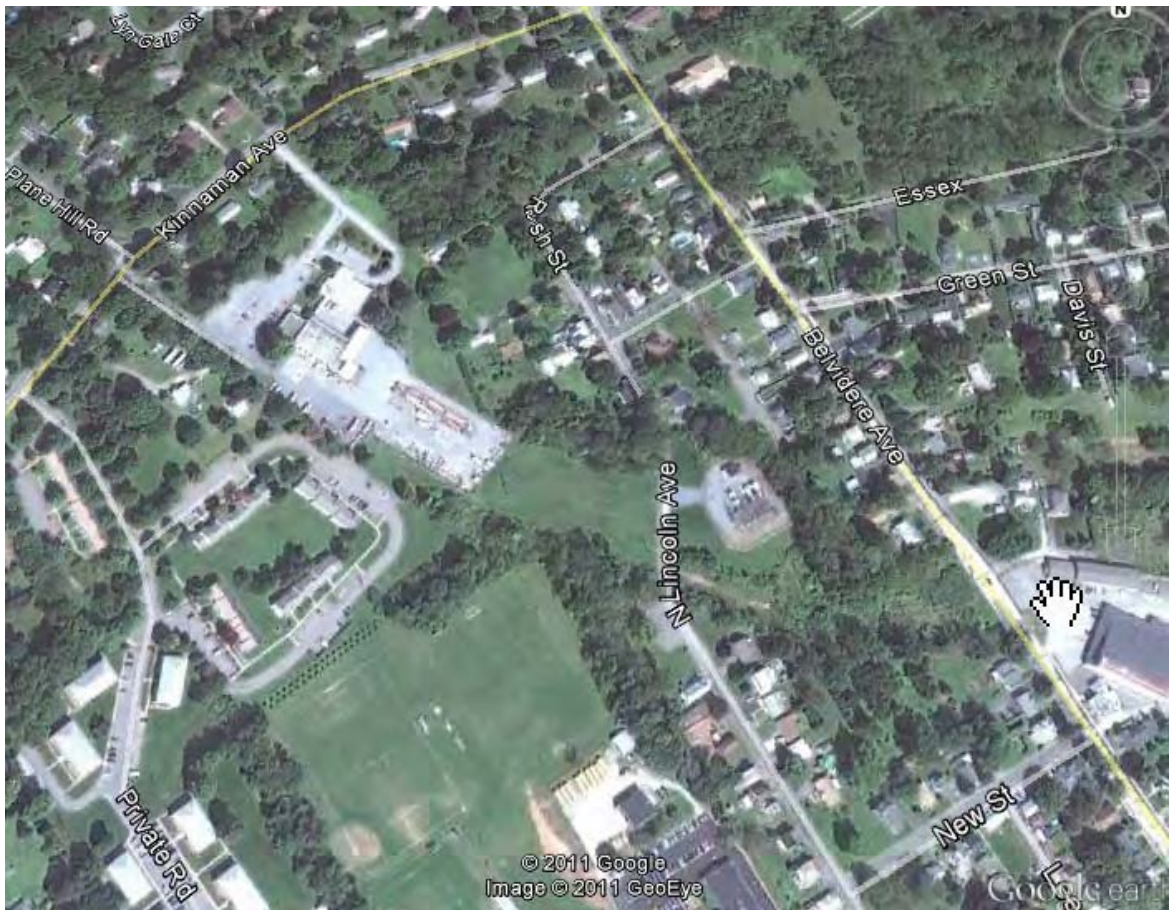


- Could use Castle Street to cross Brass Castle Road, since the westernmost portion of Bowerstown Road does not have sidewalks. There are sidewalks along Dale Avenue to Bowerstown Road.
- Sidewalks along the south side of Bowerstown Road do not start until Dale Avenue and continue up to Foundry Road. However there is a steep slope falling away from Bowerstown Road from Foundry Road to Plane Hill Road, so the extension of sidewalks along Bowerstown would be difficult unless the sidewalk shifts to the north side of the street.
- Plane Hill Road is very narrow all along it, with limited opportunities for sidewalks. The northernmost portion of the street is very steep. Many of the canal structures are buried under the road or in adjacent private yards.
- Bowerstown Historic District is located northwest of the intersection of Plane Hill Road and Bowerstown Road. There are no sidewalks along Bowerstown Road in this area. Many of the buildings in this historic district are owned by the Washington Regional School District. It is unclear whether any are open to the public for educational purposes related to local history and whether the structures retain any interior historical components.

- There appears to be a paper street at the intersection of Castle Street and Dale Avenue. Perhaps it is a driveway to a private house behind this street. If this street could be used for a trail, then an alternate route could possibly follow stream corridor to Plane 7 West and beautiful stone arch structure (aqueduct) over the creek. The Morrell Book says this is the best aqueduct left along the canal. However, it is not clear how a person would get from the creek level up the steep hill to Plane 7 West and the historic structures at Bowerstown owned by school district.
- Another option is to follow the creek and then turn south through undeveloped property to the intersection of Kinnaman Avenue and Alvin Sloan Road, where sidewalks exist in this residential development with a tie to Carlton Street. Carlton Street could take you to the Junior and Senior High Schools, the Campbell House and down Belvidere Avenue into Washington Borough.



- There is no sidewalk along Kinnaman Avenue, which is more heavily traveled.
- There is room along the south side of the fence at JCP&L to return to the canal with a trail extending to Belvidere Avenue. However, the eastern end of the JCP&L site contains many utilities pole in the canal bed that are very unattractive. The industrial buildings on the east side of Belvidere Avenue opposite the JCP&L site are also unattractive.
- The Campbell House is only a few doors down North Lincoln Avenue from the JCP&L property and appears to share a rear property line with the adjacent Junior High School. But there is no direct pedestrian connection between the high school and Campbell House and there are no sidewalks on North Lincoln. If the Campbell House included public restrooms, this could be a popular stop along a towpath trail.
- There are no sidewalks along Belvidere Avenue between the JCP&L site and New Street. However, sidewalks do extend from New Street all the way down Belvidere Avenue to downtown/Route 57.



- Washington Avenue is an attractive street with businesses that could support visitors to the canal and trail, so a direct connection with downtown would be desirable. The key is making a strong, clear connection back to the canal at Harding Drive while safely crossing Route 31.
- The simplest option is to use the sidewalk system to cross Route 31 at Route 57, but this is a very busy intersection. The sidewalks would allow pedestrians to follow the east side of Route 31 into the neighborhood between Route 31 and Harding Drive – the route would have to weave through a neighborhood street system that does not provide a direct route from Route 31 to Harding Drive. (i.e., Route 31 to Myrtle to South Pickel to Flower to Harding)
- Another alternative is to use the downtown sidewalk system (possibly Church Street past the Municipal Building) to access the north end of Jackson Avenue, Brown Street, Hahn Street or E. Stewart. Street which all dead end at what appears to be an abandoned railroad ROW that is elevated as it passes over Route 31 and Route 57 (the Penn Central Line from Manunka Chunk to Belvidere?). Jackson Avenue is the closest to downtown, but lower in relationship to the elevation of the railroad than the other streets. This railroad intersects with the Erie Lackawanna that runs east/west to Port Colden and Phillipsburg. If this abandoned railroad could be used for a trail, then might be possible for pedestrians to use Jackson Street to get up to the railroad and use the existing overpasses to safely cross Routes 31 and 57. The northeast corner of the Route 31 overpass could be graded to provide access down to street level and the sidewalks along the east side of Route 31. We would need to check the northeast corner of the Route 57 overpass to see if a similar access could be provided (there are billboards in this area).



- There are gaps in the sidewalks heading east along the south side of Route 57 towards Port Colden. But the new townhouse development has recently installed a large segment of sidewalks in this area. How would a person safely cross Route 57 to get to Port Colden if this alternative route is used? A crossing might be made at a light at the intersection with the Port Colden shopping center. The sidewalk could then continue on the north side of Route 57 to Port Colden. A preserved farm appears to surround the rear and east side of the Port Colden shopping center, which could be used for trail access back to the canal.



2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway TAC Meeting
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: January 10, 2012
Offices of Warren County

Prepared By: Nate Burns, Langan
Karen Williamson, Heritage Conservancy

Date Prepared: 01-18-12 (finalized)

Attendees

Brett Bragin – Warren County Morris Canal Committee
Don Brinker – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
James Lee, Jr. – Warren County Morris Canal Committee
James Lee, III – Warren County Morris Canal Committee
Elizabeth Roy – Warren County Morris Canal Committee
Myra Snook – Warren County Morris Canal Committee
Karen Williamson – Heritage Conservancy

Meeting Summary

1. Jim Lee, Jr. distributed copies of the newly printed Lock Street Walking Tour brochure.
2. Karen Williamson summarized the result of this morning's meeting with Steve Ellis, Acting Regional Superintendent, Northeast Region, NJ State Parks, as documented more fully in the attached minutes of this meeting.
3. The day's activities also included a visit to the newly preserved Brickyard. The inclined plane and portions of the canal and towpath have been obliterated on this site due to quarrying and other industrial activities. 2/3rds of the water tower structure are intact. The site appears to be actively used by ATV's. The existing driveway serving several residences coincides with the former canal towpath. There is water in the canal in some locations. The remnants of a former road leading from the canal to the portion of the property along Hoffman Road and could be used for trail access into and out of the site.

4. Prior to this meeting, Nate Burns submitted draft text for the TAC's review and comment.
5. The remainder of the meeting was spent discussing possible strategies for various segments of the canal between Bread Lock Park and Stephens State Park while looking at Google Earth aerial maps and referring to field reconnaissance notes taken by the consultants. Key points from this discussion are as follows (proceeding from west to east from Bread Lock Park):
 - a. With the acquisition of a few parcels, there is the potential to connect Bread Lock Park with Merrill Creek Reservoir, from a greenway and trail perspective, and tie into existing preserved land just east of Montana Road.
 - b. There is a long stretch of unprotected canal between Montana Road and Little Philadelphia Road, with the exception of the preserved Fancy Farm along Millbrook Road and a large preserved farm east of Halfway House Road. Land preservation efforts should be continued in this stretch to the greatest extent possible before any decision is made to abandon conservation in this area and develop a trail along Route 57, since the development of a trail along Route 57 would be an expensive undertaking and would result in a less attractive trail (given the outstanding views of the countryside from the canal in this area).
 - c. There are sidewalks along Route 57 in Broadway that could be extended up Millbrook Road to make a pedestrian connection between this neighborhood and the canal.
 - d. During prior meetings and field trips, the group had discussed the possibility of developing a trail along Route 57 east of Bread Lock Park through Broadway if the canal cannot be preserved in this area and reconnecting with the canal via Halfway House Road. The existing physical characteristics of Halfway House Road (narrow width, existing stream paralleling east side of road, curviness) are not conducive to trail development from a safety perspective.
 - e. There are sidewalks along the west side of Little Philadelphia Road that could be extended to provide a pedestrian connection between the canal, community college, library and vo-tech school. Efforts to link significant public sites and their users to the canal should be encouraged.

- f. With the acquisition a few parcels to the east of Little Philadelphia Road, a sizeable segment of the canal can be preserved and linked to recreational opportunities at Meadow Breeze Park and educational opportunities at Brass Castle Elementary School.
- g. Several alternative routes leading east from the Washington Township Elementary School were discussed, along with the pros and cons of each alternative.
- Follow the route of the canal precisely by following Boyertown Road and Plane Hill Road.
 - Con – No existing sidewalks along Boyertown Road in the vicinity of the Brass Castle Road crossing.
 - Con - The canal has been obliterated by Boyertown Road and the residential properties in this area.
 - Pro – There are existing sidewalks along the south side of Boyertown Road between Dale and Arbor Drive which would allow a connection to this residential area.
 - Con – Extending sidewalks on the south side of Boyertown Road to the east of Arbor Drive would be difficult due to the steep drop off in grade in the front of the residential properties in this area. Trail might need to shift to the north side of the road.
 - Pro – This route could provide for a connection to the Boyertown Historic District.
 - Pro – Could see some remnants of canal on Plane Hill Road (some hidden in vegetation).
 - Con – Plane Hill Road is steep and narrow, making it difficult to create a parallel trail. No existing sidewalks in this area.
 - Pro and Con – Assumes canal will be preserved through JCP&L lands which contain unsightly power lines. A more direct route, but less attractive.
 - Use Castle Street to cross Brass Castle Road and follow stream corridor to Plane Hill Road.
 - Pro – Can utilize existing sidewalks and crosswalks on Castle Street to cross Brass Castle Road (this is a recognized school crossing location).
 - Pro – Possible paper street at Castle and Dale could provide access to existing stream corridor. Need to confirm this is not a flag lot.
 - Pro – A path along the stream corridor would allow for a better view of the aqueduct at Plane Hill Road. Only a few landowners would need to be contacted about an access easement.

- Con – Not as direct a connection with residences in this neighborhood.
 - Con – Would need to overcome a difference in grade between streamside area and Plane Hill Road to utilize Plane Hill Road for remainder of route and make a connection to Boyertown Historic District.
 - Pro – Could see some remnants of canal on Plane Hill Road (some hidden in vegetation).
 - Con – Plane Hill Road is steep and narrow, making it difficult to create a parallel trail. No existing sidewalks in this area.
 - Pro and Con – Assumes canal will be preserved through JCP&L lands which contain unsightly power lines. A more direct route, but less attractive.
- Use Castle Street to cross Brass Castle Road and follow Kinnaman Avenue to Plane Hill Road.
 - Pro – Can utilize existing sidewalks and crosswalks on Castle Street to cross Brass Castle Road (this is a recognized school crossing location). Existing sidewalks on Dale Avenue could provide access to Kinnaman Avenue.
 - Con – Would need to develop sidewalk or trail along Kinnaman Avenue (more heavily traveled than Boyertown Road).
 - Pro – Could connect sidewalk/trail to extensive existing sidewalk network to the south of Kinnaman Road and the associated neighborhoods and schools.
 - Con – Would not make a connection to Boyertown Historic District or the remnants of canal on Plane Hill Road.
 - Pro and Con – Does not assume that canal will be preserved through JCP&L lands and does not need JCL&L easement to complete this route. Avoids unsightly power lines, but does not follow canal route.
 - h. JCP&L property provides direct link between Plane Hill Road and Belvidere Avenue, although the very unsightly power lines adversely affect this section of the canal. A short connection is needed to connect the Chapman House to the JCP&L property.
 - i. Existing sidewalks along Belvidere Avenue could be used to connect the canal to downtown Washington Borough for economic development reasons. Industrial parcels to the east of Belvidere Avenue are not conducive to canal preservation efforts and include polluted lands on a superfund site.

- j. Consider acquiring the abandoned Warren Railroad right-of-way and overpasses to create a safer road crossing, instead of crossing Route 57 and 31 at grade using existing crosswalks through this heavily traveled intersection. Preservation of the abandoned railroad corridor offers the potential for future connections to other county and regional trails.
- k. Although there are sidewalks along the east aide of Route 31 and down Myrtle Avenue from Route 31 to South Pickel Avenue, the canal has been obliterated along much of Myrtle Avenue and the residential development in this area does not give the impression that pass through traffic would be welcomed. The Acquisition Report shows most of the parcels between Belvidere Avenue and the eastern end of Harding Court as unlikely to materialize. Existing sidewalks along the streets surrounding Myrtle Avenue would need to be used for trail purposes in this area.
- l. The TAC did not favor developing a parallel path along Route 57 between Route 31 and Port Colden as an alternative to following Myrtle and Harding Avenues.
- m. The canal has been protected as part of a farmland preservation acquisition just to the east of Harding Avenue. However, access rights for trail purposes have not yet been obtained. Efforts between Harding Avenue and Port Colden Road should focus on land acquisition, as a result.
- n. With the recent purchase of the Brickyard property, there appear to be realistic opportunities to preserve the entire canal between Port Colden Road and Hoffman Road. Acquisition efforts should continue in this area, rather than pursuing alternate routes since there are no roads in close proximity to the canal.
- o. The Brickyard property provides an opportunity to create a parking area for a trailhead along Hoffman Road.
- p. The TAC did not favor connecting the Brickyard to the Comcast fields, Mansfield Township Recreation Area and preserved farmland along Washburn Road in lieu of following the historic route of the canal through Port Murray and along Cherry Tree Bend and Rockport Roads, where significant segments of the canal have been obliterated and incorporated into residential properties.

- q. The road frontage along Rockport Road between Washburn Road and Hazen Road appears to be wide enough to create a parallel trail, even if the right-of-way of the canal cannot be preserved.
- r. Safety of vehicular traffic at Hazen and Rockport Road is limited by the presence of existing buildings in close proximity to the roadway. If the intersection cannot be redesigned to provide better visibility for cars and room for a trail, then an alternative route for a trail should be investigated. There may be a vacant parcel along Hazen Road that could be used to make a mid-block trail crossing along Hazen Road into the Rockport Pheasant Farm.
- s. Heading east from Rockport Pheasant Farm to Buck Hill Road, the TAC preferred to pursue the acquisition of land to the north of Rockport Road rather than explore a route to the south of the railroad through properties owned by the state, Mansfield Township, and Donaldson Farms and along sidewalks in the residential areas east of Allen Road.
- t. The following issues were discussed with regard to heading east from Florence Kuipers Park to Route 517:
 - Route 46 is a heavily traveled roadway that crosses the canal on a downhill curve section of the road, which offers little opportunity for drivers to safely stop at a pedestrian crossing at this location.
 - Roosevelt Avenue is narrow roadway that cannot easily be widened to accommodate a trail.
 - There is a guardrail opposite the intersection of Roosevelt Avenue and Route 46 blocking the potential continuation of a trail at this location.
 - A residential development on the east side of Route 46 has obliterated a significant segment of the canal.
 - Although there are no existing sidewalks along Harvey Street, there are sidewalks along nearby streets and an existing pedestrian crosswalk at Route 46 and Baldwin Street. Sidewalks along Main Street could be used to create a trail connection to downtown Hackettstown and Centenary College for economic development and recreational purposes. A connection to the trail station is also possible for multi-modal purposes.
 - The Baldwin Street neighborhood could be used as an alternative route for a trail, since some sidewalks are present and the streets appear wide enough for a trail. The wooded rear of a church property at Fourth and Baldwin Streets or open spaces within an apartment complex could be used to reestablish a trail along the canal in this area. Myra Snook said that Baldwin Street is used a vehicular shortcut and did not recommend Baldwin Street as an alternative route.

- u. The safety of a canal crossing at Route 517 is a concern due to heavy traffic and poor sight distance to the north.
 - v. The potential exists to preserve some of the canal within the Towpath Apartment complex and develop a trail connection to Bilby Road.
 - w. There appears to be room along Bilby Road for the construction of a small parking area to serve as a trailhead.
6. In summary, in areas where a suitable and reasonably viable alternative to the historic route of the canal does not exist, the TAC does wishes to pursue a proposed greenway/trail route coinciding as much as possible to the historic route of the canal. As a result, the TAC wants to focus on preservation of the historical route rather than exploring alternative options that might utilize existing sidewalks to traverse surrounding neighborhoods, make regional greenways connections with other preserved lands in the area or utilize abandoned rail corridors to link up with other trails.

\\langan.com\data\DT\data7\200034701\Office Data\01-10-12 TAC Meeting Minutes.doc.docx

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway, 25-Year Action Plan
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: February 1, 2012
Conference Call

Attendees: Dave Dech, Brian Appezzato, and Elizabeth Roy (Warren County Department Of Planning (WCDoP)
Scott Rowe and Megan Kelly (NJTPA)
Jeff Marshall and Karen Williamson (Heritage Conservancy)
Todd Poole (4ward Planning)
Nate Burns (Langan)

Prepared By: Nate Burns

Date Prepared: February 1, 2012

The following items were the discussion points of the conference call occurring on the above referenced date to discuss NJTPA and WCDoP comments on the draft of the 25-Year Action Plan provided in late December 2011.

Specific plan comments were provided by NJTPA and WCDoP prior to this call.

Discussion

Comments on Economic Development and Demographic Analysis

- Scott pointed out NJTPA's primary reason to fund this plan was the creation of a multi-modal trail and the resulting economic benefits to the County. Todd's analysis, as well as other plan elements, should reference to these goals.
- Todd mentioned the difficulty in making a direct comparison between the economic benefits of existing canals and trails that are continuous and the Morris Canal which is currently broken by obliterated and/or privately owned segments.

General Plan Comments

- Brian requested the inclusion of specific items identified during stakeholder discussion in the report. Nate indicated that the final report would include a much more in depth discussion of the themes and input from the various meetings and public forums.

- A key component to the success of this project will be the way the planning team can work to balance the input of the TAC and other groups with the technical analysis. Nate indicated that this point would be discussed in the introductory portion of the report and that references would be provided in the text when thoughts or ideas were taken directly from stakeholder input.
- A methodology section will be added to the beginning of the report which provides more detail on the planning approach; discusses the TAC involvement and outlines the next steps for the plan.
- It was requested that the next draft provided would include mapping and other graphic elements. Megan indicated that the NJTPA FTP site would be available to post future drafts and avoid file size issues.
- The plan text needs to lay the foundation for any recommendations presented.

Historic Review Comments

- All agreed that it was critical for the plan to use the rich history of the canal as a facilitator to show the general public why the canal is an important resource worth saving.
- Scott asked that the planning team clarify and expand on the history of the canal, gaining much of this insight from the TAC, possibly via interview.
- The history of the canal should be more of a hook to build excitement about the plan. As such, it should have its own section within the plan, possibly towards the end of the intro section.
- The two key elements of the plan should be the plan's focus on preservation of canal resources and active programming of the preserved resources. It should identify very specific resources in an appendix and talk about preservation of priority elements more within the plan.
- SHPO information should be moved to an appendix.
- Jeff added that historic resources along the length of the greenway would be prioritize according to the following criteria:
 - o Significance to the story of the canal;
 - o How soon/readily they can be used in promoting the goals of the plan;
 - o Resources that need to be preserved sooner rather than later; and
 - o Specific resources critical to creation of the greenway.

Comments on other Plan Portions

- Vision discussion should be moved forward in the plan, located directly after the introduction. It should show the reader the elements they should be looking for throughout the remainder of the plan.
- Additional information on Hackettstown and Independence Township should be added to the review of existing planning information. Dave indicated that he would provide some additional materials which should be included here.
- Scott and Megan both indicated that the Hackettstown Business Improvement information was critical since they serve as the terminus of the commuter rail network within Warren County. They also asked if Hackettstown had a Highlands Center Designation and that this would be a very important discussion point for the report.
- Scott asked generally how the recommendations evolving from the field reconnaissance work would be presented and organized in the plan. Karen indicated that the greenway would be broken down into smaller segments that interconnect specific hubs of activity. The plan would discuss the features and recommendations of each segment.
- Dave asked that the report generally follow the outline provided on page 25 of the RFP.
- Karen then discussed the TAC's passion about having a trail that would not vary from the historic route of the canal. Elizabeth believes that the TAC's passion represents its fear that efforts to preserve the canal will be abandoned too easily if other routes are suggested. Elizabeth feels that the TAC is actually more receptive to alternative routes than we may perceive to be the case. Scott added that the construction of the trail is important to the success of this project and should utilize the most suitable route for trail construction in the short-term and focus on canal preservation/ acquisition efforts over time.
- Scott asked that the plan discuss the importance of trail construction as a means to gain public support, as part of the greenway development.
- Megan added that any reference to land acquisition and associated efforts must be handled with great sensitivity in the final report.
- Nate agreed that the team would send over portions of the draft plan for review as they become revised. He also agreed that they would work out a schedule for completion of these sections and provide this to the group.

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Master Plan
Technical Advisory Committee Meeting #5
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 14 February 2012
7:00 pm
Rutgers Room
Wayne Dumont Jr. Administration Building
165 County Route 519 South
Belvidere, NJ 07823-1949

Prepared By: Nate Burns

Project Strategy and Recommendation Discussion

The agenda for this meeting will be a presentation of the methods used to generate specific project strategies and recommendations. Discussion will then focus on reviewing the current project strategies and attaining feedback from the TAC and also identifying project strategies and recommendations the committee feels are critical and should be added to the list.

Project Strategies Matrix and Strategies Details will be provided prior to the meeting.

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway TAC Meeting
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 14 February 2012
Offices of Warren County

Prepared By: Nate Burns, Langan
Karen Williamson, Heritage Conservancy

Date Prepared: 02-22-12

Attendees

Brian Appezzato – Warren County Planning Department
Don Brinker – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
Jim Lee, Jr – Warren County Morris Canal Committee
Megan Kelly - NJTPA
Myra Snook – Warren County Morris Canal Committee
Karen Williamson – Heritage Conservancy

Meeting Summary

1. Jeffrey Marshall gave an overview of his historic resource assessment work which looked at three categories of resources:
 - Canal structures proper – i.e. various components of the canal itself
 - Canal-related structures – structures that were associated with the operation of the canal such as a locktender’s house or canal store
 - Other historic buildings in close proximity to the canal that were the result of the canal being a magnet for other kinds of surrounding development, such as Warren’s Mill.

2. Nate Burns stated that a number of criteria come into play when deciding which of these resources is the most significant. These criteria include the extent to which a resource:
 - Has the highest physical integrity (the condition of physical remains)
 - Is surrounded by a site that most closely represents the period of significance (setting) and evokes the subjective feeling and association with that resource
 - Is the last remaining example of that resource

- Can easily be preserved, stabilized, restored and/or adaptively reused
 - Has interpretive potential
 - Serves a symbolic function
 - Is accompanied by other resources (there is a critical mass)
3. Jeff Marshall said that what might be of interest to a canal buff may not generate the same enthusiasm from an ordinary visitor. Finding a way to link disparate parts of the canal into a single experience is a challenge, so you look for the elements that tell the best story.
 4. Jeff Marshall stated that, since the Morrell book was completed, the Van Doren Mill and a lime kiln have collapsed. All of the other resources are still there, but with further deterioration. Many of the canal features are archaeological sites that are not suited to visitation, while other features are minor structures (like a culvert) that may not generate a lot of public enthusiasm. Some structures, like the stone archways, offer symbolic and/or architectural interest. Jeff has documented the results of his assessment in a spreadsheet accompanied by a series of maps to correlate his findings with that of the Morrell book. (The maps were distributed at the meeting and the spreadsheet will be forthcoming).
 5. Nate Burns suggested that a scoring system be used to rank the various projects within the 25-year action plan based upon certain criteria. These criteria can include the extent to which a proposed project:
 - Advances various aspects of the vision
 - Preserve or stabilized a resource
 - Reaches and/or engages the most people
 - Improves visitor readiness/supports visitation
 - Support other planning efforts
 - Generates the greatest return on investment
 6. Dave Dech felt that the group should be able to fine tune the results of any scoring system as needed.
 7. Myra Snook expressed concern that the discussion was not taking into consideration that there are a lot of people who travel from state to state looking for buried canal resources and that we should not just be focused on visitation by the general public.
 8. Jeff Marshall asked the group their opinion of what one feature was the most significant and representative resource along the Morris Canal. The group unanimously felt that Plane 9W was the most significant. However, Dave Detrick felt that Plane 5W at the Brickyard site was important too, since you can see the exposed plane from the side.
 9. Karen Williamson asked the group whether they felt that all of the canal could be saved within 25 years or more. Given the fact that implementation of historic preservation studies for Bread Lock Park and Plane 9W would cost at least \$10 million, is it realistic

to think that \$50 or \$100 million could be raised to preserve the entire canal? Jim Lee, Jr. felt that finding a way to use the canal for hiking and biking was the most important goal. He wouldn't recommend buying the Port Murray canal store, but he would like to find a way to encourage its preservation/adaptive reuse by someone in the private sector. Dave Detrick wanted the county to own the canal, but keep restoration work simple by clearing brush and installing signage, gates, etc. Jim Lee expressed concern about the long-term maintenance costs associated with such a large project. However, he would like to see the lock at Saxton Falls restored. Dave Detrick agreed that he would like to see a watered section of canal at Saxton Falls. Myra Snook said that she would like to see the entire canal prism restored across the county and expressed confidence that the funds could be raised, since communities in other states have been successful in completing similar projects.

10. Dave Dech said that the county is not just buying land to preserve the canal but is also trying to use the land to make physical connections between places along the canal.
11. Two handouts were distributed in a matrix format - one listing greenway-wide recommendations and the other segment-by-segment recommendations. Nate Burns explained that each matrix lists the various elements of the vision statement at the top and the list of recommendations down the side. Boxes on the matrix are colored coded to indicate whether the listed recommendation helps to achieve an aspect of the vision statement. Black boxes indicate that a recommendation significantly advances an element of the vision statement while grey boxes indicate that a recommendation somewhat advances the vision statement. A white box indicates that the recommendation is not associated with that aspect of the vision statement. Nate Burns presented an example of a greenway-wide recommendation with the group and Karen Williamson presented the segment from downtown Phillipsburg to Millpond Park as an example of a segment recommendation. Several comments generated by this discussion include:
 - o Don Brinker expressed doubt as to the practicality of Phillipsburg's attempt to create a trail along the Delaware riverfront due to damage from flooding.
 - o Phillipsburg is investigating the feasibility of utilizing an old railroad bridge across the Delaware River as a future pedestrian connection with Easton.
 - o Dave Detrick felt that the county planning department could focus on greenway-wide planning issues while the canal committee could focus on the nuts and bolts of canal preservation activities.
12. Nate Burns asked that the group review the recommendations listed in the matrices and provide feedback as soon as possible.
13. Nate Burns reported that some updated draft report text had been submitted to the county planning staff. Dave Dech indicated that he did not forward it to the canal committee since he did not have a chance to review it yet.

Meeting Minutes

14. Nate Burns and Dave Dech said that they needed to coordinate the schedule of the next TAC and Stakeholder meetings.
15. Dave Detrick asked when the project might be done. Nate Burns indicated that the project team was working to complete the project by April.
16. Megan Kelly stated that NJ TPA will be hosting a Morris Canal Working Group meeting on March 22 at 2 p.m. at its office in Newark – the first of its kind – and that representatives from Warren County are invited to attend. Megan also mentioned that Warren County has been selected to make a presentation on the Morris Canal at the New Jersey Historic Preservation Conference on June 7, 2012.

\\langan.com\data\DT\data7\200034701\Office Data\02-14-12 TAC Meeting Minutes.docx

2700 Kelly Road, Suite 200 Warrington, PA 18976 T: 215.491.6500 F: 215.491.6501
Mailing Address: P.O. Box 1569 Doylestown, PA 18901

Meeting: Morris Canal Greenway Master Plan
Technical Advisory Committee Meeting #10
Warren County, New Jersey
Langan Project No.: 200034701

Date / Location: Meeting Date: 13 March 2012
7:00 pm
Rutgers Room
Wayne Dumont Jr. Administration Building
165 County Route 519 South
Belvidere, NJ 07823-1949

Prepared By: Nate Burns

Project Strategy and Recommendation Discussion

The agenda for this meeting will be continued discussion on the greenway wide project strategies and recommendations. Discussion will focus on reviewing the current project strategies and attaining feedback from the TAC and also identifying project strategies and recommendations the committee feels are critical and should be added to the list.

Also, there will be a preliminary review of the results of the land owner's survey gathered to date.

Morris Canal 25-Year Action Plan
TAC Meeting
March 13, 2012

In Attendance:

Brian Appezzato – Warren County Morris Canal Committee
Don Brinker – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
James Lee, Jr. – Warren County Morris Canal Committee
James Lee, III – Warren County Morris Canal Committee
Elizabeth Roy – Warren County Morris Canal Committee
Myra Snook – Warren County Morris Canal Committee
Karen Williamson – Heritage Conservancy

Discussion Items:

1. Dave Dech indicated that approximately 340 letters had been mailed to property owners along the canal asking them to provide their input on the Morris Canal 25-Year Action Plan by completing an on-line survey. Roughly 20 letters were returned due to problems with the mailing address. Nate Burns distributed a handout with preliminary results from the survey which will remain open to additional responses until March 16th. To date, more than 35 people have completed the survey, representing at least a 10 percent response rate. The final results will be reviewed with the TAC once the survey period is closed.
2. Dave Dech reported that the proposed solar farm to the south of Bread Lock Park was denied by the municipality and that the landowner has inquired as to whether the county would be interested in purchasing the property.
3. Dave Dech and Jim Lee, Jr. will be attending the March 20th meeting of the Greenwich Township Environmental Commission to discuss Morris Canal preservation efforts. The Mayor and a representative of the Planning Board will also be in attendance at the meeting.
4. Nate Burns distributed a draft set of maps and an updated draft of the recommendation matrices for review and input by the TAC. The recommendations relating to the various segments have each been assigned a code using a number in combination with a letter. The codes have been placed on the maps at the locations of the proposed recommendations. Some of the recommendations are linear in nature, while others are associated with a specific point. The dashed red line represents the boundary of the greenway based upon the boundaries of the parcels associated with and adjacent to the canal. The TAC mentioned a number of corrections to be made to the maps and expressed concern as to the extent of information to be shown on maps that will become accessible to the public, given the sensitivity of future land acquisition negotiations and potential concerns by the public about trail access. The group expressed a desire to make the recommendations realistic and debated whether and where the emphasis should be placed on acquiring land vs. developing a trail vs. stabilizing and restoring the canal and towpath. Jim Lee, Jr. felt it was more important to have a trail rather than incur the cost of stabilizing and restoring the canal and towpath. Dave Detrick expressed interest in maintaining existing watered areas of the canal

and restore highly visible sections, but not making any improvements at Florence Kuipers Park for example. Myra Snook felt that it was not necessary to restore the canal in sections that are not currently watered. Dave Dech felt that the priorities should be to acquire the canal, establish a trail and stabilize and restore the canal only on public lands.

5. The group inquired as to suitable trail surfacing. Nate Burns envisioned a hierarchy of trail surfaces depending upon the proposed intensity of use and said that typical trail cross-sections would be provided. Remote areas might remain packed soil while areas in town might have a stone fine surface. Myra Snook expressed concern about stone dust trails that are easily eroded and large stone surfaces that are hard for the handicapped and bicyclists to use. Myra said that asphalt surfaces have been outlawed along the Erie Canal because they are slippery and no good for horseback riding. The Paulinskill Trail kept the surface left over from prior railroad use. Don Brinker suggested crushed concrete as a possible trail surface and Nate Burns mentioned naturally bonded materials as another option.
6. Jim Lee, Jr. and Elizabeth Roy were interested in using low-growing, sturdy grasses to prevent erosion problems and reduce lawn maintenance responsibilities and costs. Elizabeth liked the grass mixture proposed for the Effi-Solar project in Greenwich Township. Dave Dech said that Tim Dunne from NRCS had previously offered suggestions for vegetating the canal prism.
7. Dave Dech asked that written text be provided to explain the various recommendations shown on the matrices and would like to review this information soon.
8. Karen Williamson presented the Organizational Structure text, reviewing the three alternatives in some detail. Myra Snook indicated that the text pertaining to the Friends of the Morris Canal on Page 8 was incorrect and should be removed, since this group has disbanded. Karen Williamson indicated that the three organizational alternatives can be implemented in stages over time and were intentionally designed as a progression to support the implementation of the action plan. Dave Detrick expressed a desire for Planning Department to continue to support the WCMCC due to the strong relationship between land use planning and canal preservation activities.
9. Dave Detrick acknowledged that the recommendations represent a very big “to do” list and was concerned about how the recommendations will actually be implemented.

Morris Canal 25-Year Action Plan
Minutes of Stakeholder Meeting #2
March 15, 2012

In Attendance:

Brian Appezzatto – Warren County Planning Department
Myra Boyer-Campbell – Campbell Cultural Heritage House
Cheryl Burkett – Washington Township Environmental
Nate Burns – Langan Engineering
Dan Callas – Transoptions
Dave Dech – Warren County Planning Department
Daryl Detrick – Washington Township Recreation
Dave Detrick – Warren County Morris Canal Committee
Andrew Drysdale – Warren County Cultural and Heritage Commission
Charlie Fineran – Allamuchy Township Open Space
Mike Helbing – NYNJ Trails Conference
Debbie Hirt – NJDOT Community Relations
Naomi Hsu – Jersey City Planning
James Lee, Jr. – Warren County Morris Canal Committee
Neal Leitner – Sussex County Planning Department
Megan Kelly – NJ TPA
Jeff Marshall – Heritage Conservancy
Carol McNeil – Campbell Cultural Heritage House
Dawn Moore – Warren Hills Regional School District
Christine Musa – Warren County Mosquito Commission
Todd Poole – 4Ward Planning
Elizabeth Roy – Warren County Morris Canal Committee
Jason Sarnoski – Warren County Freeholder
Robert Swint – Campbell Cultural Heritage House
Karen Williamson – Heritage Conservancy

Discussion Items:

1. Dave Dech briefly gave a brief overview of the project and introduced the consultant team.
2. Nate Burns, Karen Williamson, Jeff Marshall and Todd Poole gave a PowerPoint presentation that provided an update on the project activities, investigations, discussions, findings, and recommendations as per the attached PowerPoint Presentation.
3. A public comment period was provided after the presentation and generated the following comments:
 - a. Charlie Fineran suggested that the donkey return bridge at Waterloo Village be repaired in order to make canal connections to Stanhope, the Sussex Branch Railroad and Cranberry Lake.

- b. Christine Musa was surprised that there are no governmental regulations preventing private property owners from destroying the canal on their land. Jeff Marshall explained that current laws only prevent activities conducted by governmental agencies and projects that require governmental permits from adversely affecting historic resources. Jeff said that public education is therefore key to obtaining private landowner support for canal preservation activities. Nate Burns explained that a landowner survey was underway to obtain feedback from those individuals located most closely to the canal.
- c. Andy Drysdale stated that he has been involved in efforts to revitalize Waterloo Village and he does not believe that NJDEP is enthusiastic about its revival, even though the turnout for Canal Days is phenomenal and public interest in its success is high.
- d. Andy Drysdale was in favor of getting local municipalities involved, and Nate Burns agreed that local “boosters” were needed at the community level. Jeff Marshall stressed that historic preservation can’t just be for history buffs but must appeal to a broader base.
- e. Mike Helbing expressed his support for making park of the towpath available for the public as soon as possible, with signage to identify the route, rather than waiting until all potential obstacles are addressed. He feels that Warren County should be a leader in this regard in order to create the demand for additional trail access in the future.
- f. Charlie Fineran suggested contacting the Jersey Off-Road Biking Association for help in building and maintaining a towpath trail.
- g. Debbie Hirt suggested that contact be made with the Bicycle and Pedestrian Coordinator for NJDOT who is an avid bicyclist. She feels that the Morris Canal would be as popular a trail as the D&R Canal towpath.
- h. Todd Poole reiterated that need to engage a variety of beneficiaries who might support canal preservation based upon different but compatible interests. He encouraged the county to leverage the interest of these constituents to advance canal preservation activities. Debbie Hirt agreed that this kind of partnering is important and valuable.
- i. Mike Helbing reiterated his desire to address any obstacles to the implementation of a towpath trail, taking legal action if necessary to resolve access problems. He suggested that a process be developed to deal with any access conflicts that arise. Nate Burns stressed the importance of establishing a dialogue for discussing problems and coming to a consensus to resolve them to maintain public support.
- j. Charlie Fineran felt that the Paulinskill Trail was a good example of a successful trail project.
- k. Debbie Hirt indicated that NJDEP has grant programs to support the recommendations of the 25-Year Action Plan.
- l. Dorothy Pguzzo said that the NJ Historic Trust has already provided several grants for canal preservation projects in Warren County. The Trust is conducting a survey to identify the kinds of capital improvements needed to preserve historic structures in the state in anticipation of offering grants for capital improvement projects in the future. She asked for everyone to respond to the survey to provide their input.

- m. Dorothy Pguzzo indicated that the revenue from the Discover NJ license plates are declining and recommended against seeking a special license plate for the Morris Canal.
- n. Dorothy PGuzzo inquired as to how much of the Morris Canal in Warren County has been protected. Dave Dech indicated that 1/3 has been acquired, 1/3 has been destroyed and the remaining 1/3 is in private ownership.
- o. Mike Helbing suggested licensing and leasing the canal from private property owners in lieu of acquisition, with 5 year renewable terms. Mike also felt that on-road trail use should be encouraged in areas where the canal is not accessible. Jeff Marshall expressed concern that just because a person could use an on-road route doesn't necessarily make it a safe, attractive and an appropriate thing for the county to encourage, due to liability concerns. If the county continues to make steady progress on canal preservation, Jeff felt that there will come a "tipping point" in time where the positive momentum for trail access will overcome any obstacles.
- p. Dave Dech said that he hopes the 25-Year Action Plan will result in the better design of subdivisions that are associated with the canal to improve public access. Dave Detrick concurred.
- q. Debbie Hirt asked if canal improvements could be required as part of transportation impact fees. Todd Poole indicated that such fees could only fund canal projects if the proposed development had a direct impact on the canal.
- r. Dave Detrick felt that you could spend so much time focusing on potential problems with implementing the action plan that you could overlook all of the positive steps that can be taken immediately.
- s. Debbie Hirt asked if scout troops had been asked to help with projects. Dave Detrick indicated that troops and individual Eagle Scouts had already helped with several projects, but that the WCMCC has not proactively sought assistance from scouting organizations.

Morris Canal 25-Year Action Plan
TAC Meeting
June 5, 2012

In Attendance:

Brett Bragin – Warren County Morris Canal Committee
Nate Burns – Langan Engineering
David Dech – Warren County Planning Department
David Detrick – Warren County Morris Canal Committee
Megan Kelly – NJ TPA
James Lee, Jr. – Warren County Morris Canal Committee
James Lee, III – Warren County Morris Canal Committee
Jeff Marshall – Heritage Conservancy
Elizabeth Roy – Warren County Morris Canal Committee
Myra Snook – Warren County Morris Canal Committee
Karen Williamson – Heritage Conservancy

Discussion Items:

1. The meeting agenda consist of a general review of the draft report and its recommendations along with a discussion of any topics or items missing from the report.
2. Dave Detrick asked if the report will include an Executive Summary. Nate Burns stated that an Executive Summary will be provided at the beginning of the report.
3. Dave Dech asked if this summary could be provided soon for distribution to the Warren County Planning Commission prior to its June 25th meeting at 8 p.m. Nate Burns will submit a draft of this text for review by the county next week and will be attending the Planning Commission to present the project. The canal committee members were encouraged to attend this meeting.
4. The group expressed concern that the Board of Freeholders and general public may “get sticker shock” by the total cost of implementing the proposed recommendations. For this reason, the participants felt that it was very important for the Executive Summary to explain that the report is a compilation of all of the project ideas associated with the greenway initiative and that the county can pick and choose from this “menu” which projects it would like to complete, as partnership and funding opportunities become available. The summary should indicate that the plan is captures all of these ideas to show the potential of the greenway, give direction to the efforts of the Morris Canal Committee, and serve as a tool to measure the progress of preservation efforts over time.
5. A number of comments were made regarding the costs and time of completion estimates provided for the recommendations as follows:
 - Dave Dech and Elizabeth Roy inquired as to how the hourly rates used to estimate costs were developed. Karen Williamson stated that the \$50 hourly rate was intended to represent work performed by a member of the county staff and that the \$25 hourly rate reflected the efforts of volunteers. The \$50 hourly rate was also intended to show the extent to which the proposed Open Space Coordinator could assist in implementing the

recommendations of the greenway plan. The group agreed that the staff hourly rate would change depending upon the actual personnel used to perform the various tasks. The \$25 hourly rate was based upon the information developed by Independent Sector (http://www.independentsector.org/volunteer_time) to support charitable work nationwide.

- Dave Dech felt that a better approach might be to categorize costs according to low, medium or high values or ranges, which would have to be determined.
 - Myra Snook felt that the time of completion estimates are highly underestimated and that it takes a long time to complete a project.
 - Nate Burns indicated that the report will clarify that many projects are contingent upon the completion of other tasks.
 - The times of completion included in the current draft of the report represent the amount of time needed to implement a project from the time that project is started, not based upon the date when the entire greenway plan is adopted. Text will be added to the report to explain this distinction.
 - Everyone acknowledged that there are many variables beyond the control of the county which could affect the funds needed to complete a specific project (i.e., availability of volunteer contributions, price of land, availability of property owners willing to sell their land to the county, the availability of grant funding, the effect of inflation over a 25-year time frame, etc.). These variables make it very difficult to estimate the contribution the county will need to make in the long run.
6. The group struggled with how to prioritize the numerous recommendations. The options of prioritizing based upon project cost, population, land acquisition priorities, grant funding availability and the extent to which a recommendation achieves all of the elements of the vision statement were mentioned. Given the amount of variables involved, the group felt that prioritizing the recommendations may not be feasible, especially over a 25-year time frame.
 7. Elizabeth Roy stated that the report must include statements of the economic and public benefits of all of the recommendations, otherwise there will be no incentive for the county to implement them.
 8. Nate Burns explained that all of the individual matrices will be compiled into one large summary matrix for the purposes of creating a database as requested by the county. The information in the matrices will be in the order in which they appear in the report. The database will be designed so that it can be sorted using any of the individual cells of information created.
 9. Jim Lee, Jr. remarked that the report including many more recommendations that he initially imagine. He expressed concern that the county's funding for canal land acquisition may be diverted to projects that he considers to be secondary to the primary thrust of preserving the canal proper as the "spine" of the greenway. The group acknowledged the challenge of protecting the "spine" without completing secondary projects intended to broaden municipal support and expand partnerships to increase participation in canal preservation efforts. Each recommendation includes a list of implementation agencies to show that work will be shared with other organizations as appropriate.

10. Elizabeth Roy asked that the report indicate how the greenway plan supports the county's open space plan. Dave Detrick felt that this was especially important with regard to the interconnection of open space resources.
11. The group felt that the greenway plan could be completed with the existing level of county funding and staffing, even though additional funding and staffing would accelerate the completion of the plan recommendations.
12. Dave Dech and Elizabeth Roy asked that the report expand upon techniques that can be used to limit destructive ATV use. The group discussed the use of large tree logs, brush piles to hide access opportunities, and police patrols including the confiscation of vehicles as possible options.
13. The group felt it would be unlikely for the county to hire a staff person to perform the function of Open Space Coordinator and that it would be more likely for the county to contract out these services or obtain grant funding to finance this position.
14. Dave Detrick asked for the report to include information about how landowners of historic canal properties and structures can be encouraged to maintain and preserve them.
15. Dave Detrick and Elizabeth Roy indicated that concerns about liability are very important aspect of this project and are often obstacles to the success of preservation efforts. The report needs to stress ways to overcome these concerns.
16. Other comments included:
 - The matrices appear fuzzy in the report and need to be crisper.
 - A key should be added to the matrices to explain what the various shades mean.
 - The shading of the matrices should match the text.
 - The caption for the photo on Page 281 should be changed. The photo is of the canal store not the mill.
 - Check to see if the National Canal Museum is still using this title for its organization.
 - The Friends of Waterloo organization started last year and has since raised enough funds to pay for the completed replacement of roofs on the grist mill and blacksmith shop. Fundraising for the bridge over the Musconetcong River is underway.
 - The name of the Campbell House should be corrected to "James" Campbell House throughout the report.
 - Make sure the results of the landowner survey are included in the report (see public participation section).
 - The condition of Port Colden Manor is not as bad as depicted in the report.
 - The Port Murray Boat Basin was recently dedicated as the Dennis Bertland Heritage Area in recognition of this canal preservation efforts.
 - Recommendation F3 and F6 appear to have similar titles but different text and should be checked.
17. Copies of comments from the Planning Department staff, Dennis Bertland and Megan Kelly were also given to Nate Burns.

Appendix D:

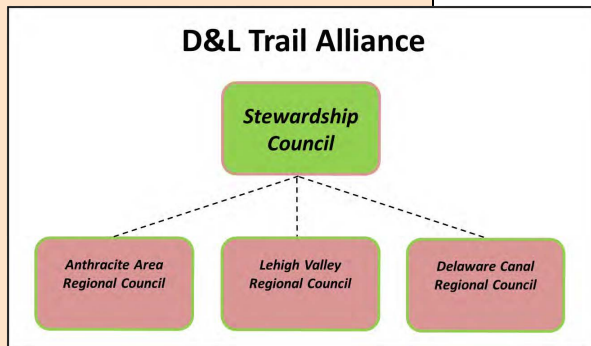
Volunteer Group Promotional Material and Information Examples

Morris Canal Greenway 25-Year Action Plan

Delaware and Lehigh National Heritage Corridor

D&L Trail Alliance

The D&L Trail Alliance coordinates stewardship of the 165-mile D&L Trail and its side trails.



The Alliance is composed of an advisory council and three regional councils.



Thousands of bikers, walkers, and adjacent landowners volunteer their time to maintain and enhance the trail.

The **D&L Trail Alliance** will include a council of land managers who own portions of the 165-mile D&L Trail and three regional councils that include partners, volunteers, and concerned citizens in the northern, central and southern sections of the Corridor.

REGIONAL COLLABORATION

With the support of the **William Penn Foundation**, the D&L Trail Alliance brings together municipal, state, and non-profit landowners to coordinate the stewardship and promotion of the D&L Trail. Participating landowners agree to stewardship guidelines for the maintenance of the trail, which ensures that best management practices and sustainable trail development are consistently implemented along the entire trail. The regional councils provide technical assistance to the Alliance and attend to local trail issues, maintenance, and programming.

A major goal of our regional approach is to promote awareness of the long-distance connectivity that the D&L Trail provides and the many economic, health and recreational benefits for the public. On its southern end, the D&L Trail connects the Highlands Trail and the expanding Philadelphia Regional Trail Network. On the northern end, the D&L intersects the Appalachian Trail and the Susquehanna Greenway.

STEWARDSHIP OF THE D&L TRAIL NETWORK

The Alliance's long-term vision is the sustainable stewardship of the D&L Trail and the dozens of intersecting trails that form the eastern Pennsylvania D&L Trail Network. The collective expertise of the D&L and its partners can ensure that the network becomes an asset to residents and a destination for visitors.



For more information, contact:

Silas Chamberlin, Alliance Coordinator
2750 Hugh Moore Park Rd.
Easton, PA 18042
610-923-3548 (x222)
silas@delawareandlehigh.org
delawareandlehigh.org



The Alliance will promote the D&L Trail's connections with the Philadelphia Regional Trail Network and other trails throughout eastern Pennsylvania.



The Alliance continues the D&L's long history of productive collaboration with federal, state and local partners.

Regional Council Boundaries

Wilkes-Barre

Anthracite Regional Council
Regional Lead: Dale Freudenberger
610-377-4063
dale@delawareandlehigh.org

Slatington

Lehigh Valley Regional Council
Regional Lead: Sherry Acevedo
610-923-3548 (x226)
sherry@delawareandlehigh.org

Easton

Allentown

Delaware Canal Regional Council
Regional Lead: Donna Boone
215-781-2605
donna@delawareandlehigh.org

D&L Trail Alliance Coordinator
Silas Chamberlin
610-923-3548 (x222)
silas@delawareandlehigh.org

Bristol

Join the D&L Trail Tenders

Become part of the volunteer corps of the D&L Trail



Sign Up Today!

Help enhance and maintain the D&L Trail in your area

Name _____ Telephone _____

Street address _____

City _____ State _____ Zip code _____

E-mail address _____

Turn in this form at today's cleanup or return it to: D&L, 2750 Hugh Moore Park Rd., Easton, PA 18042
For more information, e-mail info@delawareandlehigh.org or visit www.delawareandlehigh.org



Outreach Coordinator

Oversees program, conducts semi-annual chapter coordinator meetings, organizes workshops on fundraising, volunteer recruitment, public relations, trail interpretation, and organizing short- and long-term trail projects

Chapter Coordinator

Oversees the operation of the chapter, conducts quarterly member/committee meetings, maintains working relationship with municipal landowner and D&L Outreach Coordinator

Chapter Committees

Public Relations

- * News releases for meetings, cleanups and other events
- * Organize display for public events
- * Maintain inventory of D&L brochures

Trail Maintenance

- * Trash cleanups
- * Historic structure cleanups
- * Eradication of invasive plants
- * Establish native plants
- * Address erosion and other major issues with landowner

Trail Amenities

- * Benches
- * Picnic tables
- * Bike racks
- * Pavilions and long-term projects

Fundraising/Grants

- * Organize fundraisers for trail amenity and trail interpretation projects and other club financial needs
- * Attend grant workshops provided by the D&L

Recruitment

- * Schedule chapter display at local events and organize event volunteers
- * Work with public relations to publicize participation at local events
- * Maintain volunteer database and distribute to all chapter members

Trail Interpretation

- * Interpretive signage for historical and natural attributes
- * Wildlife observation platforms
- * Nature loop trails
- * Birding areas

Delaware Canal State Park
Friends of the Delaware Canal

Canal Tender Guidelines

Thank you so much for volunteering to improve the Delaware Canal!
We hope that you'll find caring for your section of the Canal rewarding and fun.

WHAT TO TAKE WITH YOU:

1. Heavy-duty trash bags
2. Work gloves

ALSO USEFUL OR SOMETIMES NECESSARY:

1. Daypack for carrying supplies, water, snack, poncho, etc.
2. Additional tools such as pruning shears, rake, net for fishing objects out of the water, and such. Once you are familiar with your section, you'll have a much better idea of what is most useful for you.
3. First-aid kit, insect repellent, sunscreen, sunglasses, and wet-wipes.
4. Binoculars, pocket knife, hand lens, camera (don't forget to send your photos for the on-line *Flora and Fauna Atlas*).

WHAT TO DO:

1. COMPLETE A PA CONSERVATION VOLUNTEER FORM. Becoming an official volunteer of the PA Department of Conservation and Natural Resources allows you to be covered by the State's liability policy, if you are involved in an accident. Please go online to www.dcnr.state.pa.us/cons/cvapp.aspx and submit your information there, or if you need a paper copy, just let us know.
2. PICK UP LITTER AND DEBRIS. If your area is too badly littered, remove the most obvious and offensive and provide FODC with a clear description of the location of extensive trash or large objects. Leave your bags of trash at pre-arranged Park pick-up spots or take them home with you.
3. REMOVE ANY OBSTRUCTION FROM THE TOWPATH that could endanger or trip cyclists, joggers, and unwary walkers. This includes things such as fallen branches, branches growing far out over the towpath, and vines, wire, or rope on or across the towpath.
4. LOCATE INVASIVE SPECIES and call FODC for advice as to how to handle.
5. WATCH FOR AND REPORT ON SIGNIFICANT CHANGES OR ANYTHING UNUSUAL. If you observe any of the following serious conditions, call in your report to the Delaware Canal State Park Office (610-982-5560).
 - a. A leak or break in the canal bank large enough to cause a whirlpool on the surface of the water.
 - b. Vandalism to a flood control gate
 - c. Towpath failure
 - d. A condition which can endanger a Park visitor

The procedures to follow for other changes are:

1. Call FODC to report the change or unusual condition if you feel that it is something that merits prompt attention.

OR

2. Include the change in your written report
6. MAKE NOTES AND REPORT ON FLORA AND FAUNA. You may want to take photos to and submit them for the Flora and Fauna Atlas at www.fodc.org. The Atlas web page includes a list of online resources that may help if you need to identify what you've seen.
7. SUBMIT A COPY OF YOUR CANAL TENDER REPORT TO FODC AT LEAST TWICE A YEAR. If you would like to provide additional reports during the year, they would be very welcome. You can print additional copies of the Report form by going to www.fodc.org and clicking on Members/Volunteers – Canal Tenders.
8. GET TO KNOW YOUR SECTION. There are members of the Friends who know about the history, geology, and ecology of the Canal. Contact FODC to get in touch with these knowledgeable people and find out about other places where you can learn more about the waterway and its surroundings.

FRIENDS OF THE DELAWARE CANAL (FODC)
CONTACT INFORMATION

Phone: 215-862-2021

E-mail: friends@fodc.org

Address: 145 South Main Street, New Hope, PA 18938

Please feel free to contact us as often as you'd like.

Delaware Canal State Park
Friends of the Delaware Canal

Canal Tender Report

FROM MILE _____ SITE DESCRIPTION _____

TO MILE _____ SITE DESCRIPTION _____

NAME/GROUP _____

PHONE # _____ E-MAIL _____

.....
DATE _____ TIME SPENT _____ # OF WORKERS _____

AMOUNT OF TRASH COLLECTED _____

COMMENTS ABOUT TRASH _____

PARK USERS – Examples: 2 boaters in canoe, fisherman, Cub Scout troop hiking _____

CONDITIONS OF NOTE – Indicate approximate mileage or provide landmark info _____

FLORA/FAUNA of interest _____

ADDITIONAL COMMENTS _____

Please complete, and mail to Friends of the Delaware Canal, 145 South Main Street, New Hope, PA 18938.

Thanks!

Join the D&L TRAIL PATROL

If you enjoy walking or riding on the D&L Trail, consider joining our patrol. Members patrol the trail regularly, assist fellow trail users and report trail conditions.



To volunteer for the D&L Trail Patrol contact:

Silas Chamberlin, Trail Patrol Manager
Silas@delawareandlehigh.org
610-923-3548 (x222)

Appendix E:

Recommendations from the Master Plans for Lock 7 West and Plane 9 West

Morris Canal Greenway 25-Year Action Plan

Master Plan for Inclined Plane 9W
August 1, 2003 as per Herbert J. Githens, Historic Architect and Preservation Planner

Master Plan Tasks	Phase 1 1-3 Yrs	Phase 2 3-5 Yrs	Phase 3 5-10 Yrs
Archaeological Investigations			
Investigate debris piles, determine evidence of tool shed	X		
Determine evidence of powerhouse foundations	X		
Investigate open tailrace location	X		
Investigate mule/towpath, flume footings & foundations, plane summit and canal prism & fabric	X		
Explore evidence of outbuildings west of plane tender's house	X		
Investigate barn location & foundation east of plane tender's house	X		
Investigate typical plane cross-section	X		
Investigate site for gathering/orientation area and future visitor center	X		
Investigate flume structure footing stones and foundation walls		X	
Investigate brakeman's house ruins		X	
Investigate blacksmith shop foundation location		X	
Site Utility Investigations (Coordinate with New Access Road)			
Water supply	X		
Natural gas supply (feasibility of relocating pipeline out of plane area)	X		
Electrical service upgrade (consider underground service)	X		
New septic system or municipal sanitary sewer connection	X		
Design			
Selective tree and shrub clearing prior to archaeological work	X		
Restoration of plane slope	X		
Parking and access drives	X		

Master Plan for Inclined Plane 9W
August 1, 2003 as per Herbert J. Githens, Historic Architect and Preservation Planner

Master Plan Tasks	Phase 1 1-3 Yrs	Phase 2 3-5 Yrs	Phase 3 5-10 Yrs
Mule/towpath design and study for upgrade of existing Lopatcong Creek Bridge	X		
Historic preservation plan for plane tender's house with restoration & rehabilitation documents to follow	X		
Historic preservation plan for powerhouse with stabilization documents to follow	X		
Interpretation stations for plane summit and Port Warren	X		
Screen adjacent properties	X		
Path between Port Warren interpretation station and access road at 519 intersection	X		
Bike paths	X		
Accessible route and gathering/orientation area from parking lot to plane tender's house	X		
Interpretation stations for plane tender's house, powerhouse, headwall/tailrace and the plane		X	
Coordinate tailrace archaeological findings with access road engineering		X	
Headwall restoration		X	
Paths B and C design and split rail fence		X	
Stabilization of ruins for brakeman's house, barn structure, blacksmith's shop, plane tender's house outbuildings		X	
Flume, wasteway structures and layout of footing stones and stone foundations for flume.		X	
Visitor center and second phase rehabilitation documents for plane tender's house		X	
Other parking and site access as needed		X	
Construction Activities			
Demolish garage		X	
Upgrade site utilities (water, gas, electric, sewer)		X	
Restore plane slope and establish canal prism at top and bottom of plane		X	
Construct vehicular access and parking		X	
Construct gathering/orientation area and accessible route from parking area		X	

Master Plan for Inclined Plane 9W
August 1, 2003 as per Herbert J. Githens, Historic Architect and Preservation Planner

Master Plan Tasks	Phase 1 1-3 Yrs	Phase 2 3-5 Yrs	Phase 3 5-10 Yrs
Reconstruct mule/towpaths and rehabilitate bridge over Lopatcong Creek		X	
Restore exterior and 1/2 interior of plane tender's house to period. Rehab remainder as caretaker's residence, exhibit space and restrooms		X	
Stabilize powerhouse		X	
Construct plane summit interpretation station		X	
Construct Port Warren interpretation station		X	
Plant tree screen		X	
Construct paths between Port Warren interpretation station and access road at Route 519 intersection		X	
Construct bike paths		X	
Construct plane tender's house interpretation station			X
Construct powerhouse interpretation station			X
Construct plane interpretation station			X
Restore headwall			X
Construct paths B and C			X
Construct headwall and tunnel tailrace interpretation station			X
Install split rail fences			X
Stabilize ruins of brakeman's house, barn structure, blacksmith's shop, plane tender's house outbuildings			X
Install footing stones and stone foundation walls on ground to suggest layout of elevated box flume			X
Construct wooden flume at plane summit and wooden wasteway near headwall to suggest aspects of water power system			X
Construct visitor center as needed			X
Expand caretaker's residence within plane tender's house			X
Install additional parking as needed			X
Total Cost = \$5.0 to \$5.75 Million	\$0.6 to \$0.75 M	\$1.8 to \$2.0 M	\$2.6 to \$3.0 M

Historic Preservation Plan for Bread Lock Park
February 22, 2003 as per Herbert J. Githens, Historic Architect and Preservation Planner

Site Feature	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
Barns	A/E Design for Stabilization	Stabilization	A/E Design for Adaptive Reuse*	Convert to Museum		
By Pass Ditch			Archaeological Investigation	A/E Design for Restoration	Restoration	
Cabinet Shop	A/E Design for Adaptive Reuse	Convert to New Headquarters				
Canal Basin				Archaeological Investigation	A/E Design for Restoration	Restoration
Canal Prism and Towpath		A/E Design East Section	Restoration East Section		A/E Design West Section	Restoration West Section
Grounds					A/E Design	Construction
House			Relocate			
Lock		Secure Zone for Archaeology	Archaeological Investigation	A/E Design for Restoration**	Restoration	
Locktender's House			Archaeological Investigation	A/E Design for Restoration	Restoration	
Signage	Temporary with Brochures				A/E Design	Construction
Stable	Archaeological Investigation	A/E Design for Interpretation	Stabilization and Interpretation			
Visitor Center	Museum Planning					
Total Cost = \$2,700,000 to \$2,975,000	\$200,000 to \$250,000	\$425,000 to \$475,000	\$375,000 to \$425,000	\$900,000 to \$950,000	\$400,000 to \$450,000	\$400,000 to \$450,000

* Includes Museum Interpretive Planning. ** Includes Interpretive Planning

Appendix F:

Complete List of Opportunities and Constraints

Morris Canal Greenway 25-Year Action Plan

Morris Canal 25-Year Action Plan

Opportunities + Constraints Discussion Results

September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that... **highlights its distinctive characteristics and the ingenuity used in its construction to distinguish it from other historic resources and canals**

OPPORTUNITIES

- Seven locks and seven inclined planes
 - Less urbanization = more historical remnants stay intact and can therefore be interpreted and viewed.
 - Bread Lock Park, Saxton Falls
 - Significant people/ regular people
 - Designers (Professor Renwick)
 - African-American Captain
 - Itinerant preachers, Basin baptism
 - Oral history information associated with Tales of the Boatmen
 - Connect culture/customs of the past with our own of the present
 - Ex., no Sunday travel
 - Recreational activities such as picnicking, canoeing, swimming
 - Support trades such as bakers (Bread lock park), muskrat hunters, store ledgers, relate what was purchased where
 - Many unique elements to choose from for project possibilities
 - Plane 9 excavated (interpretation opportunity)
 - Highest elevation change
 - Plane 10 potential
 - Plane at Port Colden
 - Restored school and store
 - Water at Saxton Falls
 - Lock 4 at brickyard
 - The way it was watered – i.e. how the canal was designed to utilize existing water resources. Use of models and other learning tools to communicate with the public – versus trying to re-water the canal, which is not practical.
 - Connectivity of the towpath trail more important than re-watering the canal because it provides access to the communities and key recreational resources.
-

CONSTRAINTS

- Preservation/presentation of materials – especially reel-to-reel tapes of oral history recordings, canal store ledgers, paintings, city directories, furnishings from period houses, etc.
- Adequate interpretive “people power” - i.e., volunteers or paid staff to be trained and serve as interpreters, availability of these individuals to be on-site to allow for greater

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

hours of operation for interpretive activities at key sites. Need to “groom” the next generation of canal preservationists.

- Condition of the canal - Soil / debris cover (one extreme), houses/roads bisecting (the other extreme), erosion problems, storm damage,
 - On-going maintenance, ecological enhancement and historic landscape management plan
 - Some areas more intensely maintained than others
 - Balance between historically accurate sites and realistic level of maintenance
 - How to preserve / maintain headwalls of Plane 9, for example,
 - Partnerships with other canal related sites
 - Canal museum in Easton= ☹ \$ ————— , only one staff person, little funding,
 - Waterloo Village = ☹ \$ ☺- Deteriorated site condition, but on an upswing with group from Native American village
-

OVERALL COMMENT

- The ability to pick and choose from several key sites to concentrate preservation and interpretive efforts there rather than trying to restore the entire canal.

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that... **tells the story of life along the canal, its influence on past events and its relevance to today's society to support public education and foster community pride.**

OPPORTUNITIES

- Today's villages were formed around canal commerce, canal created jobs, sense of place
- Working model / scale framework to show size of turbines
- American labor movement / unionization (strikes over wages, NY Times archives)
- Interpret changes in settlement patterns due to canal infrastructure
- Modification of local economies, eg., the farmer who opens a store in Port Colden to sell his crops, etc.
- Canal contributed to energy supply – compare to today's energy issues
- Potential self-guided tours/ interpretive experiences, capture imaginations and minds of kids
 - Iphone hotspot
 - Geocaching
 - History fairs, technology competitions
 - "Classroom to Canal" educational programs with schools
 - Displays (ex. BreadLockPark)
 - Period home (ex., Plane 9 W)
 - Auto tours (like Gettysburg)
 - Walking tours
- Other resources- photos, reel 2 reel, paintings, furniture, period pieces (eg., Edison phonograph)
- Who is our audience? (Both an opportunity and constraint)
- Co-opting tourists here for other reasons as well
- Civil War significance – transported iron/cannons, troops guarded the canal
- Traveling chest idea sent from school to school and containing canal-related educational resources for teachers and their students
- Bring the story to them and entice families / similar groups to return
- Two schools on canal today-Meadowbreeze and Stewartville Elementary- local curriculum
- Opportunities for partner organizations / volunteer community service
 - WarrenCountyCommunity College
 - Centenary College
 - Vo-tech

CONSTRAINTS

- How to connect old energy economy with new- Civil War period vs. solar field
- Liability issues/insurance with tour groups (canal, turbines, etc.)

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

- Lack of interpreters
- Need to make stories relevant to today's society
- Logistics of transporting kids from schools to canal sites for field trips vs. in-classroom interpretation
- Existing collections of artifacts and documents in storage, not accessible to public or otherwise preserved properly for posterity
- Cost and effectiveness balance between self-guided learning experiences and volunteer interpreter experiences

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...**interconnects communities and links points of interest by serving as a continuous greenway of open space across the county.**

OPPORTUNITIES

- Multi-modal opportunities, ways to get to school / work / play (AllamuchyState Park, MerrillCreek, and other green spaces)
- Value-added- thinking of canal as green infrastructure in county
- Impact on eco-tourism
- Conservation of wildlife habitats – what/where are they?
- Don't need to "hyper" interpret for all users
- Historic structure designations for properties that may be subdivided / produce revenue
- Lopatcong, Franklin township, Washington Borough, Independence Township have adopted the model MorrisCanal preservation / conservation ordinances-
 - Possibility for adoption of a model ordinance by the county? How to put teeth - Morris County adopted an ordinance in the last 4-5 years
- Leverage even weaker resources i.e., Native American village at WaterlooVillage
- Would like preserved lands to interconnect key open spaces and recreation lands even if by spurs or alternative routes off of the towpath
- Access to county open space funding
- Compatibility between preserving the canal and providing recreational opportunities (like disc golf at BreadLockPark)
- Protects sections of the canal that may not be restored, enhanced

CONSTRAINTS

- Crossing of Rt. 22, railroad blocking towpath in Washington Borough
- Public resistance
 - Nimby (residents, farmers)
 - Unwilling sellers
 - Small properties
 - Financial issues - maintenance of existing structures that come with the property
- Timing of land acquisition is like the challenge of puzzle piece placement
- Previously developed areas, like Washington Borough
 - May present different opportunities for interpretation
 - Pocket parks
 - Signage
- State farmland preservation program regulations do not allow for perimeter trails, exceptions, public access issues to be part of preserved lands. Licensing a solution?
- Inconsistency in county planning documents, MorrisCanal not addressed in County Farmland Preservation Plan
- Land conservation is costly and time consuming for county staff

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

OVERALL COMMENT

- This 25-Year Action Plan should provide the groundwork for the next 25-Year Action Plan

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...**provides convenient access to a towpath trail for non-motorized passive recreational use as an integral part of a unique educational, travel and fitness experience.**

OPPORTUNITIES

- Through population centers, available land for “canal head” parking
- Multi-modal backbone that connects communities but also the “in town” networks, part of an overall bike/pedestrian/bus/train network
- Potential for four seasons of use / activities-
 - horseback riding, skiing, snowshoeing, snowmobiling, etc.
 - Cancer walk
 - The Morris Canal marathon
 - Small-scale Iditarod
 - Strollers
 - Cross-country teams from schools
- Connect to the County’s Health Improvement Plan and Hackettstown Mayor’s Health and Fitness Initiative
- NY/NJ Trail Conference – possible volunteer help

CONSTRAINTS

- Lack of parking and bike connections
- Initial clearing / trail construction, then maintenance
- Control of ATVs, etc.- trail and adjacent land access issues/patrolling
- ADA / BOCA- pedestrian bridges, SHPO reviews
- Brush clearing, trail maintenance
- Breaches in towpath
- Need for decent trail surface

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...**stimulates the local economy through heritage tourism.**

OPPORTUNITIES

- Promote local businesses and non-profits near the greenway and at canal-related events
 - Geo-caching with ads
 - Electronic/smartphone based interpretation- tie into local advertisers/businesses for a small fee
 - Expand audience with technology
 - QR reader linked to existing web services
 - Chambers and downtown business district coordinations and synergies
 - Synergies with Waterloo Village and Easton attractions
 - "Canal Dollars" or canal-related coupons
 - Advertising opportunities for other companies and canal-related resources
 - On-line guide book
- Existing Morris Canal Greenway website as a home for technology applications
- Potential tie to educational programs led by Gina Rossalind (sp?) and Ralston Bartholomew at the Warren County Community College
- Benefits of public partnerships
 - Corporate sponsor for trail and facilities maintenance
 - National Heritage Area designation
- Canal lends itself to "discovery of hidden treasure" type experience
- Identify route of canal and provide historical "tid-bits"
- Wayfinding/wayshowing and connections with local businesses and downtowns
- Existing canal tours
- A management structure to support public involvement

CONSTRAINTS

- Cost of maintenance and management of technologies
- Lack of paid or dedicated staff to serve as canal ambassador (i.e. "Main St. Coordinator)
- How do we avoid information overload?
- Documenting the benefits of historical tourism could be difficult
- Avoid the "been there, done that" one-dimensional aspect of historical sites
- Current canal organization can't make money, and the funds they do generate go back into the county's general fund
- Understanding and achieving visitor-ready status

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...**leverages the value of the canal to support sound land use planning decisions.**

OPPORTUNITIES

- Label plans which contain portions of the canal to increase awareness
 - This is a county requirement, but not a requirement at the municipal level
- Provide existing easement examples within county documents
 - Also show possible future access of preserved areas that have no public access
- Educate municipal attorneys and professional planners
- Build on existing trail linkages (like in Greenwich township)
- Plan recommendations shaping municipal decisions in the 25-year plan
- Canal preservation workshop for planning boards
- Link canal preservation with stormwater management
- Land development permitting process can trigger SHPO review of impacts to canal

CONSTRAINTS

- Non-recorded and contentious easements
 - Lack of full municipal support for canal preservation ordinance. Only Franklin, Independence and Lopatcong Townships have adopted this ordinance (and the ordinance text may not match county's recommended language.
 - Need for easement consistency and clarity
 - If the canal is totally within private property, does the ordinance have teeth to enforce preservation?
- Follow-up of 25-year recommendations with municipalities
- Logistics of incorporating canal preservation actions into local planning decisions and documents
- Need to demonstrate benefits of sound land use benefits of canal preservation to local professional planners

OVERALL COMMENT

Order of importance with regard to canal resource conservation activities

- 1) Buy canal-related properties to control ownership
- 2) Acquire a conservation easement with public access rights
- 3) Acquire a conservation without access rights

Morris Canal 25-Year Action Plan Opportunities + Constraints Discussion Results September 13, 2011 TAC Meeting

To preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that...**increases public and private support for and involvement in canal preservation efforts.**

OPPORTUNITIES

- Network with support-based and recreation-based businesses
- Municipal governments understand and care about canal preservation and the benefits therein
- Trips to the canal on in-service days for local teachers
- Adopt a canal/trail section
- Working vacations
- Recommend open space coordination in county open space plan
- Teaching grants to develop local curriculum (perhaps 4th grade level?)
- Attention to orienting new policies to canal and goals
- Focus group tours
- Canned presentation for school groups, community organizations, etc.
- Local TV information channel and other media outlets
- Municipal movie nights and lectures
- NJTPA's proposed working group

CONSTRAINTS

- Stewarts Hunt - easement issues - 7 main properties and abutters
- Encroachers
- No access supporters
- Size of greenway
- Non-canal portions of canal- lack of awareness
- Lack of awareness of the canal, even at a local level
- How do we get, organize, and manage volunteers and one day possibly staff?
 - Volunteer Coordinator?
 - Dedicated staff
 - Not direct county employee, but a friend of?
- Better integration to schools and core curriculum

Appendix G:

Model Ordinance

Morris Canal Greenway 25-Year Action Plan

Appendix D

MORRIS CANAL HISTORIC PRESERVATION REQUIREMENTS

- A. Purpose: The preservation, protection and enhancement of the Morris Canal is required because:
1. The Morris Canal is recognized as a cultural resource of National importance by it's inclusion on the State and National Register of Historic Places, and
 2. The Morris Canal was (and is) of great significance to the social and economic development of Warren County and the individual municipalities through which it passes and is so recognized by it's inclusion in Warren County's Open Space Plan, and
 3. The Morris Canal is of environmental importance as a drainage way, water retention basin and, in many cases, as part of a valuable natural area watersheds.
 4. Temporary restoration easements may be necessary as part of the buffer areas or in place of the buffer areas.
- B. Delineation Requirements of Canal Corridor and Buffer: The delineation of the Morris Canal corridor on all subdivision and site plan maps must include:
1. The Canal right-of-way, levels, prism, basins, locks and inclined planes.
 2. Adjacent features, sites and structures, such as boat yards, of primary importance to the operation of the Canal.
 3. Areas of special sensitivity within the zone, including but not necessarily limited to special features, such as the inclined planes, locks, boat basins and yards, shall be designated.
 4. A one-hundred (100) foot buffer along both sides of the Canal corridor measured from the outside toe of the prism bank, basin, lock or inclined plane, as the case may be, to facilitate the establishment of the Canal greenway, to minimize the impact of encroachments on the Canal, and to minimize potential conflicts between the public using the Canal and private landowners.
- C. Provisions for Driveways, Underground Utilities, Sanitary and Storm Water Sewers, Streets, Etc:

The crossing of and/or excavation within the Canal corridor for any of the above mentioned purposes shall be permitted if there is no feasible and prudent alternative and such crossing and/or excavation is clearly in the public interest. Provisions for such crossing/excavation shall

include:

1. For utilities and sewers. Work to be completed in such a manner as to minimize the disturbance and/or destruction of significant features both above and below ground. Any such features disturbed and/or destroyed shall be restored to their preexisting condition as closely as is feasibly possible.
2. For driveways, work to be completed with minimum disturbance and/or destruction of significant features, both above and below ground; with restoration of destroyed or disturbed significant features, and completed to insure proper drainage flow.
3. For minor and major subdivision application, and for individual applications, where multiple driveways would normally be permitted, only one common driveway crossing the Canal corridor shall be permitted. The provision of more than one driveway may be permitted if the applicant can demonstrate that a single common driveway is not feasible.
4. For major subdivisions where one or more streets are proposed to cross the Canal corridor, a bridge shall be provided to carry the roadway over the Canal prism. The same shall be required of a minor subdivision if deemed by the Planning Board to be appropriate and in the public interest.

D. Acquisition Procedures

1. The value of Morris Canal properties, easements, and buffers shall be established using NJDEP Green Acres procedures and requirements.
2. The County prefers fee title ownership of the canal property and buffers as part of a linear historic park corridor and trail system.
3. Donations of canal property and easements may be considered to offset other impact fees and responsibilities on a case by case basis.
4. Morris Canal Public Access Easements must be clearly labeled on all plans and must be delineated in all deeds by a metes and bounds description.

E. Conservation Easements/Public Access Easements:

1. Owners of property within the delineated Canal corridor shall be encouraged to donate conservation easements to the County.
2. Major and minor subdivision and site plan applicants shall be requested to designate conservation easements of the Canal corridor on the plans for the property being developed and to donate such easements to the County. Where practical, public access should also be granted.

3. Applicants for subdivision and site plan approval shall also consider the sale of the Canal corridor and buffer as defined in Section B, to the County.

F. Review Procedures:

The Planning Board shall review and comments in regard to the compliance with the provisions of this section.

CONSERVATION EASEMENT

THIS INDENTURE, made this ____ (day) _____ day of ____ (month) _____, ____ (year) _____, BETWEEN, ____ (owner/corporation) _____, a corporation of the State of _____ (hereinafter referred to as the Grantor), AND the COUNTY OF WARREN, a public corporation of the State of New Jersey (hereinafter referred to as the County);

WHEREAS, the Grantor is the owner of lands in the ____ (Twn., Boro, Twp.) _____ of _____ (hereinafter referred to as the ____ (Twn., Boro, Twp.) _____) which are the subject of approval for a ____ (subdivision/site plan) _____ by the Planning Board of the ____ (Twn., Boro, Twp.) _____, Block _____, Lot(s) _____ on the Tax Assessment Map of the ____ (Twn., Boro, Twp.) _____; and

WHEREAS, one abandoned canal bed and other environmentally sensitive areas are located on said lands adjacent to or near said lands; and

WHEREAS, the Grantor and the County wish to protect the natural conditions of said abandoned canal and said stream or streams and other areas and the quality of the waters of said canals or said streams from adverse effects from the future development of the property.

WITNESSETH

In consideration of One Dollar (\$1.00) paid to the Grantor by the County at or before the delivery of this grant of easement, the receipt of which is hereby acknowledged, the Grantor hereby grants, bargains, sells and conveys to the County forever a conservation easement over that tract, parcel or lot of land in the ____ (Twn., Boro, Twp.) _____ of _____, County of Warren and State of New Jersey, more particularly described on Schedule A annexed hereto in the location described on Schedule B annexed hereto, on the following terms and conditions:

1. There shall be no residential structures or accessory structures thereto in the area designated as conservation easement, except for drainage purposes, agricultural or farming structures.
2. Notwithstanding anything to the contrary contained in this instrument, there shall be allowed, subject to federal and state law or regulation, drainage facilities and any related structures and accessways.
3. No trees or shrubs shall be removed or destroyed except for:
 - (a) The purposes allowed herein.
 - (b) Diseased or storm damaged trees or shrubs needed to be removed in accordance with accepted horticulture or silvaculture practices.
4. No topsoil, sand, gravel, loam, rock or other material shall be excavated, dredged or removed from the easement area except for the purposes allowed herein or except with the written approval of the County acting through the governing body or such other body or official as the governing body may designate.
5. No filling of land shall be allowed except for purposes allowed herein or as allowed by the Corps, and no dumping or placing of trash, waste or unsightly or offensive material, for disposal or otherwise shall be permitted within the easement area.
6. No solid or liquid materials which might pollute or otherwise adversely affect the flow or quality of the water in any watercourse within the easement area shall be kept or stored within the easement area or placed in or discharged into any watercourse traversing the easement area.
7. No activities shall be permitted within the easement area which might be

detrimental to drainage, flood control, springs, water, conservation, water quantity or quality protection, erosion control, or soil conservation.

- 8. Notwithstanding the foregoing, this agreement may be modified by mutual consent of the Grantor and or the Grantor's assigns and the County of Warren.
- 9. The provisions of this Indenture shall be binding upon and shall inure to the benefits of the parties and their respective heirs, successors and assigns.

IN WITNESS WHEREOF, the Grantor has duly executed this Indenture as of the date first above written.

WITNESS: _____(Owner)_____

_____(name)_____, _____(title)_____ _____(name)_____, _____(title)_____

STATE OF _____: COUNTY OF _____: SS. _____

I CERTIFY that on this ___(day)_____ day of ___(month)_____, ___(year)_____, ___(name)_____ personally came before me and this person acknowledged under oath, to my satisfaction that (a) this person is the ___(title)_____ of ___(owner/corporation)_____, the corporation named in this document; (b) this person is the attesting witness to the signing of this document by the proper corporate officer who is ___(name)_____, ___(title)_____; (c) this document was signed and delivered by the corporation as its voluntary act duly authorized by a proper resolution of its Board of Directors; (d) this person knows the proper seal of the corporation which was affixed to this document; (e) this person signed this proof to attest to the truth of these facts.

_____(name)_____, _____(title)_____

Subscribed and Sworn to:
Before me this _(date)_ day

of _(month)___, ___(year)___:

_____(notary public)_____

CONSERVATION EASEMENT
(with right to public access)

THIS INDENTURE, made this ____ (day) _____ day of ____ (month) _____, ____ (year) _____, BETWEEN, ____ (owner/corporation) _____, a corporation of the State of _____ (hereinafter referred to as the Grantor), AND the COUNTY OF WARREN, a public corporation of the State of New Jersey (hereinafter referred to as the County);

WHEREAS, the Grantor is the owner of lands in the ____ (Twn., Boro, Twp.) _____ of _____ (hereinafter referred to as the ____ (Twn., Boro, Twp.) _____) which are the subject of approval for a ____ (subdivision/site plan) _____ by the Planning Board of the ____ (Twn., Boro, Twp.) _____, Block _____, Lot(s) _____ on the Tax Assessment Map of the ____ (Twn., Boro, Twp.) _____; and

WHEREAS, one abandoned canal bed and other environmentally sensitive areas are located on said lands adjacent to or near said lands; and

WHEREAS, the Grantor and the County wish to protect the natural conditions of said abandoned canal and said stream or streams and other areas and the quality of the waters of said canals or said streams from adverse effects from the future development of the property.

WITNESSETH

In consideration of One Dollar (\$1.00) paid to the Grantor by the County at or before the delivery of this grant of easement, the receipt of which is hereby acknowledged, the Grantor hereby grants, bargains, sells and conveys to the County forever a conservation easement over that tract, parcel or lot of land in the ____ (Twn., Boro, Twp.) _____ of _____, County of Warren and State of New Jersey, more particularly described on Schedule A annexed hereto in

the location described on Schedule B annexed hereto, on the following terms and conditions:

1. There shall be no residential structures or accessory structures thereto in the area designated as conservation easement, except for drainage purposes, agricultural or farming structures.
2. Notwithstanding anything to the contrary contained in this instrument, there shall be allowed, subject to federal and state law or regulation, drainage facilities and any related structures and accessways.
3. No trees or shrubs shall be removed or destroyed except for:
 - (c) The purposes allowed herein.
 - (d) Diseased or storm damaged trees or shrubs needed to be removed in accordance with accepted horticulture or silvaculture practices.
4. No topsoil, sand, gravel, loam, rock or other material shall be excavated, dredged or removed from the easement area except for the purposes allowed herein or except with the written approval of the County acting through the governing body or such other body or official as the governing body may designate.
5. No filling of land shall be allowed except for purposes allowed herein or as allowed by the Corps, and no dumping or placing of trash, waste or unsightly or offensive material, for disposal or otherwise shall be permitted within the easement area.
6. No solid or liquid materials which might pollute or otherwise adversely affect the flow or quality of the water in any watercourse within the easement area shall be kept or stored within the easement area or placed in or discharged into any watercourse traversing the easement area.
7. No activities shall be permitted within the easement area which might be detrimental

to drainage, flood control, springs, water, conservation, water quantity or quality protection, erosion control, or soil conservation.

8. Except for unusual and unforeseen emergencies, the easement area shall be open to the public all year during designated hours. The opening and closing hours shall be posted at the entrance to the easement area for public information and shall be determined from time to time by resolution of the Warren County Board of Chosen Freeholders or designated agency.
9. The County reserves the right to create and maintain a footpath along the course of the easement including, where necessary, the removal of trees and other vegetation that impede the footpath course.
10. Public access to the easement area shall only occur once a park program has been established by the County in order to oversee the usage of the easement area by the public.
11. Notwithstanding the foregoing, this agreement may be modified by mutual consent of the Grantor and or the Grantor's assigns and the County of Warren.
12. The provisions of this Indenture shall be binding upon and shall inure to the benefits of the parties and their respective heirs, successors and assigns.

IN WITNESS WHEREOF, the Grantor has duly executed this Indenture as of the date first above written.

WITNESS:

_____ (Owner) _____

Appendix G:

Model Ordinance

Morris Canal Greenway 25-Year Action Plan

Appendix D

MORRIS CANAL HISTORIC PRESERVATION REQUIREMENTS

- A. Purpose: The preservation, protection and enhancement of the Morris Canal is required because:
1. The Morris Canal is recognized as a cultural resource of National importance by it's inclusion on the State and National Register of Historic Places, and
 2. The Morris Canal was (and is) of great significance to the social and economic development of Warren County and the individual municipalities through which it passes and is so recognized by it's inclusion in Warren County's Open Space Plan, and
 3. The Morris Canal is of environmental importance as a drainage way, water retention basin and, in many cases, as part of a valuable natural area watersheds.
 4. Temporary restoration easements may be necessary as part of the buffer areas or in place of the buffer areas.
- B. Delineation Requirements of Canal Corridor and Buffer: The delineation of the Morris Canal corridor on all subdivision and site plan maps must include:
1. The Canal right-of-way, levels, prism, basins, locks and inclined planes.
 2. Adjacent features, sites and structures, such as boat yards, of primary importance to the operation of the Canal.
 3. Areas of special sensitivity within the zone, including but not necessarily limited to special features, such as the inclined planes, locks, boat basins and yards, shall be designated.
 4. A one-hundred (100) foot buffer along both sides of the Canal corridor measured from the outside toe of the prism bank, basin, lock or inclined plane, as the case may be, to facilitate the establishment of the Canal greenway, to minimize the impact of encroachments on the Canal, and to minimize potential conflicts between the public using the Canal and private landowners.
- C. Provisions for Driveways, Underground Utilities, Sanitary and Storm Water Sewers, Streets, Etc:

The crossing of and/or excavation within the Canal corridor for any of the above mentioned purposes shall be permitted if there is no feasible and prudent alternative and such crossing and/or excavation is clearly in the public interest. Provisions for such crossing/excavation shall

include:

1. For utilities and sewers. Work to be completed in such a manner as to minimize the disturbance and/or destruction of significant features both above and below ground. Any such features disturbed and/or destroyed shall be restored to their preexisting condition as closely as is feasibly possible.
2. For driveways, work to be completed with minimum disturbance and/or destruction of significant features, both above and below ground; with restoration of destroyed or disturbed significant features, and completed to insure proper drainage flow.
3. For minor and major subdivision application, and for individual applications, where multiple driveways would normally be permitted, only one common driveway crossing the Canal corridor shall be permitted. The provision of more than one driveway may be permitted if the applicant can demonstrate that a single common driveway is not feasible.
4. For major subdivisions where one or more streets are proposed to cross the Canal corridor, a bridge shall be provided to carry the roadway over the Canal prism. The same shall be required of a minor subdivision if deemed by the Planning Board to be appropriate and in the public interest.

D. Acquisition Procedures

1. The value of Morris Canal properties, easements, and buffers shall be established using NJDEP Green Acres procedures and requirements.
2. The County prefers fee title ownership of the canal property and buffers as part of a linear historic park corridor and trail system.
3. Donations of canal property and easements may be considered to offset other impact fees and responsibilities on a case by case basis.
4. Morris Canal Public Access Easements must be clearly labeled on all plans and must be delineated in all deeds by a metes and bounds description.

E. Conservation Easements/Public Access Easements:

1. Owners of property within the delineated Canal corridor shall be encouraged to donate conservation easements to the County.
2. Major and minor subdivision and site plan applicants shall be requested to designate conservation easements of the Canal corridor on the plans for the property being developed and to donate such easements to the County. Where practical, public access should also be granted.

3. Applicants for subdivision and site plan approval shall also consider the sale of the Canal corridor and buffer as defined in Section B, to the County.

F. Review Procedures:

The Planning Board shall review and comments in regard to the compliance with the provisions of this section.

CONSERVATION EASEMENT

THIS INDENTURE, made this ____ (day) _____ day of ____ (month) _____, ____ (year) _____, BETWEEN, ____ (owner/corporation) _____, a corporation of the State of _____ (hereinafter referred to as the Grantor), AND the COUNTY OF WARREN, a public corporation of the State of New Jersey (hereinafter referred to as the County);

WHEREAS, the Grantor is the owner of lands in the ____ (Twn., Boro, Twp.) _____ of _____ (hereinafter referred to as the ____ (Twn., Boro, Twp.) _____) which are the subject of approval for a ____ (subdivision/site plan) _____ by the Planning Board of the ____ (Twn., Boro, Twp.) _____, Block _____, Lot(s) _____ on the Tax Assessment Map of the ____ (Twn., Boro, Twp.) _____; and

WHEREAS, one abandoned canal bed and other environmentally sensitive areas are located on said lands adjacent to or near said lands; and

WHEREAS, the Grantor and the County wish to protect the natural conditions of said abandoned canal and said stream or streams and other areas and the quality of the waters of said canals or said streams from adverse effects from the future development of the property.

WITNESSETH

In consideration of One Dollar (\$1.00) paid to the Grantor by the County at or before the delivery of this grant of easement, the receipt of which is hereby acknowledged, the Grantor hereby grants, bargains, sells and conveys to the County forever a conservation easement over that tract, parcel or lot of land in the ____ (Twn., Boro, Twp.) _____ of _____, County of Warren and State of New Jersey, more particularly described on Schedule A annexed hereto in the location described on Schedule B annexed hereto, on the following terms and conditions:

1. There shall be no residential structures or accessory structures thereto in the area designated as conservation easement, except for drainage purposes, agricultural or farming structures.
2. Notwithstanding anything to the contrary contained in this instrument, there shall be allowed, subject to federal and state law or regulation, drainage facilities and any related structures and accessways.
3. No trees or shrubs shall be removed or destroyed except for:
 - (a) The purposes allowed herein.
 - (b) Diseased or storm damaged trees or shrubs needed to be removed in accordance with accepted horticulture or silvaculture practices.
4. No topsoil, sand, gravel, loam, rock or other material shall be excavated, dredged or removed from the easement area except for the purposes allowed herein or except with the written approval of the County acting through the governing body or such other body or official as the governing body may designate.
5. No filling of land shall be allowed except for purposes allowed herein or as allowed by the Corps, and no dumping or placing of trash, waste or unsightly or offensive material, for disposal or otherwise shall be permitted within the easement area.
6. No solid or liquid materials which might pollute or otherwise adversely affect the flow or quality of the water in any watercourse within the easement area shall be kept or stored within the easement area or placed in or discharged into any watercourse traversing the easement area.
7. No activities shall be permitted within the easement area which might be

detrimental to drainage, flood control, springs, water, conservation, water quantity or quality protection, erosion control, or soil conservation.

- 8. Notwithstanding the foregoing, this agreement may be modified by mutual consent of the Grantor and or the Grantor's assigns and the County of Warren.
- 9. The provisions of this Indenture shall be binding upon and shall inure to the benefits of the parties and their respective heirs, successors and assigns.

IN WITNESS WHEREOF, the Grantor has duly executed this Indenture as of the date first above written.

WITNESS: _____(Owner)_____

_____(name)_____, _____(title)_____ _____(name)_____, _____(title)_____

STATE OF _____: COUNTY OF _____: SS. _____

I CERTIFY that on this ___(day)_____ day of ___(month)_____, ___(year)_____, ___(name)_____ personally came before me and this person acknowledged under oath, to my satisfaction that (a) this person is the ___(title)_____ of ___(owner/corporation)_____, the corporation named in this document; (b) this person is the attesting witness to the signing of this document by the proper corporate officer who is ___(name)_____, ___(title)_____; (c) this document was signed and delivered by the corporation as its voluntary act duly authorized by a proper resolution of its Board of Directors; (d) this person knows the proper seal of the corporation which was affixed to this document; (e) this person signed this proof to attest to the truth of these facts.

_____(name)_____, _____(title)_____

Subscribed and Sworn to:
Before me this _(date)_ day

of _(month)___, ___(year)___:

_____(notary public)_____

CONSERVATION EASEMENT
(with right to public access)

THIS INDENTURE, made this ____ (day) _____ day of ____ (month) _____, ____ (year) _____, BETWEEN, ____ (owner/corporation) _____, a corporation of the State of _____ (hereinafter referred to as the Grantor), AND the COUNTY OF WARREN, a public corporation of the State of New Jersey (hereinafter referred to as the County);

WHEREAS, the Grantor is the owner of lands in the ____ (Twn., Boro, Twp.) _____ of _____ (hereinafter referred to as the ____ (Twn., Boro, Twp.) _____) which are the subject of approval for a ____ (subdivision/site plan) _____ by the Planning Board of the ____ (Twn., Boro, Twp.) _____, Block _____, Lot(s) _____ on the Tax Assessment Map of the ____ (Twn., Boro, Twp.) _____; and

WHEREAS, one abandoned canal bed and other environmentally sensitive areas are located on said lands adjacent to or near said lands; and

WHEREAS, the Grantor and the County wish to protect the natural conditions of said abandoned canal and said stream or streams and other areas and the quality of the waters of said canals or said streams from adverse effects from the future development of the property.

WITNESSETH

In consideration of One Dollar (\$1.00) paid to the Grantor by the County at or before the delivery of this grant of easement, the receipt of which is hereby acknowledged, the Grantor hereby grants, bargains, sells and conveys to the County forever a conservation easement over that tract, parcel or lot of land in the ____ (Twn., Boro, Twp.) _____ of _____, County of Warren and State of New Jersey, more particularly described on Schedule A annexed hereto in

the location described on Schedule B annexed hereto, on the following terms and conditions:

1. There shall be no residential structures or accessory structures thereto in the area designated as conservation easement, except for drainage purposes, agricultural or farming structures.
2. Notwithstanding anything to the contrary contained in this instrument, there shall be allowed, subject to federal and state law or regulation, drainage facilities and any related structures and accessways.
3. No trees or shrubs shall be removed or destroyed except for:
 - (c) The purposes allowed herein.
 - (d) Diseased or storm damaged trees or shrubs needed to be removed in accordance with accepted horticulture or silvaculture practices.
4. No topsoil, sand, gravel, loam, rock or other material shall be excavated, dredged or removed from the easement area except for the purposes allowed herein or except with the written approval of the County acting through the governing body or such other body or official as the governing body may designate.
5. No filling of land shall be allowed except for purposes allowed herein or as allowed by the Corps, and no dumping or placing of trash, waste or unsightly or offensive material, for disposal or otherwise shall be permitted within the easement area.
6. No solid or liquid materials which might pollute or otherwise adversely affect the flow or quality of the water in any watercourse within the easement area shall be kept or stored within the easement area or placed in or discharged into any watercourse traversing the easement area.
7. No activities shall be permitted within the easement area which might be detrimental

to drainage, flood control, springs, water, conservation, water quantity or quality protection, erosion control, or soil conservation.

8. Except for unusual and unforeseen emergencies, the easement area shall be open to the public all year during designated hours. The opening and closing hours shall be posted at the entrance to the easement area for public information and shall be determined from time to time by resolution of the Warren County Board of Chosen Freeholders or designated agency.
9. The County reserves the right to create and maintain a footpath along the course of the easement including, where necessary, the removal of trees and other vegetation that impede the footpath course.
10. Public access to the easement area shall only occur once a park program has been established by the County in order to oversee the usage of the easement area by the public.
11. Notwithstanding the foregoing, this agreement may be modified by mutual consent of the Grantor and or the Grantor's assigns and the County of Warren.
12. The provisions of this Indenture shall be binding upon and shall inure to the benefits of the parties and their respective heirs, successors and assigns.

IN WITNESS WHEREOF, the Grantor has duly executed this Indenture as of the date first above written.

WITNESS:

_____ (Owner) _____

____(name)_____, ____ (title)_____ ____ (name)_____, ____ (title)_____

STATE OF _____: COUNTY OF _____: SS. _____

I CERTIFY that on this __ (day)_____ day of __ (month)_____, __ (year)_____,
____ (name)_____ personally came before me and this person acknowledged under oath,
to my satisfaction that (a) this person is the ____ (title)_____ of
____ (owner/corporation)_____, the corporation named in this document; (b) this person is the
attesting witness to the signing of this document by the proper corporate officer who is
____ (name)_____, ____ (title)_____; (c) this document was signed and delivered by the
corporation as its voluntary act duly authorized by a proper resolution of its Board of Directors;
(d) this person knows the proper seal of the corporation which was affixed to this document; (e)
this person signed this proof to attest to the truth of these facts.

____ (name)_____, ____ (title)_____

Subscribed and Sworn to:
Before me this __ (date)__ day
of __ (month)____, __ (year)____:

____ (notary public)_____

Appendix H:

Morris Canal Survey Index

Morris Canal Greenway 25-Year Action Plan

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
ALLAMUCHY TOWNSHIP									
WMC 1	30	Waste weir	905	102	IA	E	Near Kenney Street	A	Not current candidate for interpretation
WMC 2		Basin site	905	101	IA	E	Near Kenney Street	A	Not current candidate for interpretation
WMC 3		Bridge site	905	101	I	E	At Kenney Street	A	Not current candidate for interpretation
WMC 4		Rip rap	905	101	I	E	Near Kenney Street	M	Limited individual significance
WMC 5		Rip rap	902	107	I	E	Near Waterloo Road	M	Limited individual significance
WMC 6		Raceway walls	901	19	I	E	Near Waterloo Road	M	Limited individual significance
WMC 7		Rip rap	901	16	I	E	Along Waterloo Road	M	Limited individual significance
WMC 8	32	Lock 4 west	902	9	I	E	Along Waterloo Road	S	High interpretative value
WMC 9	38	Lock 5 west	902	57	IA	E	Along Waterloo Road	S	Good condition, high interpretive value
WMC 10		Saxton Falls Dam	902	57	I	E	Musconetcong River	S	
WMC 11		Bridge site	901	501	IA	E	Under Waterloo Road	A	Not current candidate for interpretation
WMC 12		Rip rap	901	502	I	E	Near Waterloo Road	M	Limited individual significance
WMC 13		Stop gate	901	5	IA	E	Near Waterloo Road	M	Not current candidate for interpretation
WMC 14		Basin site	901	41	IA	E	Near Waterloo Road	A	Not current candidate for interpretation
WMC 15		Bridge site	901	40	IA	E	Near Waterloo Road	A	Not current candidate for interpretation
WMC 16	45	Lime kiln	901	37	IA	E	Near Bilby Road	PC	Not current candidate for interpretation
HACKETTSTOWN									
WMC 20 ***		Rip rap	4	51	I	E	Near Bilby Road	M	Limited individual significance
WMC 22 ***		Bridge site	2	3	I	E	Old Allamuchy Road	M	Limited individual significance
WMC 23 ***		Stop gate	17	1	IA	E	Near Rt. 46	M	Limited individual significance

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 24 ***	59	Culvert	26	28	I	E	Hatchery Brook	M	Limited individual significance
WMC 26 ***		Bridge site	31	1	I	E	Rt. 46	A	Not current candidate for interpretation
WMC 27	62	Freight depot site	31	4	C	E	34 Main St., Hackettstown, NJ	A	Not current candidate for interpretation
WMC 30	62	Canal store site	35	1	C	E	Near Harvey Street	A, R	Not current candidate for interpretation
WMC 31	62	Coal yard/Brewing site	39	1,8	I	E	Near Harvey Street	A	Not current candidate for interpretation
WMC 32 ***		Rip rap	39	11A	I	E	Near Harvey Street	M	Limited individual significance
WMC 33 ***		Bridge site	41	17A	IA	E	Roosevelt A venue	A	Not current candidate for interpretation
WMC 34 ***		Weir site	41	17	IA	E	Near Roosevelt Avenue	A	Not current candidate for interpretation
WMC 35 ***		Rip rap	41	17	I	E	Near Roosevelt Avenue	M	Limited individual significance
WMC 36 ***		Bridge site	41	17	IA	E	Private Road	A	Not current candidate for interpretation

***due to the irregular shape of townships these numbers also are listed in Independence Township

INDEPENDENCE TOWNSHIP

WMC 17		Bridge site	304	1	IA	E	Bilby Road	A	Not current candidate for interpretation
WMC 18		Basin site	304	1	IA	E	Near Bilby Road	A	Not current candidate for interpretation
WMC 19		Basin site	304	1	I	E	Near Bilby Road	A	Not current candidate for interpretation
WMC 20		Rip rap	304	8	I	E	Near Bilby Road	M	Limited individual significance
WMC 21		Basin site	304	8	I	E	Near Bilby Road	A	Not current candidate for interpretation
WMC 22		Bridge site	303	6	I	E	Old Allamuchy Road	M	Not current candidate for interpretation
WMC 23		Stop gate	302	22	IA	E	Near Rt. 46	M	Limited individual significance
WMC 24		Culvert	302	24	I	E	Hatchery Brook	M	Limited individual significance

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 25		Basin site	302	23	IA	E	Canal Street	A	Not current candidate for interpretation
WMC 26		Bridge site	204	23	I	E	Rt.46	A	Not current candidate for interpretation
WMC 28		Basin site	24	19	IA	E	Near Harvey Street	A	Not current candidate for interpretation
WMC 29 ****		Foot bridge site	24	19	IA	E	Near Harvey Street	A	Not current candidate for interpretation
WMC 32		Rip rap	204	19	I	E	Near Harvey Street	M	Limited individual significance
WMC 33		Bridge site	204	3	IA	E	Roosevelt Avenue	A	Not current candidate for interpretation
WMC 34		Weir site	204	5	IA	E	Near Roosevelt A venue	A	Not current candidate for interpretation
WMC 35		Rip rap	204	5	I	E	Near Roosevelt Avenue	A	Not current candidate for interpretation
WMC 36		Bridge site	204	5	IA	E	Private Road	A	Not current candidate for interpretation
WMC 37		Stop gate	101	32	IA	E	Near Rockport Road	A	Not current candidate for interpretation
WMC 38		Bridge site	101	32	IA	E	Near Rockport Road	A	Not current candidate for interpretation
WMC 39		Bridge site	101	29	IA	E	Near Rockport Road	A	Not current candidate for interpretation
****due to the irregular shape of townships WMC 30 & 31 are listed in Hackettstown									
MANSFIELD TOWNSHIP									
WMC 40		Bridge site	1101	7	IA	E	Private Road	A	Not current candidate for interpretation
WMC 41	85	Culvert intact	1101	7A.11	I	E	Near Rockport Road	M	Limited individual significance
WMC 42		Bridge site	1101	7A.11	IA	E	Private Road	A	Not current candidate for interpretation
WMC 43		Bridge site	1001A	16	IA	E	Rockport Game Farm	A	Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 44	88	Basin intact	1001A	16	I	E	Rockport Game Farm	S	The canal basin as noted by Morrell seems to have been much larger than the current pond. The lack of any evidence of the prism impacts integrity
WMC 45		Bridge site	1001A	16	I	E	Rockport Game Farm	A	Not current candidate for interpretation
WMC 46	91	Canal store intact	1204	5	C	E	Hazen Road	S	Morrell noted that the Rockport canal store, although greatly altered, is one of only a handful of extant Morris Canal stores and is therefore an important part of the overall Morris Canal Historic District.
WMC 47		Bridge site	1204	2	IA	E	Private Road	A	Not current candidate for interpretation
WMC 48		Bridge site	1204	1	IA	E	Blau Road	A	Not current candidate for interpretation
WMC 49		Ore dock site	1301	1	A	E	Near Blau Road	A	Not current candidate for interpretation
WMC 50		Bridge site	1301	1	IA	E	Near Thomas Road	A	Not current candidate for interpretation
WMC 51		Stop gate site	1307	4	IA	E	Near Thomas Road	A	Not current candidate for interpretation
WMC 52		Basin site	1307	4	IA	E	Near Thomas Road	A	Not current candidate for interpretation
WMC 53		Weir site	1307	4	IA	E	Near Thomas Road	A	Not current candidate for interpretation
WMC 54		Rip rap	1307	4	I	E	Near Washburn Road	M	Limited individual significance
WMC 55		Bridge site	1307	4	IA	E	Near Washburn Road	A	Not current candidate for interpretation
WMC 56		Bridge site	801	8	IA	E	Bright Road	A	Not current candidate for interpretation
WMC 57		Basin site	801	11A	IA	E	Near Bright Road	A	Not current candidate for interpretation
WMC 58		Bridge site	801	11	IA	E	Private Road	A	Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 59		Basin site	801	18	IA	E	Near Cherry Bend Road	A	Not current candidate for interpretation
WMC 60		Stone retaining wall	801	19	I	E	Near Cherry Bend Road	M	One of two basins intact with water - Morrell
WMC 61	95	Basin-boatyard	1603	23,23A	I, C, A	E	Off Main St., Port Murray	S	one of the most significant buildings extant associated with canal. Good interpretative value
WMC 62	98	Extant canal store	1603	11	C	E	Main Street, Port Murray	S	One of the most significant buildings extant associated with canal. Good interpretative value
WMC 63	103	Lime kiln	1603	10	I	E	Main Street	PC	deteriorated since 1987
WMC 65		Rip rap	1602	16	I	E	Near Main Stret	M	Limited individual significance
WMC 66		Bridge site	1601	6	IA	E	Hoffman Road	A	Not current candidate for interpretation
WMC 67		Basin site	1601	3	IA	E	Near Hoffman Road	A	Not current candidate for interpretation
WMC 68		Robinson canal store, stable, blacksmith shop	1601	1,2	C	E	Near Hoffman Road	S	Excellent condition and high priority
WMC 69		Bridge site	702	9	IA	E	Near Hoffman Road	A	Not current candidate for interpretation
WMC 70		Stonework	702	4	I	E	Near Hoffman Road	M	Limited individual significance
WMC 71	111	Plane 5 West	702	4	IA	E	Clay Quarry	A	Planes dismantled, wheelhouse and flume demolished, wheelpit filled in.
WMC 72		Rip rap	601B	53A	I	E	Near Clay Quarry	M	Limited individual significance
WMC 73		Basin site	601B	53A	IA	E	Near Clay Quarry	A	Not current candidate for interpretation
WMC 74		Bridge site	601B	62	IA	E	Near Mobile Chemical Plant	A	Not current candidate for interpretation
WMC 76		Rip rap	601B	64	I	E	Near Mobile Chemical Plant	M	Limited individual significance
WMC 77		Bridge site	601B	68	IA	E	Near Washington Twp. border	A	Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 78	118	Plane 6 West	60IA	IA, 3	IA	E	Municipal border	S	Plane tender's or brakeman's house deteriorated due to fire; canal company sawmill foundations
WASHINGTON TOWNSHIP									
WMC 78	118	Plane 6 West	43	24, 25	IA	E	Municipal border	S	Plane 6 W has unique features worthy of interpretation
WMC 79		Bridge site	43	25	IA	E	Port Colden Road	A	Not current candidate for interpretation
WMC 80	130	Basin/boatyard	43	10B	IA	E	Port Colden School	S	impacted context
WMC 81		Bridge site	43	10B, 11	IA	E	Port Colden Road	A	
WMC 82	136	Canal Store	40	66	C	E	Main Street, Port Colden	S	Port Colden has historic district with significant historic resources
WMC 83		Basin site	40	60	IA	E	Near Port Colden Road	S	Basin behind firehouse has water, but debris piles limit access
WMC 84	141	Canal store	40	60	C	E	Lock Street, Port Colden	S	Widener Canal Store. While the building still retains its historic core, a front shed roof addition and a side arched roof addition impacts its integrity.
WMC 85	144	Lock 6 West	40	60,67A	IA	E	Lock Street, Port Colden	S	Not accessed
WMC 86		Canal store site	40	59	C	E	Main Street, Port Colden	A	Not current candidate for interpretation
WMC 87	150	Canal building site	40	58	C	E	Port Colden Road	A	Not current candidate for interpretation
WMC 88		Bridge site	40	80-AI	IA	E	Port Colden Road	A	Not current candidate for interpretation
WASHINGTON BOROUGH									
WMC 89		Bridge site	71	2	IA	E	Flowr Asvenue	A	Not current candidate for interpretation
WMC 90	152	Boatyard/basin	44	45	IA	E	Myrtle Avenue	PC	Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 91		Bridge site	45	38	IA	E	Route 31	A	Not current candidate for interpretation
WMC 92	168	Basin site	37	8	IA	E	Cattelle Court	A	Not current candidate for interpretation
WMC 93	168	Canal-railroad building complex	37	8	IA	E	6, 10, 12, 20, 30 Cattelle Ct.	S	Buildings remain, but context impacted
WMC 94	168	Footbridge site	37	8	IA	E	6, 10, 12, 20, 30 Cattelle Ct.	A	Not current candidate for interpretation
WMC 94A	168	Railroad bridge site	300	1	IA	E	Taylor Street	A	Did Not Locate
WMC 95	168	Basin site	300	IB	IA	E	Near Belvidere Avenue	A	Impacted context. Poor candidate for interpretation
WMC 96		Bridge site	6,300	48,IB	IA	E	Near Belvidere Avenue	A	Impacted context. Poor candidate for interpretation
WMC 97		Basin site	6	48	IA	E	Near Belvidere Avenue	A	Impacted context. Poor candidate for interpretation
WMC 98	177	Boatyard/basin	6	48	IA	E	Rush Street	PC	Impacted context. Poor candidate for interpretation
WMC 99		Bridge site	6	IB	IA	E	Kinnaman Avenue	A	Not current candidate for interpretation
WASHINGTON TOWNSHIP									
WMC 100	181	Plane 7 West	28	19,20,22	IAA	E	Plane Hill Road	A	The site has been greatly impacted by the relocation of Plane Hill Road on top of it. Difficult for interpretation
WMC 100	181	Plane 7 West	27	2	IA	E	Plane Hill Road	A	tender's house
WMC 101	190	Extant gristmill	28	22	I	E	Plane Hill Road	G	Van Doren mill demolished since 1987
WMC 102	197	Extant aqueduct	2R	22,23	I	E	Plane Hill Road	S	excellent condition
WMC 102	197	Extant aqueduct	27	IA,2	I	E	Plane Hill Road	S	excellent condition
WMC 103		Bridge site	27	1D	IA	E	Lanning Terrace	A	Not current candidate for interpretation
WMC 104		Bridge site	27	15	IA	E	Private Road	A	Not current candidate for interpretation
WMC 105		Bridge site	18	7	IA	E	Brass Castle Road	A	Not current candidate for interpretation
WMC 106	200	Canal store/basin	18	7	C	E	Brass Castle Road	S	

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 106	200	Canal store/basin	20	1	C	E	Brass Castle Road	A	Washington Grange building was built on the site of the old canal store in 1894 and "may have removed part or all of the store's archeological site."
WMC 107		Rip rap	18	5L	I	E	Near Brass Castle Road	M	Limited individual significance
WMC 108		Retaining wall	18	5L	I	E	Near Brass Castle Road	M	Limited individual significance
WMC 109	202	Aqueduct site	18	5	IA	E	Brass Castle Creek	A	Not current candidate for interpretation
WMC 110		Bridge site	18	15	IA	E	Brass Castle Creek	A	Not current candidate for interpretation
WMC 110		Bridge site	17	5	IA	E	Meadow Breeze Lane	A	Not current candidate for interpretation
WMC 111		Rip rap	17	5	IA	E	Near Meadow Breeze Lane	M	Limited individual significance
WMC 112		Bridge site	17	3	IA	E	Kayharts Lane	A	Not current candidate for interpretation
WMC 112		Bridge site	16	8	IA	E	Kayharts Lane	A	Not current candidate for interpretation
WMC 113		Bridge site	16	4	IA	E	Private Road	A	Not current candidate for interpretation
WMC 114		Bridge site	16	1	IA	E	Little Phialdelphia Road	A	Not current candidate for interpretation
WMC 115	205	Culvert intact	15	8,8B	I	E	Near Little Philadelphia Rd.	A	Limited individual significance
FRANKLIN TOWNSHIP									
WMC 116		Bridge site	14	9	IA	E	Private Road	A	Not current candidate for interpretation
WMC 117		Rip rap	14	9	I	E	East of Broadway	M	Limited individual significance
WMC 118		Bridge site	14	8	IA	E	Private Road	A	Not current candidate for interpretation
WMC 119		Bridge site	14	7	IA	E	Private Road	A	Not current candidate for interpretation
WMC 120		Basin site	14	7	IA	E	Near Halfway House Road		Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 121		Bridge site	11	24	I	E	Halfway House Road	A	Not current candidate for interpretation
WMC 122	223	Canal store	11	24	C	E	Halfway House Road		
WMC 123		Rip rap	11	24	I	E	Halfway House Road	M	Limited individual significance
WMC 124		Stonework	11	23	I	E	Near Halfway House Road	M	Limited individual significance
WMC 125		Bridge site	11	1C	I	E	Millbrook Road	A	Not current candidate for interpretation
WMC 126	226	Aqueduct site	9	23	C	E	Millbrook	A	Not current candidate for interpretation
WMC 127	229	Warne Gristmill	9	23	C	E	Broadway-Route 57	S	Excellent complex
WMC 128		Bridge site	9	23	IA	E	Whites Road	A	Not current candidate for interpretation
WMC 129		Bridge site	8	8	IA	E	Private Road	A	Not current candidate for interpretation
WMC 130		Bridge site	8	1	IA	E	Montana Road	A	Not current candidate for interpretation
WMC 131		Bridge site	8	1	IA	E	Montana Road	A	Not current candidate for interpretation
WMC 132		Bridge site	I	15	IA	E	Near Montana Road	A	Not current candidate for interpretation
WMC 133		Basin site	1	6	IA	E	Near Route 57	A	Not current candidate for interpretation
WMC 134		Bridge site	1	6	IA	E	Route 57	A	Not current candidate for interpretation
WMC 135	232	Lock 7 West	39	2A	IA	E	Near Route 57		Now Bread Lock park interpreted site
WMC 136		Basin site	39	3A	IA	E	Near Route 57	A	Not current candidate for interpretation
WMC 137		Bridge site	39	2	IA	E	Near Greenwich border	A	Not current candidate for interpretation
GREENWICH TOWNSHIP									
WMC 138		Wide water area	15	2	A	E	Near Greenwich border		
WMC 139		Bridge site	15	2	IA	E	Private Road	A	Not current candidate for interpretation
WMC 140		Bridge site	15	1	IA	E	Richline Hill Road	A	Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 141		Basin site	14	10	IA	E	Near Richline Hill Road	A	Not current candidate for interpretation
WMC 142	251	Plane 8 West	14	3,9	IA	E	Near Route 57	S, A	Not current candidate for interpretation
WMC 142	261	Canal store	14	6	C	E	Near Route 57		Hulshizer's Store = "conditional contributing building to the canal district" due to its alteration.
WMC 142		Schillinger's Mill	3	4	C	E	Route 57, Stewartsville	PC	Altered
WMC 143		Dowling coalyard	14	7	I	E	Near Route 57		Did not locate
WMC 144	263	DLW RR. Bridge	300	3	I	E	south of Route 57 east of Prospect St.	M	stone abutments mark bridge's former location
WMC 145		Bridge site	16	5	I	E	Merrill Creek	A	Not current candidate for interpretation
WMC 146		Basin/weir	16	1	I	E	Merrill Creek	M	Not current candidate for interpretation
WMC 147		Stopgate	16	5	IA	E	Near Merrill Creek	M	Limited interpretive value
WMC 148	266	Canal store	16	3	C	E	Main Street, Stewartsville	S-	house, store, old mule stable; store converted into multifamily residence; prism filled in & covered by Stewardsville Emergency Squad building
WMC 149		Change bridge	16	3	IA	E	Main Street	M	
WMC 149		Change bridge	23	9, 1	IA	E	Main Street	M	
WMC 150		Bridge site	23	9.1	IA	E	Private Road	A	Not current candidate for interpretation
WMC 151		Plane 9 W	23	6	IA	E	Route 519, Port Warren	S	Most significant site extant; most complete plane; excellent interpretive value- tells the best story of the canal
WMC 152	272	Bridge site	23	6	IA	E	Adjacent Route 519	A	Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 153	287	Canal store	23	4	C	E	Route 519	S	Cline Canal Store ruins and extant canal owner's house - somewhat altered so it is a conditional contributing structure. The small barn behind the store is reputed to be a mule barn
WMC 155	295	Large weir	24	1	IA	E	Near Route 519	M	Abutments stable, but somewhat deteriorated.
WMC 156		Basin site	24	3	A	E	Near Scotts Farm Road	A	Not current candidate for interpretation
WMC 157		Bridge site	24	3	IA	E	Scotts Farm Road	A	Not current candidate for interpretation
WMC 157		Bridge site	25	1	IA	E	Scotts Farm Road	A	Not current candidate for interpretation
LOPATCONG TOWNSHIP									
WMC 154		Canal stables	99	6	C	E	Near Route 519	PC	The stable originally sat downhill from its present location right next to the canal bed at Port Warren. Morrell notes it was vacant and allowed to deteriorate.
WMC 158		Bridge site	101	3	IA	E	Near Lock Street	A	Not current candidate for interpretation
WMC 159	318	Plane 10 West	102	5,6	IA	E	Lock Street	S	Significant remnants of the plane are still visible
WMC 160		Stone wall	102	10	I	E	Lopatcong Creek	M	Not current candidate for interpretation
WMC 161		Bridge site	102	9	IA	E	Near Lock Street	A	Not current candidate for interpretation
WMC 162		Aqueduct site	102	9	IA	E	Near Lock Street	A	Not current candidate for interpretation
WMC 163		Weir site	102	9	IA	E	Near Lock Street	A	Not current candidate for interpretation
POHATCONG TOWNSHIP									
WMC 164	329, 331	Lock 8 West	34	14	IA	E	Lock Street, northeast of Chestnut St	S, A	Lock filled in; Not current candidate for interpretation; locktender's house

MORRIS CANAL SURVEY INDEX

Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 165		Canal store	160	3A	C	E	Lock Street		Did not locate
WMC 166		Bridge site	37	1	IA	E	Lock Street	A	Not current candidate for interpretation
PHILLIPSBURG									
WMC 167	333	Lock 9 West	161	15, 16	IA	E	122 Lock Street	A	street placed over part of lock; walls removed
WMC 168	338	Canal store	160	3A	C	E	125-127 Lock Street	S	Representative example of M19C architecture
WMC 169		Bridge site	161	11	IA	E	Lock Street	A	Not current candidate for interpretation
WMC 170	341	Weir site	161	11	IA	E	South Main Street	A	Not current candidate for interpretation
WMC 171		Uhlrs Mill	161	8,10	C	E	1125 South Main Street	PC	Converted to commercial use
WMC 172	346	Lock 10 West	161	11	IA	E	1081-1082 South Main Street	A	lock filled in; Not current candidate for interpretation
WMC 173	352	Canal store	161	12	C	E	1081-1082 South Main Street at Creek	PC	Young Store; integrity impacted by alteration
WMC 174		Bridge site	S-3	80	IA	E	South Main Street	A	Not current candidate for interpretation
WMC 175	356	Green's Bridge	S-3	47	I	E	998 South Main Street vic.	S	An attractive structure that demonstrates skill of design and engineering
WMC 176		Shimer Mill site	S-3	44	CA	E	South Main Street & Sawmill Street	A	Not current candidate for interpretation
WMC 177		Weir site	S-3	33	IA	E	South Main Street	A	Not current candidate for interpretation
WMC 178	358	Riley-Skiner Mill	S-3	24	CA	E	Sawmill Street	A	Archaeological site
WMC 179	366	Hagerty Sawmill Site	68	10	IA	E	Sawmill Street	A	Not current candidate for interpretation
WMC 180	361	Aqueduct site	S-3	27	IA	E	Lopatcong Creek	A	Not current candidate for interpretation
WMC 180	362	Sawmill Street culvert	68	16	I	E	Sawmill Street	M	Limited individual significance
WMC 181		Basin site	68	13A	A	E	South Main Street	A	Not current candidate for interpretation
WMC 182		Iron works site	68	10	IA	E	South Main Street	A	Not current candidate for interpretation
WMC 183	369	Bridge site	68	18A	IA	E	Center Street	A	Not current candidate for interpretation

MORRIS CANAL SURVEY INDEX





Survey No.	Morrell book page	Type of Feature	Block	Lot	*Use	Eligibility	Location	**Evaluation	Evaluation Notes
WMC 184		R.R. bridge site	68	42	I	E	Near Jefferson Street	A	Not current candidate for interpretation
WMC 185		Canal boatyard	68	57	IA	E	Adjacent Stockton Street	A	filled canal bed - boatyard on Delaware River bank
WMC 186	382	Coal chutes	68	9	IA	E	Mount Pamassus	M	Did not locate - now a park
WMC 187		Footbridge site	68	57	IA	E	Mount Pamassus	A	Archaeological site
WMC 188		Terminal basin	13	17, 16	A	E	Mount Pamassus		
WMC 189 °	391	Store/stable site	13	8	CA	E	bank of Delaware River SW of Reese's Ct.	A	Archaeological site
WMC 190	386	Port Delaware Terminal Basin	13	8, 7, 71, 72	IA	E	Mount Pamassus	A	Archaeological site beneath railroad fill
WMC 191 °	393	Store/stable site	13	22,23,24	IA	E	Adjacent Delaware River	A	Archaeological site
WMC 192 °	394	Plane 11 West site	1	16	I	E		S	public ownership
WMC 193 °		Canal entrance arch	13	20,21	I	E		S	Well preserved, significant focal point
WMC 194 °	400	Canal entrance arch or canal ferry site	1	24	I	E	Delaware River at RR Crossing	A	Archaeological site
° = problem with Morrell numbering									
*USE KEY							**EVALUATION KEY		
R - Residential							A - Archeological Site		
I - Industrial							M - Minor canal structure		
T - Church							S - Significant intact structure or building		
IA - Industrial Archeological							PC - Structure or building in poor condition		
A - Archeological							R - Ruins		
C - Commercial							G - Gone		

Appendix I:




Land Owner Survey Results

Morris Canal Greenway 25-Year Action Plan

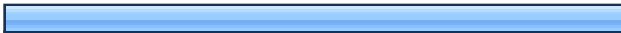


1. How familiar are you with the history of the Morris Canal?

		Response Percent	Response Count
Very familiar		29.3%	17
Somewhat familiar		51.7%	30
A little familiar		17.2%	10
Not at all familiar		1.7%	1
answered question			58
skipped question			1

2. Were you aware of the Morris Canal's location on/or adjacent to your property when you purchased it?

		Response Percent	Response Count
Yes		76.4%	42
No		20.0%	11
Does Not Apply		3.6%	2
answered question			55
skipped question			4

3. Were you aware of the Morris Canal's location on/or adjacent to your property prior to receiving this invitation to complete a survey?

		Response Percent	Response Count
Yes		93.0%	53
No		5.3%	3
Does Not Apply		1.8%	1
answered question			57
skipped question			2

4. How often have you:

	Visited Bread Lock Park or Plane 9 West to see their interpretive museums and displays?	Walked or biked along the towpath trail at Florence Kuipers Park in Hackettstown or at Stephens State Park?	Visited Waterloo Village?	Participated in the biannual tour of the Morris Canal hosted by the Morris Canal Committee?	Visited any other areas along the canal?	Response Count
Frequently	0.0% (0)	50.0% (3)	16.7% (1)	0.0% (0)	33.3% (2)	6
Occasionally	13.0% (3)	8.7% (2)	30.4% (7)	8.7% (2)	39.1% (9)	23
Rarely	13.2% (5)	7.9% (3)	47.4% (18)	2.6% (1)	28.9% (11)	38
Never	15.1% (8)	9.4% (5)	1.9% (1)	50.9% (27)	22.6% (12)	53
Please list other areas you may have visited						17
answered question						56
skipped question						3

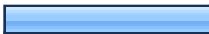


5. How often do you use the canal on or adjacent to your property for recreational purposes?

		Response Percent	Response Count
Frequently		22.8%	13
Occasionally		14.0%	8
Rarely		21.1%	12
Never		42.1%	24
answered question			57
skipped question			2


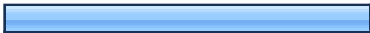

6. Do you feel the portions of the Morris Canal on or adjacent to your property have historic value?

		Response Percent	Response Count
Yes		55.6%	30
No		29.6%	16
Don't know		14.8%	8
answered question			54
skipped question			5




7. Do you feel the location of the canal and its resources adds or subtracts from your land value?

		Response Percent	Response Count
Adds		30.8%	16
Subtracts		21.2%	11
Has no impact		48.1%	25
answered question			52
skipped question			7



8. Is there any sort of preservation or conservation agreement or easement on a portion of your land to protect the canal?

		Response Percent	Response Count
Yes		26.4%	14
No		54.7%	29
Don't know		18.9%	10
answered question			53
skipped question			6

9. If you answered yes to the previous question, does the preservation agreement permit public access?

		Response Percent	Response Count
Yes		0.0%	0
No		60.0%	12
Don't know		40.0%	8
answered question			20
skipped question			39












10. Have you ever considered preserving historic canal resources on your property?

		Response Percent	Response Count
Yes		12.0%	6
No		88.0%	44
answered question			50
skipped question			9

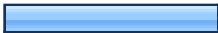

11. If you answered yes to the previous question, what would you consider? Check all that apply

		Response Percent	Response Count
Donation or sale of canal-related or other land along the greenway		100.0%	5
Donation or sale of easement on canal-related or other land along the greenway		20.0%	1
Donation or sale of canal-related building(s) or struture(s)		0.0%	0
Donation or sale of architectural easement on canal-related building (s) or struture(s)		0.0%	0
		answered question	5
		skipped question	54


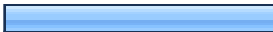

12. If you answered 'No' to question 10, which of the following factors influenced your decision? Check all that apply.

		Response Percent	Response Count
Didn't know the county would be interested in talking with me about preservation		20.8%	10
Didn't know who to contact		4.2%	2
Time constraints		4.2%	2
Desire to maintain control of land		45.8%	22
Not sure what the benefits of preservation would be		18.8%	9
Concerns about Security		70.8%	34
Concerns about Loss of Privacy		77.1%	37
Concerns about Possible Liability		64.6%	31
Concerns about Change in Property Value		60.4%	29
Concerns about Possible Inconvenience		56.3%	27
Other (please specify)		33.3%	16
		answered question	48
		skipped question	11











13. Are there any measures which could be implemented to address any of your concerns identified above, if so please tell us about them?

		Response Percent	Response Count
Yes		31.7%	13
No		68.3%	28
	If yes, tell us about them.		15
	answered question		41
	skipped question		18

14. If Warren County hosted an informational workshop for land owners interested in learning about how they can preserve canal resources on their property, how likely would you be to attend the workshop?

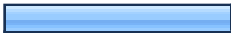

		Response Percent	Response Count
Very likely		19.2%	10
Somewhat likely		40.4%	21
Not likely		40.4%	21
	answered question		52
	skipped question		7

15. In which of the following ways do you think continued preservation of the Morris Canal can benefit the public? Check all that apply.

		Response Percent	Response Count
As a symbol of our county's heritage and ingenuity		57.8%	26
As a site for archaeological investigations that would enable us to learn more about the past		37.8%	17
As a site for educational activities about local history for school students		62.2%	28
As a site for educational activities about local history for the general public		46.7%	21
As a protected corridor of open space		42.2%	19
As an adaptive reuse of the canal towpath as a non-motorized trail to provide an alternative means of transportation, thereby reduce costs associated with driving and providing a safe route to schools and other places		4.4%	2
As an adaptive reuse of the canal towpath as a non-motorized trail to improve fitness and provide passive recreational opportunities (i.e., hiking, biking, horseback riding, bird-watching, fishing, etc.)		31.1%	14
As a means to attract people to the area who will patronize local businesses as part of their visit to the canal.		17.8%	8
As a resource that enhances the quality of life in the county		24.4%	11
Other (please specify)		20.0%	9

	answered question	45
	skipped question	14




16. Are you interested in learning more ways in which you could become involved in canal preservation or greenway creation efforts?

		Response Percent	Response Count
Yes		34.0%	17
No		66.0%	33

a. Optional – If so, please provide information so we can contact you 8




	answered question	50
	skipped question	9

17. How long have you been a resident of Warren County?







		Response Percent	Response Count
1 to 5 Years		1.9%	1
6 to 10 Years		20.8%	11
Greater than 10 Years		77.4%	41

	answered question	53
	skipped question	6





18. How long have you lived in your current location?

		Response Percent	Response Count
1 to 5 Years		3.8%	2
6 to 10 Years		26.9%	14
Greater than 10 Years		69.2%	36
answered question			52
skipped question			7







19. In what town or township is your property containing the canal located?

		Response Percent	Response Count
Phillipsburg		5.7%	3
Lopatcong Township		0.0%	0
Greenwich Township		18.9%	10
Franklin Township		5.7%	3
Washington Township		32.1%	17
Washington Borough		5.7%	3
Mansfield Township		32.1%	17
Independence Township		0.0%	0
Hackettstown		0.0%	0
Allamuchy Township		0.0%	0
Choose not to answer		0.0%	0
answered question			53
skipped question			6

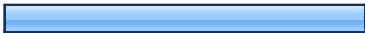


20. Is the property that you own, containing or adjacent to the Morris Canal a:

		Response Percent	Response Count
Single-Family Detached Residence		90.0%	45
Two to Four-Family Residence		2.0%	1
Apartment Building		0.0%	0
Commercial Building		4.0%	2
Industrial Building		0.0%	0
Farmland		4.0%	2
Forested		0.0%	0
Vacant		0.0%	0
answered question			50
skipped question			9

21. How many times a year do you use a trail or greenway for recreational purposes?

		Response Percent	Response Count
Never		48.1%	25
1 to 2 times		21.2%	11
2 to 4 times		9.6%	5
5 to 10 times		9.6%	5
11 to 20 times		5.8%	3
Greater than 20 times.		5.8%	3
answered question			52
skipped question			7

22. How important do you think off-road or trail connections to schools, shopping and other services are?

		Response Percent	Response Count
Not Important		53.8%	28
Somewhat Important		40.4%	21
Very Important		5.8%	3
answered question			52
skipped question			7

23. What are the ages of those who live in your household?

	Less than 15	16 to 25	26 to 35	36 to 45	46 to 55	55 to 65	66 and Older	Response Count
Person 1	0.0% (0)	3.3% (1)	6.7% (2)	6.7% (2)	20.0% (6)	46.7% (14)	16.7% (5)	30
Person 2	3.3% (1)	0.0% (0)	6.7% (2)	30.0% (9)	40.0% (12)	20.0% (6)	0.0% (0)	30
Person 3	28.6% (4)	21.4% (3)	21.4% (3)	0.0% (0)	7.1% (1)	7.1% (1)	14.3% (2)	14
Person 4	55.6% (5)	33.3% (3)	0.0% (0)	11.1% (1)	0.0% (0)	0.0% (0)	0.0% (0)	9
Person 5	50.0% (1)	0.0% (0)	0.0% (0)	50.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	2
Person 6	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
Person 7	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
Person 8	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
More than 8 people live in our household	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
answered question								47
skipped question								12

24. Please take this opportunity to provide additional feedback in this area:

	Response Count
	23
answered question	23
skipped question	36

Page 2, Q4. How often have you:

1	Bread lock- occasionally Florence Kuipers- never	Mar 19, 2012 8:16 AM
2	Never for all	Mar 19, 2012 7:26 AM
3	Bread Lock- occasionally Florence Kuipers- never Waterloo village- occasionally Tour of MC- never	Mar 19, 2012 7:15 AM
4	We use the canal trail in Port Murray for bike riding and walking from time to time.	Mar 16, 2012 6:07 AM
5	Your survey is flawed I cannot answer never/rarely to more than 1 of the locations. I have tried using both Firefox and Safari.	Mar 16, 2012 5:33 AM
6	Museum - Stewartville	Mar 15, 2012 6:32 PM
7	Brass Castle Port Murray	Mar 15, 2012 6:14 PM
8	Port Colden area lock Street area	Mar 15, 2012 5:16 PM
9	Just on my property	Mar 15, 2012 3:40 PM
10	Bread Lock/Plane 9- never Florence Kuipers- never Waterloo village- rarely Morris Canal Tour- never any other areas- never	Mar 14, 2012 10:47 AM
11	#4 will not allow me to click "never for more than one. My answer is never to all except Waterloo Village.	Mar 11, 2012 2:39 PM
12	I haven't done any of the items listed in (4) but the form is not allowing to answer more than one question.	Mar 11, 2012 9:43 AM
13	Brass Castle. Pot Murray	Mar 11, 2012 5:18 AM
14	Most of the road-accessible inclined planes, locks and structures.	Mar 10, 2012 8:37 AM
15	Never is response on all four questions, software wouldn't allow me to choose that response for all.	Mar 8, 2012 9:29 AM
16	Canal trail in Port Murray, Port Colden Lock and Hackettstown trail by Harvey ST	Mar 7, 2012 5:12 PM
17	Have walked the canal from Bowerstown back by Meadow Breeze.	Mar 7, 2012 2:27 PM

Page 3, Q12. If you answered 'No' to question 10, which of the following factors influenced your decision? Check all that apply.

1	I own the property on both sides of the canal thus it is part of my backyard. Any public use would be extremely detrimental to my family's privacy and quality of life.	Mar 17, 2012 1:26 PM
2	pet related concerns with Dog, cat and Chickens free ranging on and around our current property	Mar 16, 2012 6:15 AM
3	I have lived adjacent to linear parkways in the past and am a regular user of linear parkways. While still illegal, there was often motorbikes and snowmobiles using the path. There never is, and never will be, money and resources in place to provide 24/7 patrols of the trails to arrest and prosecute these lawbreakers. I don't want those activities occurring on my property, period.	Mar 15, 2012 3:50 PM
4	Above items important to us. Did not influence answer to #10.	Mar 14, 2012 10:47 AM
5	have land erosion from the dam removal at agway and the malls being built.	Mar 11, 2012 3:15 PM
6	The south bank of the canal is on my property. It is a part of my yard, which is private. I would not welcome groups of people using my yard for recreation. This part of the canal runs through a developement and is not remarkable or significant. While I'm sure mmost groups would focus on the locks, ports, inclined planes, etc., there would be those wishing to hike the length of the canal, which would require me to open my family's private yard to any group of strangers wishing to walk through. It would also open my back yard to people I don't know while I'm not at home. I'm not entirely comfortable with that.	Mar 11, 2012 8:18 AM
7	Adjacent to the canal. Not on my property	Mar 11, 2012 8:04 AM
8	I bought this property in 1983 so I would have some privacy. I do not want the public on my property invading my privacy!	Mar 11, 2012 5:22 AM
9	Question 10 forced a "No", but it was always our intent to preserve the canal privately. A deep interest in canal history made owning a small portion of canal a prime attraction of this property.	Mar 10, 2012 9:15 AM
10	We are private people. Now that this path is being cleared it allows more people to be in our backyard. the canal is only 8 feet from our yard. Having a bunch of people walking around is an invasion of our privacy.	Mar 9, 2012 6:20 PM
11	Privacy is my primary concern, paid big bucks for my home and isolation. I don't want noise and people stopping in for water and bathrooms. Also main concern is access to canal is only by using my private right away and NOT for public use.	Mar 8, 2012 9:35 AM
12	No one in their right mind would want strangers randomly walking thru their backyard. This part of the canal has no historical value and there are plenty of other areas to build walking paths. The canal is filled with trees and overgrowth-not to mention years of garbage. Preserve parts of the canal for historical purposes but keep your ass out of my backyard! PS. If you owed my lot you would feel the same way or else you're full of ++++.	Mar 7, 2012 7:12 PM
13	While the Canal on my property may have historic value, based on its location, and the properties adjacent to mine, I can't see how or why it would have any	Mar 7, 2012 3:28 PM

Page 3, Q12. If you answered 'No' to question 10, which of the following factors influenced your decision? Check all that apply.

recreational appeal or value. It would also be highly impractical to allow access by the public in any way. I would consider such access a violation of privacy, security, liability, etc. and would pursue whatever means I could to prevent that from happening.

- | | | |
|----|--|---------------------|
| 14 | The canal ran down the middle of what is now Bowerstown Rd, not on my property. Increased traffic with no side walks can cause the possibility of injury. | Mar 7, 2012 2:35 PM |
| 15 | The canal runs down what is now Bowerstown Road. The increased foot traffic would without sidewalks would present a hazard to people both walking and driving. | Mar 7, 2012 2:35 PM |
| 16 | Land is already preserved. As it is located at the back of my property, within 30 yards of my house, I would NOT want a public walkway or public use for security reasons. | Mar 7, 2012 1:23 PM |

Page 3, Q13. Are there any measures which could be implemented to address any of your concerns identified above, if so please tell us about them?

1	not sure	Mar 20, 2012 7:48 AM
2	Not sure if I want people walking across our back yard. Would definitely lose our privacy.	Mar 18, 2012 5:32 PM
3	This estate property had a contract with the county to purchase the tract of Morris canal and the property surrounding. Most of the work was completed for the sale when litigation began to ensure the use of a right of way to canal property which would have ensured the county and Planning Department of access to the canal tract. Due to the litigation, the County has decided not to buy the property. So unfortunately, in that regard, this estate will not, due to liability, allow public access to its property including canal tracts.	Mar 15, 2012 6:22 PM
4	Don't develop, and don't allow public access to my property.	Mar 15, 2012 3:50 PM
5	payment of sufficient amount to compensate for inconvenience, loss of privacy, liability, etc.	Mar 15, 2012 8:23 AM
6	talking with a county representative about the land use and who would be responsible for upkeep and any liability if someone is injured while on the preserved land.	Mar 13, 2012 2:42 PM
7	something to stop losing my bank	Mar 11, 2012 3:15 PM
8	Limit canal tourism to areas of interest. My yard is and should be interesting only to myself and my family.	Mar 11, 2012 8:18 AM
9	I bought this property in 1983 so I would have some privacy. I do not want the public on my property invading my privacy!	Mar 11, 2012 5:22 AM
10	We would be interested in ideas other than those listed in Q 11 wherein we maintain ownership with protection from liability or loss of privacy, etc.	Mar 10, 2012 9:15 AM
11	Don't create the path through my backyard	Mar 9, 2012 6:20 PM
12	have questions related to no. 11 on survey. please contact us on this matter. I am interested in renting or sale of the portion of land that the canal runs across my property.	Mar 8, 2012 2:04 PM
13	Save the money you expend on this boondoggle, and lower my property taxes with it. This concept of reckless public spending is the paramount reason NJ has the problem of highest taxes in the nation. Plus our private right away for public access!	Mar 8, 2012 9:35 AM
14	A plan for electronic monitoring of the property, restricting access by vehicles, limiting the amount of available parking, restricting access to existing roads/paths.	Mar 8, 2012 7:47 AM
15	Preserve parts of the canal that do not infringe on the privacy of the individual land owners. Common sense tells me NOT to walk thru my neighbors backyard. DO you?	Mar 7, 2012 7:12 PM

Page 3, Q15. In which of the following ways do you think continued preservation of the Morris Canal can benefit the public? Check all that apply.

1	I am not too familiar with the majority of the canal. The pieces I am aware do not seem to offer much benefit to the public for the expense it will take to develop.	Mar 17, 2012 1:26 PM
2	I see the "non motorized" mentioned, see my comment above. There is no way that this can be prevented. I am perfectly fine PRESERVING the canal in IT'S CURRENT condition. I am VEHEMENTLY opposed to it being developed for public use on, and adjacent to, my property.	Mar 15, 2012 3:50 PM
3	Our area is inaccessible.	Mar 14, 2012 10:47 AM
4	I feel development of the canal would be detrimental to our security, loss of property values and invasion of privacy.	Mar 11, 2012 3:06 PM
5	No Way! I bought this property in 1983 so I would have some privacy. I do not want the public on my property invading my privacy! Warren County has enough open space for their residents! Do not open my property to the public!	Mar 11, 2012 5:22 AM
6	Although unlikely for cost reasons, we would like to see the canal, or parts of it, restored to navigable state, as has been done with thousands of canal miles in the UK.	Mar 10, 2012 9:15 AM
7	I see no public benefit in this wasteful spending of public coffers. Just looks another version of a state land grab, similar to highlands. A thief is a thief regardless of what coat they wear.	Mar 8, 2012 9:35 AM
8	Identify historical aspects of the canal to preserve that can be properly maintained and policed. You are confusing preservation with the need for foot paths and greenways.	Mar 7, 2012 7:12 PM
9	The answer to this question will depend on each homeowner's property. It remains "untouched" on my property and thereby "preserved."	Mar 7, 2012 3:28 PM

Page 3, Q16. Are you interested in learning more ways in which you could become involved in canal preservation or greenway creation efforts?

1	kathy@vectored.com	Mar 18, 2012 12:33 PM
2	by email: krenn200@comcast.net	Mar 16, 2012 6:15 AM
3	email me at cristina_browne_3aug@yahoo.com	Mar 13, 2012 2:42 PM
4	not at present	Mar 11, 2012 3:15 PM
5	jagwar8@aol.com	Mar 11, 2012 9:53 AM
6	I bought this property in 1983 so I would have some privacy. I do not want the public on my property invading my privacy! Warren County has enough open space for their residents! Do not open my property to the public!	Mar 11, 2012 5:22 AM
7	Email (best way): don@hutchcolor.com Don Hutcheson 87 Brass Castle Rd Washington, NJ 07882	Mar 10, 2012 9:15 AM
8	Cell phone - 908-910-0545 or business phone 973-784-4805, or by mail to 296 Main Street, Port Murray NJ 07865	Mar 8, 2012 7:47 AM

Page 4, Q24. Please take this opportunity to provide additional feedback in this area:

1	We have "the Rusty Spikes" retired railroaders and historians meetings at the tavern- every second Wednesday at 1pm. A slide show is given on area history. Some devoted Morris Canal enthusiasts attend as Lance Huff, Ken and Ann Miller, Ron Wynkoop, etc. Jim Pruznick made a video about the Morris Canal that he would like to introduce into the school system. He also filmed our group and tavern for a documentary entitled "Trains." Jim: (908) 285-0598	Mar 19, 2012 8:59 AM
2	Two people 55-65 and one person 26-35	Mar 19, 2012 7:21 AM
3	Two people 66 and older	Mar 19, 2012 7:07 AM
4	From what has been presented to me thus far I am not sure what the intent of the use of the canal is. I am hoping the intent is NOT to develop portions on private residences to allow public access. This would be devastating to our privacy and security. We have unfortunately already been the victim of vandalism when a group of kids broke a window in our home. Allowing strangers access to walk through our backyard where our pre-school child frequently plays would remove any sense of safety in our own home.	Mar 17, 2012 1:37 PM
5	Once again the survey is flawed. I can't select the same age for more than one person on question 23. I have tried with both Firefox and Safari.	Mar 16, 2012 5:37 AM
6	item 23 won't let me check the same age box for two different people.	Mar 15, 2012 6:25 PM
7	Your survey does not allow me to choose more than two Persons	Mar 15, 2012 5:51 PM
8	There are three persons over the age of 66	Mar 15, 2012 5:27 PM
9	The county needs to solve it's budget crisis and LOWER PROPERTY TAXES before spending another penny on this.	Mar 15, 2012 3:53 PM
10	property in question is a church and therefore most questions are NA	Mar 15, 2012 12:40 PM
11	2 people 66 and older	Mar 14, 2012 10:47 AM
12	Concerned about off-street parking and safety of children in the neighborhood.	Mar 11, 2012 3:11 PM
13	Some questions have been answered as management and som as a business.	Mar 11, 2012 2:25 PM
14	Question 23 is also preventing more than one check box to be checked. My household has two adult in the 26 to 36 range.	Mar 11, 2012 9:57 AM
15	Two of the questions didn't work correctly. The age of people in the household only allows one answer per age group and the same with the question about useage. You can only answer once for rarely.	Mar 11, 2012 8:08 AM
16	I bought this property in 1983 so I would have some privacy. I do not want the public on my property invading my privacy! Warren County has enough open space for their residents! Do not open my orperty to the public! I have paid many many thousands of dollars in taxes on MY property and I will not allow public access! I will fight this to the end!	Mar 11, 2012 5:24 AM
17	We have a turbine room on our property but sadly nothing is left in it. (I think that is what it is called.) Still looks to be in very good condition inside. Our address in	Mar 10, 2012 6:27 PM

Page 4, Q24. Please take this opportunity to provide additional feedback in this area:

27 Plane Hill Rd. We are Incline plane 7 west.

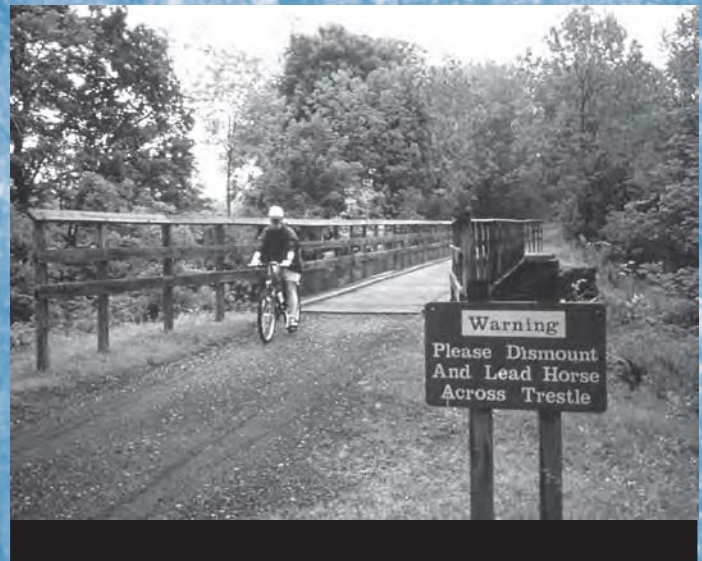
18	The Morris Canal is my backyard. I live in a quiet residential area of Port Murray. The canal is home to an abundance of wildlife. If I had the ability to control what happens to the canal in my area, I would do anything possible to preserve it and to protect it from public use which would destroy it as a home to many creatures. The thought of opening this part of the canal to the public would be utterly intrusive, it would invite total strangers and traffic into our backyards. I would do everyhting possible to oppose that. My goal and hope is that this part of the canal will be preserved as open space, unaltered from its current state.	Mar 10, 2012 11:49 AM
19	Interested in attending canal preservation meetings (travel permitting) and receiving minutes thereof.	Mar 10, 2012 9:21 AM
20	Suspect the software used in this survey skews opinion toward a goal not reflected by the public.	Mar 8, 2012 9:36 AM
21	I expect the plan to be very specific as to the impact to residents in the area and especially sensitive to the concerns of homeowners regarding personal security, trespassing, the impact of potential liability to homeowners regarding trespassing or other misuse of the property by the public	Mar 8, 2012 7:50 AM
22	You are terribly misguided in your thought process for the canal. Separate the preservation of the canal from a walking path that violates respect for your neighbors privacy.	Mar 7, 2012 7:18 PM
23	Although I am an advicate of preserved canal property and the historic value of the Morris Canal, I DO NOT approve of public access in areas bordering PRIVATE homes. I believe It creates a safety issue with small children and home security.	Mar 7, 2012 1:30 PM

Appendix J:

Rail-Trails and Liability

Morris Canal Greenway 25-Year Action Plan

RAIL-TRAILS AND LIABILITY



A PRIMER ON TRAIL-RELATED
LIABILITY ISSUES & RISK
MANAGEMENT TECHNIQUES

ACKNOWLEDGMENTS

Many people helped shape this report. Staff from the National Park Services' Rivers, Trails and Conservation Assistance program, including Tom Ross, Steve Elkinton, Inga Van Nynatten, Attila Bality and Cyndi Szymanski provided useful structural comments. Rails-to-Trails Conservancy staff Betsy Goodrich and attorney Andrea Ferster provided valuable comments on readability and content. I would also like to thank David Dionne, superintendent of the Baltimore and Annapolis Trail, Larry Voecks, manager of the Cowboy Trail, and Steve Fiala of the East Bay Regional Park District for providing real-world examples of operational approaches to limiting liability. Thanks also to RTC's Barbara Richey who took a pile of words and pictures and made order out of them.

RAILS-TO-TRAILS CONSERVANCY

This report was produced by the Rails-to-Trails Conservancy. Founded in 1986, Rails-to-Trails Conservancy is the nation's largest trails organization with 100,000 members and donors dedicated to connecting people and communities by creating a nationwide network of public trails from former rail lines and connecting corridors. RTC has helped provide new opportunities for outdoor exercise by creating and extending a nationwide network of public trails and greenways. Rails-to-Trails is a 501(c) (3) nonprofit organization and has over 100,000 individual members and donors who support the RTC mission of building and maintaining trails.

RAIL-TRAILS AND LIABILITY

A Primer on Trail-Related Liability Issues
& Risk Management Techniques



Written by Hugh Morris
Rails-to-Trails Conservancy

in cooperation with

National Park Service
Rivers, Trails and Conservation Assistance Program

SEPTEMBER 2000

CONTENTS

Executive Summary	3
I. Introduction	4
II. Trail Liability Concerns and Solutions	5
Forms of Protection	6
Duty of Care	6
Recreational Use Statutes	7
Public Agency Liability	8
Insurance	9
Risk Management	9
Managing Special Situations	11
Rails-with-Trails	11
Pesticides From Adjacent Farms	11
Hunting Adjacent to Trails	12
Use of Volunteers for Trail Work	12
Railroad Hazardous Material Remains	12
III. Results From the Real World	13
Findings From RTC's Trail Manager Survey	13
Case Studies	14
The Cowboy Trail	14
Marsh Creek Trail	15
Baltimore and Annapolis Trail Park	15
IV. Conclusions	16
Appendix	
I. General Discussion of Tort Law	17
II. Glossary	19
III. State Tort Claims Acts and Recreational Use Statutes	20
Endnotes	22
References	23
Resources	23

EXECUTIVE SUMMARY

The need for outdoor recreation areas has increased as our population has grown, our built environment has consumed more open space, and people have become more aware of the need to maintain a healthy level of physical activity.

One type of open space that has been receiving increasing amounts of attention and funding is trails. Trails are being built in urban, suburban, and rural areas. They are being built on former rail corridors as well as in vast public lands. People use trails for: walking, jogging, biking, in-line skating, skiing; even equestrians, snowmobilers and people in wheelchairs use them.

With all these uses in a variety of settings come a host of concerns about liability issues. Public agencies that are considering building a trail may worry about user injuries on the trail. Similarly, private landowners who own land adjacent to a trail may worry about trail users wandering off the trail, onto their land and injuring themselves or causing property damage. Or landowners may like to open up their land for recreational use but are concerned about the liability they may incur in doing so.

Fortunately, most states have laws that substantially limit public and private landowner liability. Recreational Use Statutes protect private landowners who want to open their land to the public for recreation free of charge. In some states, these statutes serve to protect public agencies as well. Public agencies, if not protected by the Recreational Use Statute, are often protected by governmental immunities or possess limited liability under a

State Tort Claims Act. Private landowners who have land adjacent to a trail are also protected by trespassing laws. For all these parties, insurance can provide protection as well.

While concerns about liability are understandable, real-world experience shows that neither public nor private landowners have suffered from trail development. Adjacent landowners are not at risk as long as they abstain from “willful and wanton misconduct” against trespassers such as recklessly or intentionally creating a hazard. Trail managers minimize liability exposure provided they design and manage the trail in a responsible manner and do not charge for trail access. The table below provides a summary of the protections available and who they apply to.

This report concludes that trail-related liability is primarily a management issue. Laws are in place to protect all parties from unwarranted lawsuits and the rest is up to proper design, maintenance and management.

Useful risk management strategies include:

- ▼ During trail design and development, develop a list of potential hazards, design and locate the trail such that dangerous locations are avoided, develop a list of permitted trail uses and the risks associated with each, identify applicable laws, and design and construct the trail in accordance with recognized guidelines.
- ▼ Once the trail is open for use, conduct regular inspections, document the results of the inspections and any actions taken, and maintain a plan for handling medical emergencies.

TYPE OF PROTECTION	PUBLIC LANDS	PRIVATE LANDS	ADJACENT LANDOWNER
1) Insurance	Yes	Yes	Yes
2) Recreational Use Statute	Some	Yes	No
3) Trespass Law	No	No	Yes
4) Government Immunity/State/Federal Tort Claims	Yes	No	No

I. INTRODUCTION

Along with the fear of increased crime rates and decreased property values, fear of being threatened with a lawsuit is a common concern among landowners adjacent to a proposed trail. Some landowners fear that a trail user will wander onto their property, get hurt, and sue. Private landowners who permit the general public to use their land for recreational purposes may have these concerns as well.¹ Likewise, potential trail owners and managers are sometimes leery of undertaking a trail project because of the liability exposure. In general, not only are there legal protections for these circumstances but the real threat of such liability does not seem to be common.

Trail skeptics and opponents often declare the liability associated with a trail is so great that communities cannot afford the insurance necessary to protect from potential lawsuits. Real-world experience does not support these concerns. Virtually all rail-trail managers dismiss liability as a problem. Since most trails are owned or operated by a public entity, such as a county parks department or a state department of natural resources, the insurance costs associated

with a trail tend to be folded into the overall insurance policy of the city, county or state. When asked, most trail managers were not able to identify the insurance costs associated with their trail.

Questions related to legal liability for accidents or injuries on or adjacent to trails must be answered in terms of state common (judge-made) law,² which varies from state to state. The following discussion provides a broad overview of trail



Warning signs help minimize the threat of liability. (John McDermott)

liability issues, forms of protection, and a discussion of risk management techniques that can be used to minimize risk and reduce liability.

This report outlines the general legal issues associated with trails, including the risks and responsibilities of various constituencies. The intent is to provide trail advocates, adjacent landowners, and trail managers with a background on liability issues to prepare them to pose appropriate questions to their legal counsel when developing a trail or when an accident occurs. This report is not intended as legal advice. If you have a question pertaining to a trail in a specific jurisdiction you should consult a lawyer familiar with the case law pertaining to that jurisdiction.

Virtually all rail-trails managers dismiss liability as a problem.



II. TRAIL LIABILITY CONCERNS AND SOLUTIONS

There are two primary categories of people who might be concerned about liability issues presented by a trail: the trail managing and owning entity (typically a public entity) and private landowners. Private landowners can be divided into two categories, those who have provided an easement for a trail over their land and those who own land adjacent to a trail corridor.

Similarly, there may be a preexisting corridor traversing or lying adjacent to their property such as a former rail corridor that has been converted to a trail. In either situation, private landowners may have some concerns about their liability should a trail user stray onto their land and become injured. In the first instance, where an easement is granted, the concern may be over injuries both on the granted right-of-way as well as injuries that may occur on land under their control that is adjacent to the trail. Under the latter condition, where the landowner has no ownership interest in the trail, the landowner will only be concerned with injury to trail users wandering onto their property and getting hurt or perhaps a tree from their property falling onto the trail.

In general, people owning land adjacent to a trail—whether the trail is an easement granted by them or is held by separate title—foresee that people using the trail may be endangered by a condition on their land. Potential hazards such as a pond, a ditch, or a dead tree may cause the landowner to worry about liability for a resulting injury. The landowner may reduce their liability by taking the following actions (BCEMC 1997, p. 58):

- ▼ Work with trail designers to have the trail located away from hazards that cannot be corrected.
- ▼ Make it clear that trail users are not invited onto the adjoining land. This can be aided by having the trail designer develop signs, vegetative screening, or fencing.
- ▼ If a hazardous condition does exist near the trail, signs should be developed to warn trail users of the hazard if it cannot be mitigated.

Of particular concern to adjacent landowners are attractions to children that may be dangerous, such as a pond. Many states recognize that children may trespass to explore an attractive nuisance. These states require a legal responsibility to children, even as trespassers, that is greater than the duty of care owed to adults (BCEMC 1997, p. 58).

If a landowner provides an easement for a public-use trail, the easement contract should specify that the managing agency will carry liability insurance, will design the trail to recognized standards, and will develop and carry out a maintenance plan. The landowner may also request that an indemnification agreement be created in their favor.

Abutting property owners frequently express concern about their liability to trail users. In general, their liability, if any, is limited and is defined by their own actions in relation to the trail. If an abutting property owner possesses no interest in the trail, then he or she does

not have any right or obligation to warn trail users about defects in the trail unless the landowner creates a dangerous condition on the trail by his own act or omission. In that event, the abutting landowner would be responsible for his own acts or omissions that caused the injury to a third party using the trail, just as the operator of one

The owner of land adjoining a trail may reduce their liability by making it clear that trail users are not invited onto the adjoining land. This can be aided by having the trail designer develop signs, vegetative screening, or fencing.



car is responsible to the operator of another for an accident he caused on a city street (Montange 1989, p. 127).

The fact that a trail is formed on a railroad right-of-way pursuant to section 8(d) of the Trails Act (16 U.S.C. § 1247 (d)), commonly known as railbanking, and that some of the parcels of land comprising the right-of-way were held by the railroad only in easement form does not alter the duty of care of the abutting property owners holding the fee to trail users and is no more than the abutting landowner owed the railroad. A railroad easement generally affords the railroad exclusive use and excludes the adjacent landowner from any occupation of the surface absent the railroad's consent. An abutting property owner cannot be responsible for the condition of property from which he or she is excluded (Montange 1989, p. 128).

FORMS OF PROTECTION

There are three legal precepts, either alone or in combination, that define and in many cases limit liability for injury resulting from trail use. The first is the concept of duty of care which speaks to the responsibility that a landowner (private or public) has to anyone on their land. Second is the Recreational Use Statute (RUS) which is available in all 50 states and provides protection to private landowners and some public landowners who allow public free access to land for recreational purposes. For those public entities not covered by a RUS, states tend to have a tort claims act which defines and limits governmental liability. Third, for all private and public parties, liability insurance provides the final line of defense. Trail owners can also find much protection through risk management.

DUTY OF CARE

Tort law, with regard to finding fault for an incident that occurs in a particular location, is concerned with the "class" of person who sustained the injury and the legal duty of care owed to a person in that class. The legal duty of care that a landowner owes a member of the general public varies from state to state but is generally divided

into four categories. In most states, a landowner's responsibility for injuries depends on the status of the injured person. A landowner owes increasingly greater duties of care (i.e.; is more at risk) if the injured person is a "trespasser," a "licensee," an "invitee," or a "child."

TRESPASSER—a person on land without the landowner's permission, whether intentionally or by mistaken belief that they are on public land. Trespassers are due the least duty of care and therefore pose the lowest level of liability risk. The landowner is generally not responsible for unsafe conditions. The landowner can only be held liable for deliberate or reckless misconduct, such as putting up a trip wire. Adjacent landowners are unlikely to be held liable for injuries sustained by trespassers on their property.

LICENSEE—a person on land with the owners permission but only for the visitor's benefit. This situation creates a slightly higher liability for the landowner. For example, a person who is permitted to hunt on a farm without paying a fee, if there were no RUS, would be classified as a licensee. If the landowner charged a fee, the hunter would probably be classified as an invitee. Again, the landowner is not responsible for discovering unsafe conditions; however the landowner must provide warning of known unsafe conditions.

INVITEE—a person on the owner's land with the owner's permission, expressly or implied, for the owner's benefit, such as a paying customer. This is the highest level of responsibility and therefore carries the highest level of liability. The owner is responsible for unknown dangers that should have been discovered. Put a different way, the landowner has a duty to:

- 1) Inspect the property and facilities to discover hidden dangers;
- 2) Remove the hidden dangers or warn the user of their presence;
- 3) Keep the property and facilities in reasonably safe repair; and
- 4) Anticipate foreseeable activities by users and take precautions to protect users from foreseeable dangers.

If a trail manager charges a fee for access to a recreational facility, the facility provider tends to owe a greater duty of care to the user and thus has a greater risk of liability



The landowner does not ensure the invitee's safety, but must exercise reasonable care to prevent injury. Generally, the landowner is not liable for injuries caused by known, open, or obvious dangers where there has been an appropriate warning. For example, customers using an ice rink open to the public for a fee would be invitees.

CHILD—even if trespassing, some states accord children a higher level of protection. The concept of “attractive nuisance” is particularly relevant to children. Land forms such as ponds can be attractive to children who, unaware of potential danger, may be injured if they explore such items.

Prior to the widespread adoption of RUS' by the states (see discussion below), this classification system defined the liability of adjacent landowners. Even now, trail managers or private landowners who charge a fee are at greater risk of liability because they owe the payee a greater responsibility to provide a safe experience.

Thus, where no RUS exists or is unavailable, trail users would be of the licensee class, provided the trail manager does not charge an access fee. If a trail manager charges a fee the facility provider tends to owe a greater duty of care to the user and thus has a greater risk of liability if a trail user is injured due to a condition of the trail.

RECREATIONAL USE STATUTES

The Council of State Governments produced a model recreational use statute (RUS) in 1965 in an effort to encourage private landowners³ to open their land⁴ for public recreational⁵ use by limiting the landowner's liability for recreational injuries when access was provided without charge (Kozlowski, p. VID1).

Recreational use statutes are now on the books in all fifty states. These state laws provide protection to landowners who allow the public to use their land for recreational purposes. The theory behind these statutes is that if landowners are protected from liability they would be more likely to open up their land for public recreational use and that, in turn, would reduce state expenditures to provide such areas. To recover damages, an injured person must prove “willful and wanton misconduct” on the part of the landowner essentially the same duty of care owed to a trespasser. However, if the landowner is charging a fee for access to the property, the protection offered by the recreational use statute is lost in most states.

The preamble of the model RUS is clear that it was designed for private landowners but the actual language of the model legislation does not differentiate between private and public landowners. The result is that while some states have followed the intent of the model statute and limited the immunity to private landowners, other states have extended the immunity to cover public landowners either legislatively or judicially (Goldstein 1997, p. 788).

Under the Federal Tort Claims Act, the federal government is liable for negligence like a private landowner under the law of the state. As a result, RUSs intended for private individuals have been held applicable to the federal government where it has opened land up for public recreation (Kozlowski, p. VID1).

Under lease arrangements between a public agency and a private landowner, land can be provided for public recreation while the public agency agrees to defend and protect the private landowner. The private landowner may still be sued but the public agency holds the landowner harmless, taking responsibility for the cost of defending a lawsuit and any resulting judgments (Kozlowski, p. VID2).

While state RUSs and the court interpretations of these laws vary somewhat, a few common themes can be found. The statutes were created to encourage landowners to make their land available for public recreation purposes by limiting their liability provided they do not charge an access fee. The RUS limits the duty of care a landowner would otherwise owe to a recreational licensee to keep his or her premises safe for use. It also limits a landowner's duty to warn of dangerous conditions provided such failure to warn is not considered grossly negligent, willful, wanton, or reckless. The result of many of these statutes is to limit landowner liability for injuries experienced by people partaking in recreational activities on their land. The existence of a RUS may also have the

The statutes were created to encourage landowners to make their land available for public recreation purposes by limiting their liability provided they do not charge an access fee.



effect of reducing insurance premiums for landowners whose lands are used for recreation (BCEMC 1997, p. 58).

To use Colorado as an example, a landowner who directly or indirectly invites or permits any person to use his or her property for recreational purposes without charge, does not:

- ▼ Extend any assurance that the premises are safe for any purpose;
- ▼ Confer upon such person the legal status of invitee or licensee to whom a duty of care is owed;
- ▼ Assume responsibility or incur liability for any injury to person or property or for the death of any person caused by an act or omission of such person (Montagne 1989, p. 128).

The above protections are voided if:

- ▼ The landowner willfully or maliciously fails to guard or warn against a known dangerous condition, use, structure, or activity likely to cause harm;
- ▼ The landowner charges the person who enters or goes on the land for recreational use thereof; except that, in the case of land leased to the state or a political subdivision thereof, any consideration received by the owner for such lease shall not be deemed a charge, nor shall any consideration received by an owner from any federal governmental agency for the purpose of admitting any person constitute such a charge;
- ▼ The landowner maintains or attracts a nuisance;
- ▼ The landowner causes injuries due to a use of the land for a commercial or business enterprise (Colo. Rev. 33-41-103-104).

The recreational use statutes appear to be “working” in the sense that they are limiting liability to the extent that was intended. In addition to recreational use statutes, some states have special statutes limiting liability that may be applicable. Pennsylvania, for example, has a specific trails statute (Act 32 P.S. §§ 5621 et seq.) which limits liability for landowners who allow their land to be used for trails, trail owners, and adjacent property owners with protections similar to a recreational use statute.



A good management plan will allow for detection and warning of non-permanent hazards. (David Burwell)

These laws do not prevent somebody from suing a trail manager/owner or a private property owner who has made his or her land available to the public for recreational use, it only means the suit will not advance in court if certain conditions hold true. Thus, the trail manager/owner may incur costs to defend himself or herself. Such costs are the principal reason for purchasing liability insurance.

A list of most state RUSs can be found in the appendix. It is useful to obtain a copy of your state’s RUS to discover its peculiarities as well as to find out the extent to which it has been tested in court.

PUBLIC AGENCY LIABILITY

As stated in the introduction, governments (federal, state, and local) can also find protection from lawsuits under Sovereign Immunity. The concept holds that the sovereign entity (the government) is generally immune from liability. However, the federal government and most state and local governments have waived this privilege of immunity, in many contexts, including trail user injuries, by enacting a Tort Claims Act. Such acts stipulate that the government can be held responsible for negligence under some circumstances

(Goldstein 1997, p. 793). A list of tort claims acts is in the appendix.

At the federal level, the Federal Tort Claims Act serves as a basis for the federal government's liability and many state Tort Claims Acts follow the content of the federal version. These laws lay out the limit of a state's liability and in some states the recreational use statute serves as a protection for public entities.

The Federal Tort Claims Act defines the instances under which the federal government is liable which are similar to the liability of a private individual.

The state Tort Claims Act defines the scope of liability for each state and usually pertains to the county and municipal levels of that state as well. Some states have followed the Federal Tort Claims Act and hold agencies to the same liability standards as private individuals. In these states, the RUS often applies to the public entity as well. In other states where there is a State Tort Claims Act, it will control the definition of liability under recreational circumstances. Lastly, some states have gone beyond the RUS and have enacted a law specifically to address public liability on recreational lands including on trails.

INSURANCE

Insurance is the last line of defense. While the above laws may mean a lawsuit does not ultimately prevail in the courts, they cannot prevent a suit from being filed. Insurance is necessary for both trail owners/managers as well as adjacent landowners. Fortunately, both tend to have insurance already. Most trails are owned and operated by a public entity such as a parks department. Under this structure, the responsible entity most often is covered by an umbrella insurance policy that protects all municipal activities and facilities. Such entities are self-insured. Some trails are owned by non-governmental organizations. In this case, the organization should purchase a comprehensive liability insurance policy.

These policies can be purchased from some insurance agencies, although such policies can be hard to come by. For example, Lake States Insurance, which insures the Leelanau Trail, does so only because the trail is local. Conversations held with representatives of the agency indicate that insurance has never been brought into any activity resulting from injuries on the trail. The insurance

agency recommends that trail groups carry liability insurance, workman's compensation insurance if they have any employees, and insurance to protect any equipment the group may own from vandalism, theft, or fire. The basic coverage in this case is \$1 million per occurrence. This costs the trail group about \$1,100 per year. The premium rates are based primarily on the length of the trail as well as any infrastructure associated with the trail.

The official person or organization responsible for maintaining the trail is most vulnerable to a lawsuit should an injury occur. The responsible management entity must have a liability policy sufficient in scope to cover the costs of a jury award. The policy should also provide for the insurer to cover the costs of defending a suit for injury. The management entity must be prepared to pay for the costs of defending a suit no matter how groundless (BCEMC 1997, p. 60).

Private land trusts may especially be concerned with obtaining liability insurance, if for no other reason than to cover attorney's fees. There are at least six different types of coverage to consider (LTA 1991, p. 9):

1. Comprehensive general liability;
2. Non-owned automobile liability for liability in excess of the auto owner's limits for work associated with your organization's property;
3. Property and owned assets insurance covering buildings and personal property, if any, at the site;
4. Volunteer worker accident insurance;
5. Workers compensation/employer liability insurance if you have a paid staff;
6. Association or "directors' and officers'" liability insurance.

If economical insurance is not available, your organization may be able to join Land Trust Exchange (LTE). Member land trusts can obtain economical insurance in all six categories. Check with the Land Trust Alliance in Washington, D.C. (www.lta.org).

While the class of person and the recreation use statutes may afford protection against a successful lawsuit, these safeguards do not prohibit a liability suit from being filed. This is why private land owners as well as public entities alike main-

tain some level of general liability insurance that can be used for defending against such suits.

RISK MANAGEMENT

All of the above mentioned forms of protection aside, perhaps the best defense a trail manager has is a sound policy and practice for trail maintenance and usage. Developing a comprehensive management plan that uses risk management techniques is the best defense against an injury-related lawsuit (BCEMC 1997, p. 60).

Trails that are properly designed and maintained go a long way to warding off any potential liability. There are some general design guidelines (AASHTO and MUTCD)⁶ that, if adhered to, can provide protection by showing that conventional standards were used in designing and building the trail. Trails that are designed in accordance with recognized standards or “best practices” may be able to take advantage of any design immunities under state law. Within the spectrum of public facilities, trails are quite safe, often less risky than roads, swimming pools, and playgrounds.

The managing agency should also develop a comprehensive maintenance plan that provides for regular maintenance and inspection. These procedures should be spelled out in detail in a trail management handbook and a record should be kept of each inspection including what was discovered and any corrective action taken. The trail manager should attempt to warn of or eliminate any hazardous situations before an injury occurs. Private landowners that provide public easements for a trail should ensure that such management



Trail managers cite warning signs as a good risk management technique.

plans are in place and used to reduce their own liability. Key points include (BCEMC 1997, p. 57); (LTA 1991, p. 8):

During trail design and development:

- ▼ Develop an inventory of potential hazards along the corridor;
- ▼ Create a list of users that will be permitted on the trail and the risks associated with each;
- ▼ Identify all applicable laws;
- ▼ Design and location of the trail such that obvious dangers are avoided. Provide warnings of potential hazards to the extent possible;
- ▼ Complete trail design and construction by persons who are knowledgeable about design guidelines, such as those listed in AASHTO and MUTCD documents;
- ▼ Post and enforce trail regulations.

Once the trail is open for use:

- ▼ Regular inspection of the trail by a qualified person who has the expertise to identify hazardous conditions and maintenance problems;
- ▼ Correct and document maintenance problems quickly. Where a problem cannot be promptly corrected, provide warnings to trail users;
- ▼ Develop procedures for handling medical emergencies. Document these procedures as well as any occurrence of medical emergencies;
- ▼ Maintain records of all inspections, what was found, and what was done about it. Photographs of found hazardous conditions can be useful.

These risk management techniques will not only help to ensure that hazardous conditions are identified and corrected in a timely manner, thereby averting injury to trail users, but will also serve to protect the trail owner and managing agency from liability. Showing that the agency had been acting in a responsible manner can serve as an excellent defense in the event that a lawsuit develops (BCEMC 1997, p. 58).



Sixty-one rails-with-trails now operate safely in the United States. For more information, see *RAILS-WITH-TRAILS*, by Rails-to-Trails Conservancy. Photo by Gwen Loose.

MANAGING SPECIAL SITUATIONS

The following are circumstances that Rails-to-Trails Conservancy has heard about through numerous conversations with local trail advocates who have expressed concern about situations that might present themselves. For the most part, these situations can be addressed through management techniques.

RAILS-WITH-TRAILS:

A variation on rails-to-trails is rails-with-trails where a trail is built along an active rail line. Sixty-one such trails exist today and there has been scant evidence of conflicts between trail users and trains (RTC, 2000). Nonetheless, railroad companies are often hesitant to place people in such close proximity to their locomotives. While this issue is a sticking point for many such projects, several projects have provided the railroad company complete indemnification with regard to any accidents that involve trail users.⁷ In theory, depending on the state and the facts, a Recreational Use Statute should protect the railroad in this situation. At the time of publication, however, we could not confirm that this had been tested in court.

PESTICIDES FROM ADJACENT FARMS:

Many rail-trails traverse rural countryside and active farmland. Questions have been raised (though no incidents reported to Rail-to-Trails Conservancy) about trail users being contaminated with pesticidal spray. While a farmer may technically be liable for such an incident because it is generally unlawful to conduct a hazardous activity that can migrate onto adjacent property, simple warnings to trail users can be used to avoid such conflicts. Because such spraying is only a periodic activity, farmers can provide trail managers with notification of when such activity will occur and the trail manager can place warning signs at the trailheads. See the Marsh Creek Trail case study on page 14.

HUNTING ADJACENT TO TRAILS:

Some trails traverse public and/or private land that, may at certain periods permit hunting. Such proximity can expose trail users to potential injury. Like pesticide use/application hunting tends to take place at limited times during the year. Thus a similar mitigation technique can be used: post signs at the trailheads when hunting season is open.



Using volunteers is a great way to keep your trail operating smoothly and create a feeling of community ownership. (Dave Dionne)

USE OF VOLUNTEERS FOR TRAIL WORK:

Trail managers often use volunteers for routine trail maintenance or even for trail construction. What happens if the volunteer is injured while performing trail-related work? What happens if an action taken by a volunteer leads to an injury of a trail user? First, make sure your insurance covers volunteer workers. Second, the trail manager should be protected from any user injury created by an act of a volunteer provided the act is not one of willful or reckless misconduct. The volunteer worker is protected by the Federal Volunteer Protection Act of 1997. This act protects volunteers of nonprofit organizations or governmental entities. The Act states that such volunteers are not liable for harm caused by their acts of commission or omission provided the act was in good faith.

RAILROAD HAZARDOUS MATERIAL REMAINS:

Concern over the remnants of railroad operations are often raised when a trail is proposed for development. Railroads often used toxic substances in their operations and then there is the occasional accidental spill. Provided the trail owning/managing agency practices “due diligence” prior to acquiring and developing the corridor and no hazardous items were discovered at that time, the trail owner would probably not be considered liable for and toxic substances discovered subsequently.

Since hidden environmental hazards may exist within the corridor, it is a good idea to hire an environmental engineer to conduct an environ-

mental assessment of the property before it is purchased. The nature of the assessment will depend on the property and the potential for contamination but should include at a minimum the equivalent of a Phase I assessment.

A Phase I assessment combines research into the property’s history with a visual inspection. Courthouse records, title abstracts, historic aerial photographs, and newspaper accounts that offer background on the past uses of the site might provide some insight into the property’s history. Interviews with local government representatives, adjacent landowners, and state and federal officials may also uncover historical events about which the current railroad knows nothing.

A Phase II assessment involves more thorough testing of water, air, and soil samples, as well as a more thorough investigation of the site. If contamination is found, a Phase III assessment will provide the remediation plan for clean-up.

While the techniques for identifying environmental contamination have become increasingly sophisticated, the cost and responsibility for clean-up and restoration are less clear. Federal law targets past and present owners, operators, transporters and generators of hazardous substances. Assigning responsibility and collecting money for clean-up is complicated by the history of contamination and the likelihood that the original contaminants may no longer be traceable, or if they still exist, do not have the financial capacity to pay for clean-up. Although the railroad has certain responsibilities as the property owner, do not be surprised if the railroad’s representative(s) want to include clean-up costs as a negotiating point.

Overall, an environmental assessment can cost anywhere from a few thousand dollars to more than \$20,000 if extensive soil and water samples are taken over a broad area. The assessment and its results can quickly become a critical issue in negotiations to acquire the property. Before you take title to the property, make sure the purchase contract clearly states who will pay for any environmental problems that have been discovered. See warranties and representations from the railroad that indicate there is no known contamination, or if that is not the case, that disclose the actual situation and plans for remediation.

III. RESULTS FROM THE REAL WORLD

Theory and practice are often two very different worlds. Fortunately, in the case of trails and liability risk, theory has translated into effective practice. This section first presents the results of a trail manager survey conducted by Rails-to-Trails Conservancy in the fall of 1997. Second, a series of brief case studies show how trails managers have dealt with some of the issues raised above.

FINDINGS FROM RTC'S TRAIL MANAGER SURVEY

In 1997, Rails-to-Trails Conservancy surveyed many rail-trail managers to ascertain, among other things, their experience with legal issues. The results of the survey show that from 1995 to 1996 only 19 of the 362 trails studied reported any claims. Of those 19 claims, only two involved instances where private property owners had suits filed against them.

The survey showed that 213 of the 362 trails were covered under a general umbrella policy or a trail specific policy. Eighty-eight trails were not covered at all and the contacts for the remaining 61 trails were unsure if the trail was covered. There were 203 responses to the question concerning the type of policy covering the trail, whether it be a trail specific policy, or an umbrella policy. Out of these trails, 192 of them were covered under a general umbrella policy, and the remaining 11 under a trail specific policy. The extra cost for a trail specific policy ranged from roughly \$1,000 to \$4,500 annually. Very few responded to what exactly the pay-out limit on the policies is, but those who did respond indicated a range from \$300,000 to \$5,000,000 per individual and \$500,000 to \$5,000,000 per year.

Several trails reported a total of 19 claims over a two-year period. These claims ranged from snowmobilers hitting posts to cattle from adjacent farms breaking onto the trail and knocking over

bicyclists. All but two of these cases were covered under the trail's insurance policy. There were two cases in which nearby landowners were sued. The first suit was brought about when a homeowner planted a bush on the curve of the trail such that a biker, unable to see around a corner, hit an oncoming biker. The second suit was due to an accident. Cases such as the first are of concern to trail managers who, on occasion, have discussed their concerns with adjacent landowners to encourage them to remove fences, sheds, gardens and other obstructions from trail property.

CASE STUDIES

The liability concerns of a trail manager can be divided into two categories: generic and situational. Generic liability concerns are those that all trail managers face and usually pertain to a trail user getting hurt. Situational liability concerns are a function of the trail location. For instance, a trail through farmland raises concerns about trail users interacting with livestock or pesticide contamination. Trails through public or private wild lands can have issues regarding hunting. These case studies aim to illustrate real strategies trail managers use to mitigate their liability in a variety of situations.

THE COWBOY TRAIL

*320 miles (when complete) through
Nebraska farmland.*

Larry Voecks took over management of the Cowboy Trail project in 1996. Four years later, 50 miles of the trail are open for public use, in three sections. Much of the trail traverses rural Nebraska farmland and the concerns of the farmers have been an issue from day one. The farmers were worried about the liability issues that trail users would create by crossing onto their property and using stock tanks or stock dams to bath in or drink from, get in trouble with a bull, or try to pet calves and otherwise harass livestock. Voecks has spent much of his time educating the adjacent landowners about the various legal mechanisms that would protect them if a trail user were injured on their property, including discussions of trespassing laws and the state's recreational use statute. Now that pieces of the trail have been operating for a couple of years, Voecks says that he still hears these concerns from time-to-time but not as frequently as he used to. The state also recently passed legislation to provide the adjoining landowner with the ability to obtain new fencing and fence materials from the state. The legislation defined these fences as being designed to exclude intruders. In an interesting twist to the trespass protection, Voecks suggested that it is possible that if an adjacent landowner sees a trail user on his land and does not communicate to the trail user that they are trespassing then that lack of response could be construed as tacit approval for being there.

With regard to the state's liability for trail operations, Voecks feels adequately protected there as well through a thorough signage program. Signs with trail rules are posted at all access points and at every location where trail passes are sold. Further, signs on the trail suggest that trail users dismount at bridges and at road crossings.

Should the trail managing agency be sued, Voecks says they are insured by the state. Happily, however, Voecks says that in the three years since the opening of the first section of the Cowboy Trail neither the State Game and Parks Commission nor adjacent land owners have had a suit brought against them.

FOR MORE INFORMATION CONTACT:

Larry Voecks, State Trails Coordinator
Nebraska Game and Parks Commission
2201 N. 13th Street
Norfolk, NE 68701-2267
402-370-3374 • lvoecks@ngpc.state.ne.us



Hugh Morris

MARSH CREEK TRAIL

6.5 miles through rural Contra Costa County, California

When the East Bay Regional Park District set out to create the Marsh Creek Trail, they encountered some resistance from farmers who own land adjacent to the trail. The farmers worried about their liability because they periodically spray their crops with pesticides and felt that such operations would endanger trail users and that they would be held liable for any harm. To address these concerns, the East Bay Regional Park District (EBRPD) set out to convince the farmers that they could work together to responsibly operate the trail in a way that would protect trail users from spraying and thus, in turn, protect the farmers. The first step was to write language into the trail master plan that said that the EBRPD would close the trail whenever the farmers told them they were going to apply pesticides. This is not a major inconvenience as most farmers make such applications once or twice a year. This system appealed to some of the farmers and the EBRPD was able to open up a section of the trail. To date the system has worked well. There are still some sections of the trail that are not open because farmers have not yet been convinced. But the EBRPD indicates that having some farmers buy into the plan has helped convince other farmers to sign-on as well; thus more trail has opened as the operational experience has proved positive.

FOR MORE INFORMATION CONTACT:

Steve Fiala
East Bay Regional Park District
2950 Peralta Oaks Court
P.O. Box 5381
Oakland, CA 94605-0381
510-562-PARK • Sfiala@ebparks.org

BALTIMORE & ANNAPOLIS TRAIL PARK

14 miles through suburban Maryland

Dave Dionne has been managing the Baltimore & Annapolis Trail for thirteen years. The B&A Trail runs nearly 14 miles from Baltimore, MD to Annapolis, MD. It has an asphalt surface and runs primarily through suburban areas with both residential and commercial land uses bordering the trail. Dionne says that he and his staff keep meticulous notes about their management activities. They patrol the trail twice a day and document what they find. If they find a hazard they either correct it on the spot or provide warnings to trail users until it can be corrected. This thorough management style has paid off for Dionne several times. He reports that on three occasions a trail user has been injured on the trail and proceeded with a lawsuit against the park authority. In each case, when the plaintiff's lawyers discovered the meticulous methods used by Dionne and his staff to ensure a consistently safe experience for trail users the lawyers have backed off the case because they knew that the trail manager had been acting in a prudent manner.

Dionne also developed a volunteer trail patrol program. These volunteers help trail users in need and also report any unpermitted uses, crime, and maintenance needs to the park headquarters. The patrol consists of approximately thirty volunteer Trailblazers, ranging in age from eleven to seventy-eight. These folks receive three weekends of training for first aid, CPR, and patrol technique from the park rangers. They patrol the trail by foot, bike, and in-line skate. The Trailblazers supplement the park rangers' daily patrols.

FOR MORE INFORMATION CONTACT:

Dave Dionne, Superintendent
Baltimore & Annapolis Trail Park
Severna Park, MD 21146
410-222-6244 • trailman96@msn.com

IV. CONCLUSIONS

General surveys of rail-trail managers conducted by Rails-to-Trails Conservancy indicate that rail-trails have not posed significant problems from the point of view of legal liability. This probably reflects the fact that trail managers are generally taking appropriate action to design, construct, and maintain recreational trails in a fashion which takes into account the safety of trail users.

In addition, it reflects that most trails are safer for bicycle and pedestrian use than the major alternatives such as public highways and roads. This point can be put another way: the risks of liability for bicycle and pedestrian use of trails are less than those associated with similar use of streets and highways. The reason is the user is less likely to be hit by a car or to run afoul of the detritus thrown from cars or other vehicles when the user is on a trail where such vehicles are prohibited. Indeed, the relative safety of trails is one of the major reasons that they are so popular with pedestrians and cyclists (Montagne 1989, p. 132).

In sum, there are no special or surprising problems associated with rail-trails or trails in general from the point of view of legal liability or risk management. The laws that protect adjacent landowners as well as trail managers, coupled with strategies for designing and managing a trail, should provide ample protection for trail managers and adjacent land owners alike from a successful lawsuit.

The key, as pointed out in the case studies, is to design and manage a trail according to generally accepted guidelines. That, coupled with a sound management policy that involves regular inspection of the trail and thorough documentation of those inspections and any resulting actions, appears to provide a sound defense should an accident occur. Permanent and as-needed warning signs provide trail users with the information they need to act responsibly and safely.



APPENDIX I: A GENERAL REVIEW OF TORT LAW⁸

Common law consists of three major parts: property, contract, and tort. Property law governs the acquisition of rights persons have in external things and even in themselves. Contract law governs the transfer of rights so acquired and protected. Tort law governs the protection of things reduced to private ownership. Questions of liability for accidents or injuries on trails, or otherwise, are a matter of the law of torts—literally “civil wrongs.” Tort law is sometimes called the law of accidents, even though it encompasses liability for intentional misconduct as well (Montange 1989, p. 125).

Under the tort law of most states, one person (Person A) may be liable to another person (Person B) for an accident if three factors are demonstrated: 1) that Person B was injured, 2) that Person B’s injury was “proximately caused” by Person A’s action or inaction, and 3) that Person A’s action or inaction which proximately caused Person B’s injury violated an applicable “standard” or “duty” of care to the class of which Person B is a part (see page 6 for discussion of this concept). The injury may be property loss, physical injury, or, in some cases, mental trauma (“pain and suffering”). The question of proximate cause relates to when responsibility ends, and tends to be case specific. However, much can be said about the question of standard of care and related matters (Montange 1989, p. 125).

The most general standard of care is the so-called “negligence” or “fault” standard. Under this standard, Person A owes Person B a duty to “do what a reasonable person would do under similar circumstances.” In the case of a trail, this translates into an obligation to design, construct, and maintain the trail as a reasonably prudent trail manager would do. When the conduct that is allegedly the cause of the harm involves activities which are ordinary, the standard is that of a “reasonable person” and is decided by the jury without the expert guidance of what is reasonable. If the activity is somewhat out of the ordinary, the standard of care (i.e., the balance for determining whether the conduct was negligent) is often established by expert testimony. If the conduct violates

an applicable law, however, some states deem it to be negligence *per se* or at least evidence of negligence (Montange 1989, p. 126).

“Contributory negligence” is a classic general defense to tort claims. Suppose Person B sues Person A alleging breach of standard of care by Person A proximately causing Person B’s injury. Person A responds that Person B was contributorily negligent, that is, that Person B would not have sustained the injury but for his own misconduct, such as failure to heed a posted warning to walk one’s bicycle across a bridge, climbing over a fence, or going too fast. Contributory negligence, if proved, would bar a recovery under classic tort law. However, the contributory negligence defense has tended to shift in some states to a comparative negligence standard. Under this standard, the trier of fact (usually the jury unless both parties elect a trial to the judge) must assign weights to the relative negligence of both sides. The parties are then responsible for their share of the overall negligence. For example, suppose again the scenario of Person B suing Person A, with Person A asserting that Person B failed to heed a warning. The jury, depending on the evidence, may determine that it was unreasonable for Person A not to afford a better warning, but that it was unreasonable for Person B to be so oblivious to the warning posted by Person A. The jury accordingly finds each side 50% responsible. In some states following strict contributory negligence rules, this may mean no financial liability on the part of Person A. Other states may require Person A to compensate Person B for the relevant percentage of B’s loss; still others will do so only if Person A is found more than 50% responsible (Montange 1989, p. 126).

Governments, such as the United States government, were generally immune from liability (so-called “sovereign immunity”), except to the extent that they have waived such protection. The federal government, again generally speaking, has waived immunity for purposes considered here. Under the Federal Tort Claims Act, the United States is liable for tort claims “in the same manner and to the same extent as a private individual under like

circumstances...” (28 U.S.C. § 2674). Many states have similarly waived a portion of their sovereign immunity, and this waiver tends to apply to local governments as well (Montange 1989, p. 126).

It may be helpful to illustrate these principles with a concrete example. Colorado has waived a portion of its sovereign immunity through the Colorado Governmental Immunity Act (10 Colo. Rev. Stat. § 24-10-101 to -120). Under that statute, a local government may be held liable for injuries which were caused as a result of the breach of its duty to maintain a recreational trail in a reasonably safe condition for travel. The basic standard of care is the same as that applicable to city streets. The general rule in Colorado is that a city is under a duty to maintain its streets in a reasonably safe condition for travel. According to the

Colorado Supreme Court (Montange 1989, p. 127):

This duty may be satisfied in one of two ways: When the city knows or, in the exercise of reasonable care, should know of a defect or dangerous condition in its streets it must either 1) repair or remedy the defect, or 2) exercise reasonable care to give adequate warning of the existence of the condition to the users of its streets (Wollman, supra).

If the defective condition arose due to the action of a third party, the third party may of course be liable for his or her acts and omissions that proximately caused the injury (Montange 1989, p. 127).

APPENDIX II: GLOSSARY (DRAKE, 1995)

Contributory Negligence: If the injured party (plaintiff) was not acting in a reasonable and prudent manner, he or she may be shown to have contributed to the cause of the accident. This “contributory negligence” often results in rulings against the plaintiff.

Deep Pocket: Well-insured and well-funded organizations and individuals are considered by some plaintiffs to be likely sources for court settlements. They are said to have “deep pockets”. Often plaintiff’s attorneys bring cases against “deep pocket” agencies, corporations or individuals in an effort to maximize settlement amounts.

Defendant: The party charged with causing the loss.

Discoverable: The degree to which the defendant agency or individual was aware of or could have reasonably “discovered” the condition that most directly contributed to the accident. The longer the agency can be proved to have knowledge of the condition, the more “discoverable” it is. The longer the “discoverable” condition is present and not corrected, the greater the risk of an accident and the weaker a defendant agency’s case generally becomes.

Duty: Before “negligence” can be proven, courts first determine if the subject agency or individual had a “duty” to provide for the injured party in some way. This is one of the easiest elements to prove since by definition agencies exist to provide specified services and facilities.

Liability: “Liability” indicated “responsibility.” If the actions or duties of an individual, agency, or corporation lead to a loss, that party can be held responsible for the loss.

Negligence: An act or omission within the scope of the duties of an individual, agency, corporation, or other organization that leads to harm of a person or the public is said to be “negligence”. Negligence must be proved. Public and private professionals are expected to exercise “ordinary care” in performance of their duties and to be “reasonable and prudent” in their actions.

Ordinary Care: Courts base settlements on the level of care that a reasonably experienced and prudent professional or other individual would have taken in the same or similar event, action, or circumstances. This level of care is referred to as “ordinary care”. Ordinary care is distinguished legally from “extra-ordinary care” which parties are not expected to meet. Standards for separating “ordinary” from “extra-ordinary” are based on the expectation that 85% of travelers operate in a responsible manner (the “85th Percentile Rule”).

Plaintiff: The party that suffered the loss.

Proximate Cause: The most direct omission or act of “negligence” leading to damage and/or an injury is considered the most immediate, or “proximate cause”.

Reasonable and Prudent: All parties are expected to exercise responsibility, a basic level of skill and judgment in their actions. When they do, they are considered to be acting in a “reasonable and prudent” manner. When they do not, either party (plaintiff or defense) may be found liable for actions that caused or contributed to the injury or loss or harming another.

Sovereign Immunity: An agency that has full “sovereign immunity” is not required to pay settlements. Starting in the 1950s, courts began to erode government immunity, exposing them to significant court settlements. Since that time, the trend in the U.S. is to make governments responsible for their actions. Many states, but few cities, have partial immunity. This immunity puts a cap on how much can be awarded or limits exposure to certain areas such as maintenance and operations.

Tort: A wrongful act, not including breach of contract or trust, that results in injury to another’s person, property or the like and for which the injured party is entitled to compensation.

APPENDIX III: STATE TORT CLAIMS ACTS AND RECREATIONAL USE STATUTES

Note: This chart is meant only as a guide. Statutes are frequently amended.

State	Tort Claims Act	Recreation Use Statute
Alabama	Code of Ala. §§ 41-9-62 et seq. Code of Ala. §§ 11-93-1 et seq.	Ala. Code Sec. § 35-15-1
Alaska	Alaska Stat. §§ 09.50.250 et seq.	Ak. Stat. Sec. 09.45.795
Arizona	Ariz. Rev. Stat. Ann. §§ 12-820 et seq.	Az Rev. Stat. Ann. Sec. § 33-1551
Arkansas	Ark. Code 1987 §§ 21-9-201 et seq.	Ar. Stat. Ann. Sec. 50-1101 to 1107
California	Cal. Tort Claims Act, Deering's Cal. Gov. Code §§ 810-996.6 et seq.	Ca Gov't Code Sec. 846
Colorado	Colo. Governmental Immunity Act, Colo. Rev. Stat. §§ 24-10-101 et seq.	Co Rev. Stat. Sec. 33-41-101 to 106
Connecticut	Conn. Gen Stat. Ch 53 §§ 4-141 et seq. (administrative claims procedure).	Gen. State Sec. 52-557 f to k
Delaware	Del. Tort Claims Act, Del. Code Ann. Tit. 10, Ch 40 §§ 4001 et seq. (state and local).	De Code Ann. Title 7 Sec. 5901 to 5907
District of Columbia	D.C. Code §§ 1-1201 et seq.	Unknown
Florida	Fl. Tort Claims Act, Fla. Stat. §§ 768.28 et seq.	Fl State Ann. Sec. 375.251
Georgia	Official Code of Ga. Ann. §§ 36-33-1 et seq.	Ga Code Ann. Sec. 51-3-20 to 26
Hawaii	Hi. Rev. Stat. §§ 662-2 et seq. (State).	Hi Rev. Stat. Sec. 520-1 to 8
Idaho	Id. Code §§ 6-901 et seq.	Id Code Sec. 36-1601 to 1604
Illinois	Court of Claims Act, Ill. Rev. Stat. Ch 37 ¶ 439.8 (state); Ill. Rev. Stat. Ch 85 ¶¶ 1-101 to 10-101 (local gov't. units).	Il Ann. Stat. Ch 70 Sec. 31 to 37
Indiana	Ind. Tort Claims Act., Ind. Code §§ 34-4-16.5-1 et seq.	In. Code Ann. Sec. 14-2-6-3
Iowa	Ia. Tort Claims Act, Ch 25A (state); Tort Liability of Governmental subdivisions, Ch 613A.	Ia Code Ann. Sec. 111C.1 to .7
Kansas	Kan. Stat. Ann. §§ 75-6101 et seq.	Ks Stat. Ann. Sec. 58-3201 to 3207
Kentucky	Ky Board of Claims against the Commonwealth, Ky. Rev. Stat. §§ 44.070 et seq.	Ky Rev. Stat. Ann. Sec. 150.645 & 411.190
Louisiana	LA Const. Any. 12§ 10	La Rev. Stat. Ann. Sec. 2791 & 2795
Maine	Me. Tort Claims Act, Me. Rev. Stat. Ann. §§ 14-8101 et seq.	Me Rev. Stat. Ann. Title 14. Sec. 159-A
Maryland	Md. Tort Claims Act, Ann. Code of Md., S.G. §§ 12-101 et seq. (state gov't); CJ §§ 5-401 et seq. (local gov't).	Md Nat. Res. Code Ann. NR Sec. 5-1101 to 1108
Massachusetts	Ma. Tort Claims Act, Ann. Laws of Ma., Ch 258.	Ma Gen. Law Ann. Ch 21 Sec. 17c
Michigan	Mi. Comp. Laws §§ 691.1401-691.1415.	Mi Comp. Laws Ann. Sec. 324.73301
Minnesota	Mn. Tort Claims Act, Mn. Stat. Ann. §§ 3.736 et seq. (state); Mn. Stat. Ann. §§ 466.01 et seq. (local).	Mn Stat. Ann. Sec. 87.01-.03
Mississippi	MS Code Ann. §§ 11-46-1 to 11-46-16	Ms Code Ann. Sec. 89-2-1 to 7, 21-27
Missouri	Mo. Stat. §§ 537.600 et seq.	Ch 357 Sec. 537.345-.348
Montana	Mt. Comprehensive State Insurance Plan and Tort Claims Act, Mt. Code Ann. §§ 2-9-101 et seq. (state and local). Municipal immunity is waived pursuant to Mt. Code Ann. § 7-1-4125, which refers to the tort claims act.	Mt Rev. Code Ann. Sec. 70-16-301, 302
Nebraska	Ne. State Tort Claims Act, R.R.S. §§ 81-8,029 et seq.; Political Subdivisions Tort Claims Act. §§ 23-2401 et seq.	Ne Rev. Stat. Sec. 37-1001 to 1008

State	Tort Claims Act	Recreation Use Statute
Nevada	Nv. Rev. Stat. §§ 23-2401 et seq.	Nv Rev. Stat. Sec. 41.510
New Hampshire	NH Rev. Stat. Ann. §§ 541-B: 1 et seq. (administrative claims against the state; political subdivisions excluded).	NH Rev. Stat. Ann. Sec. 212.34
New Jersey	NJSA 59:1-1 et seq.	NJ Stat. Ann. Sec. 2A:42A-1 to 7
New Mexico	NMSA 27 §§ 41-4-1 to 41-4-27.	NM Stat. Ann. Sec. 16-3-9: 17-4-7
New York	CLS, Court of Claims Act § 8.	NY Gen. Oblig. Law Sec. 9-103
North Carolina	NC Gen. Stat. §§ 143-291 to 143-300.1	NC Gen Stat. Sec. 113A-95
North Dakota	NDCC Ch 32-12.1 (Chapter 303, S.L. 1977), applicable to political subdivisions of state.	ND Cent. Code Sec. 53-08-1 to 06
Ohio	Court of Claims Act, RC Ch 2743, applicable only to the state and its agencies or instrumentalities. Political Subdivisions Act, RC Ch 2744 applicable to political subdivisions of state.	Oh Rev. Code Ann. Sec. 1533.18; 1533.181
Oklahoma	Ok. Political Subdivision Tort Claims Act, 51 Ok. Stat. Supp. §§ 151 et seq.	Ok Stat. Ann. Title 76 Sec. 10 to 15
Oregon	Or. Rev. Stat. §§ 30.260-30.300; 30.265(2) (state and subdivisions).	Or Rev. Stat. Sec. 105.655 to .680
Pennsylvania	1 Pa. Consol. Stat. § 2310 (commonwealth); 42 Pa. Consol. Stat §§ 8541 et seq. (local Agencies); Pa. Rules of Civ. Proc. 2101 et seq. (commonwealth and political subdivisions).	Pa Stat. Ann. Title 68 Sec. 477-1 to 8
Rhode Island	RI. Gen. Laws Ann. §§ 9-31-1 et seq. (state and subdivisions).	RI Gen. Law Sec. 32-6-1 to 7
South Carolina	SC Tort Claims Act, SC Code §§ 15-78-10 et seq. (state and local).	SC Code Ann. Sec. 27-3-10 to 70
South Dakota	SD Cod. Laws 3-21-1 et seq. (state).	SD Comp. Laws Ann. Sec. 20-9-12 to 18
Tennessee	Tn. State Board of Claims Act, Tn. Code Ann. §§ 9-8-101 et seq. (administrative claims procedure against state); Tn. Governmental Tort Liability Act, T.C.A. §§ 29-20-101 et seq., applicable only to units of local government and not to the state.	Tn Code Ann. Sec. 70-7-101 to 104; Sec. 11-10-101 to 104
Texas	Tx. Rev. Civ. Stat. Ann. Art. 6252-19.	Civ. Prac. & Rem. Code Sec. 75.001 to .003
Utah	Ut. Governmental Immunity Act, Ut. Code Ann. §§ 63-30-1 to 63-30-34.	Ut Code Ann. Sec. 57-14-1 to 7
Vermont	Vt. State Tort Claims Act, Vt. Stat. Ann. 12 §§ 5601 et seq. (state).	Vt Stat. Ann. Title 10 Sec. 5212
Virginia	Va. Tort Claims Act. Code of Va. §§ 8.01-195.1 et seq. (state); Code of Va. § 8.01-222 (notice of claim to cities and towns).	Va Code Sec. 29.1-509
Washington	Wa. Rev. Code Ann. § 4.92.090 (state and subdivisions).	Wa Rev. Code Ann. Sec. 4-24.200 & .210
West Virginia	WV Court of Claims Act, WV Code §§ 14-2-1 et seq. (state); Governmental Tort Claims and Insurance Reform Act, WV Code §§ 29-12A-1 et seq. (political subdivisions).	WV Code Sec. 19-25-1 to 5
Wisconsin	Wi. Stat. Ann. § 893.80.	Wi Stat. Ann. Sec. 895.52
Wyoming	WY stat. § 1-39-101 to 1-39-118	Wy Stat. Ann. Sec. 34-19-101

Source: Tort Claims Act cites: "Landowner Liability." International Mountain Bicycling Association. Recreational Use Statute cites: Montange, C., 1989. "Preserving Abandoned Railroad Rights-of-Way for Public Use: A Legal Manual." Rails-to-Trails Conservancy, Washington, D.C.

ENDNOTES

¹ There is a long history in the United States of private landowners allowing public use of their land for recreation. This can happen in an informal way such as for hunting or fishing, or in a more formal way where a trail is established.

² Sometimes federal law will relate to the issue. For example, if a former railroad right-of-way is being used for interim trail purposes pursuant to a Surface Transportation Board order implementing section 8(d) of the National Trails System Act, the interim trail user may indemnify or otherwise hold the railroad harmless from legal liability.

³ Recreational Use Statutes protect the property “owner.” While the definition of “owner” can vary somewhat from state to state, most define it broadly to include the legal owner of the land, a tenant, lessee, occupant, or person in control of the premises. Some statutes specifically include public entities in the definition of owner while other states specifically exclude public entities, while still others have left it for the courts to decide.

⁴ In most states, Recreational Use Statutes apply to both land and water areas as well as to buildings, structures, and other items on the land.

⁵ Most states define recreational use in the statute by listing a broad range of activities such as swimming and hiking and may even include the phrase “includes, but is not limited to” in order to prevent as narrow interpretation of the term recreation.

⁶ “Guide for the Development of Bicycle Facilities.” American Association of State Highway and Transportation Officials, 1999. More information about AASHTO can be found at: www.aashto.org. Manual on Uniform Traffic Control Devices. More details of the MUTCD can be found at: www.ohs.fhwa.dot.gov/devices/mutcd.html.

⁷ See “Rails-with-Trails: Design, Management, and Operating Characteristics of 61 Trails Along Active Railroads.” Published by the Rails-to-Trails Conservancy, September 2000.

⁸ This section of the report draws directly from a prior Rails-to-Trails Conservancy Publication, *Preserving Abandoned Railroad Rights-of-Way for Public Use: A Legal Manual*. See the reference section for full citation. This publication is no longer in print.

REFERENCES

- BARTC, 1998. "California's Recreational Use Statute and Landowner Liability." Bay Area Ridge Trail Council, San Francisco, CA.
- BCEMC, 1997. "Community Trails Handbook." Brandywine Conservancy Environmental Management Center. Chadds Ford, PA.
- Drake, B. 1995. "Risk Management and Tort Liability." Publication unknown.
- Ferster, A. and M. Jones. 1996. "Addressing Liability to Rails with Trails." Rails-to-Trails Conservancy, Washington, D.C.
- Goldstein, D. 1997. "The Recreation Use of Land and Water Act: Lory v. City of Philadelphia." *Duquesne Law Review*, Vol. 35, Num. 3, Spring 1997.
- Kozlowski, J. C. et al. _____. "The Supply of Recreational Land and Landowner Liability: Recreational Use Statutes Revisited."
- LTA, 1991. "Land Trust Liability and Risk Management." *Exchange: Journal of the Land Trust Alliance*. Vol. 10, No. 1.
- Montange, C., 1989. "Preserving Abandoned Railroad Rights-of-Way for Public Use: A Legal Manual." Rails-to-Trails Conservancy, Washington, D.C.
- RTC, 1996. "Acquiring Rail Corridors: A How To Manual." Edited by Jeff Allen and Tom Iurino, Rails-to-Trails Conservancy in Cooperation with the National Park Service. Washington, D.C.
- RTC, 2000. "Rails-with-Trails: Design, Management, and Operating Characteristics of 61 Trails Along Active Rail Lines." Rails-to-Trails Conservancy. Washington, D.C., 2000.
- TCRP, 1998. "Strategies to Minimize Liability under Federal and State Environmental Laws." Transit Cooperative Research Program, Legal Research Digest. Transportation Research Board, National Research Council, Washington, D.C.

RESOURCES

- "Guide for the Development of Bicycle Facilities." American Association of State Highway and Transportation Officials. Washington, D.C., 1999. ISBN 1-56051-102-8.
- "Manual of Uniform Traffic Control Devices." Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 1988.
- "Trails for the Twenty-First Century." Island Press, Washington, D.C., December 2000.



Rails-to-Trails Conservancy
1100 Seventeenth Street, NW
Washington, DC 20036
Tel: 202-331-9696 • Fax: 202-331-9680
Web site: www.railstotrails.org



National Park Service
Rivers, Trails and Conservation
Assistance Program
1849 C Street, NW, Room 3606
Washington, DC 20240-0001
Tel: 202-565-1200 • Fax: 202-565-1204
Web site: www.ncrc.nps.gov/rtca/

Appendix K:

Recommendations Master Matrix

Morris Canal Greenway 25 -Year Action Plan

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
1a	Support Phillipsburg's efforts to develop a riverfront trail including connections to the existing parking facilities and the Morris Canal	Segment 1	recreation	A. Short Term B. Short Term	Low Low	DNA DNA	Warren County Morris Canal Committee Warren County Planning Department	4
1b	Investigate the feasibility of crossing railroad to make connections to Delaware River Train Excursion/Main Street and Delaware River Park	Segment 1	recreation	A. Short Term B. Short Term	Low Low	NJ DOT Town of Phillipsburg Warren County	Town of Phillipsburg Warren County Morris Canal Committee Warren County Department of Land Preservation	4
1c	Stabilize/restore the canal arch	Segment 1	physical, historic	A. Medium Term B. Medium Term C. Extended Term	Med-high	NJ DOT Ntl Trust for Historic Preservation NJ Historical Commision Preserve America Save America's Treasures	Canal Society of NJ Town of Phillipsburg Warren County Morris Canal Committee Warren County Planning Department	1
1d	Support Phillipsburg's efforts to create connections to Easton utilizing abandoned rail bridge.	Segment 1	recreation	A. Short Term	Low	Warren County	City of Easton Town of Phillipsburg Warren County Morris Canal Committee Warren County Planning Department	4
1e	Develop and install trail markers and interpretive signage in coordination with the Phillipsburg historic district.	Segment 1	recreation	A. Medium Term B. Medium Term C. Medium Term	Low Low Medium-low	Andover-Morris Elementary School City of Easton Town of Phillipsburg	Phillipsburg Area Chamber of Commerce Phillipsburg Historical Society Warren County Convention & Visitor's Bureau Warren County Morris Canal Committee Warren County Planning Department Warren County Regional Chamber of Commerce	2
1f	Utilize the downtown sidewalk system to create a trail loop to support economic developmen	Segment 1	recreation	A. Medium Term	Medium-low	Phillipsburg Area Chamber of Commerce Warren County Convention & Visitor's Bureau Warren County Regional Chamber of Commerce	Phillipsburg Area Chamber of Commerce Town of Phillipsburg Warren County Morris Canal Committee	5
1g	Attain Access rights along abandoned rail line from Delaware River to Delaware River Park	Segment 1	legal, recreation	A. Short Term B. Short Term	Low	NJ DEP Warren County	Town of Phillipsburg Warren County Department of Land Preservation Warren County Planning Department	4
1h	Acquisition or dedication of open space in proposed Delaware Heights Townhouse Development property to connect South Main with the canal and/or Delaware River Park via Mercer, Stockton and McKeen Streets.	Segment 1	legal, social	A. Short Term	Low	Town of Phillipsburg Warren County	Town of Phillipsburg Warren County Department of Land Preservation Warren County Planning Department	4
1i	Engage the Andover-Morris Elementary School in canal preservation efforts	Segment 1	social	A. Short Term B. Pending 1h C. Pending 1h D. Pending 1h	Low Medium-High Low Medium-High	Community Development Block Grant US FHWA Transportation Enhancements Warren County	Andover-Morris Elementary School Phillipsburg Municipal Officials Warren County Department of Land Preservation Warren County Engineering Department Warren County Morris Canal Committee Warren County Planning Department	2
1j	Work with sewage treatment plant to establish towpath trail through site to Mill Pond Park	Segment 1	recreation, legal	A. Short Term B. Short Term C. Short Term	Medium-low Medium-low Medium-low	Rails to Trails Grant Program NJ Trails Grant Program Warren County	Phillipsburg Sewer Authority Town of Phillipsburg Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
1k	Improve Mill Pond Park as a trailhead for the eastern terminus of Segment One	Segment 1	physical, recreation	A. Medium Term	Medium-High	Rails to Trails Grant Program NJ Trails Grant Program Town of Phillipsburg	Town of Phillipsburg Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
1l	Analyze the feasibility of establishing a safe trail connection between Mill Pond Park and Lock Street	Segment 1	recreation	A. Medium Term	Medium Low	NJ DOT US FHWA Transportation Enhancements	Town of Phillipsburg NJ DOT Warren County Planning Department	4

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
2a	Investigate feasibility of using bridge near Ridge and Lock Street intersection to cross street to access Plane 10W.	Segment 2	physical	A. Short Term	Low	Green Acres NJ Recreational Trails Warren County	Warren County Board of Recreational Commissioners Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
2b	Promote sidewalk linkage and programmatic connection between Lock Street Park and Valley View Historic District.	Segment 2	physical	A. Short Term B. Short Term C. Short Term	Low	Community Development Block Grant	Phillipsburg Municipal Officials Private Property Owners Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
2c	Complete archaeological investigation at Plane 10W	Segment 2	historic	A. Short Term B. Short Term	High Low	\$45,000 Grant from NJ Historic Trust American Express National Trust for Historic Preservation NJ Historical Commission	Warren County Morris Canal Committee Warren County Planning Department	1
2d	Promote use of self-guided walking tour from Green's Bridge along Lock Street	Segment 2	recreation	A. Short Term B-E. Extended Term	Low Low	Warren County	Warren County Morris Canal Committee	2
2e	Establish pedestrian friendly on/off road trail connection from Lock St Park to Sycamore Landing	Segment 2	physical, recreation	A. Medium Term	TBD	Green Acres NJ Recreational Trails Rails-to-Trails grant programs US FHWA Transportation Enhancements Warren County	Lopatcong Township Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
2f	Construct parking area on County property in conjunction with completion of Sycamore Landing trail segment	Segment 2	physical, legal	A. Medium Term	Medium-Low	Rails-to-Trails grant programs NJ Recreational Trails Green Acres Warren County	Lopatcong Township Warren County Planning Department Warren County Morris Canal Committee	4
2g	Investigate feasibility of crossing Route 22 below grade at the Lopatcong Creek with a pedestrian bridge at the existing canal crossing or at grade at signalized intersection with Phillipsburg Mall	Segment 2	physical, recreation	A. Med-Long Term	Medium-Low	Green Acres NJ Recreational Trails North Jersey TPA Rails-to-Trails grant programs US FHWA Transportation Enhancements	Greenwich Township Lopatcong Township NJDOT Pohatcong Township Warren County Engineering Department Warren County Morris Canal Committee Warren County Planning Department Warren County Road Department	4
2h	Connect towpath to Phillipsburg Mall via proposed sidewalks in Sycamore Landing development	Segment 2	physical	A. Medium Term	TBD	Sycamore Landing Home Owners Association	Lopatcong Township Sycamore Landing Developer Warren County Morris Canal Committee Warren County Planning Department	4
3a	Preserve adjacent farm and screen industrial uses and electric power lines for aesthetic purposes	Segment 3	historic, physical	A. Medium Term B. Medium Term	Low	Green Acres Warren County	Green Acres Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	1
3b	Construct parking area/trail head at Strykers Road	Segment 3	recreation, physical	A. Medium Term	Medium-High	Rails-to-Trails grant programs NJ Recreational Trails Green Acres Warren County	Greenwich Township Warren County Morris Canal Committee Warren County Planning Department	4
3c	Clear trail from Strykers Rd. to Route 519	Segment 3	physical, recreational	A. Short Term	Low	Green Acres NJ Recreational Trails Warren County	NJ Youth Corps Warren County Morris Canal Committee Warren County Planning Department	4
3d	Address culvert stability and erosion issues in prism near Strykers Road	Segment 3	physical	A. Short Term B. Medium Term	Medium-Low	NJ RC&DC Green Acres NJ Historic Trust Warren County	NJ RC&DC Warren County Department of Engineering Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	1
3e	Establish path around waste weir location to maintain trail continuity	Segment 3	recreation	A. Short Term	Medium-Low	Green Acres NJ Historic Trust NJ Recreational Trails NJ RC&DC Warren County	New Jersey Youth Corps NJ RC&DC Warren County Morris Canal Committee Warren County Planning Department	4

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
3f	Develop strategy to restore/recreate waste weir as possible interpretive site	Segment 3	historic, physical, social	A. Long Term	Medium-Low	1772 Foundation American Express National Trust for Historic Preservation NJ Historic Commission NJ Historic Trust Save America's Treasures	Warren County Planning Commission Warren County Morris Canal Committee	1
3g	Continue use of Stine House by NJ Youth Corps	Segment 3	social	A. Short Term B-C. Short Term D. Extended Term	Medium-Low	Warren County	NJ Youth Corps of Phillipsburg Warren County Morris Canal Committee Warren County Planning Department	7
3h	Complete a study to address erosion problems associated with proximity of canal to Lopatcong Creek	Segment 3	physical	A. Short Term B. Short Term	TBD	Green Acres National Trust for Historic Preservation NJ Historic Trust Save America's Treasures	NJ RC&DC Warren County Morris Canal Committee Warren County Planning Department	3
3i	Provide pedestrian crossing improvements at Route 519 and Plane 9W	Segment 3	physical	A. Short Term	Medium-High	NJ Recreational Trails US FHWA Transportation Enhancements	Lopatcong Township NJ Department of Transportation Warren County Morris Canal Committee Warren County Planning Department	4
3j	Implement historic preservation plan and master plan for Plane 9W	Segment 3	historic	C. Phase 1: Short Term Phase 2: Med Term Phase 3: Long Term	High	1772 Foundation American Express Hyde and Watson Foundation National Trust for Historic Preservation NJ Historic Trust Save America's Treasures Tourism Cares for Tomorrow US FHWA Transportation Enhancements	Warren County Morris Canal Committee Warren County Planning Department	1,2,3,4,5,7
3k	Create sidewalk connection between Overlook at Lopatcong residential development and Plane 9W	Segment 3	physical, recreation	A. Long Term	Medium-High	Overlook at Lopatcong Home Owners Assoc.	Lopatcong Township Overlook at Lopatcong Home Owner's Assoc. Warren County Planning Department	4
4a	Work with Greenwich Township to engage Stewart's Hunt residents in canal preservation efforts	Segment 4	social	A. Short Term	Low	DNA	Greenwich Township Warren County Morris Canal Committee Warren County Planning Department	7
4b	Complete a study of alternative routes for trail connections from Plane 9W through Stewart's Hunt	Segment 4	physical, recreation	A. Medium Term	Medium-Low	Green Acres Rails-to-Trails Grant Program Warren County	Greenwich Township Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
4c	Establish trail from Plane 9W to North Main Street in Stewartsville based upon selected alternative and results of outreach efforts	Segment 4	physical, recreational	A. Long Term	Medium-High	Green Acres NJ Recreational Trails US FHWA Transportation Enhancements Warren County	Greenwich Township Warren County Planning Department Warren County Department of Land Preservation	4
4d	Complete a study of alternative routes for establishing an extended trail from North Main Street to Bread Lock Park using existing roadways and land adjacent to the existing railroad	Segment 4	physical	A. Medium Term	Medium Low	Warren County	Greenwich Township Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	3,4
4e	Establish trail from North Main Street to Bread Lock Park using selected alternative	Segment 4	physical, recreation	A. Short Term	High	Green Acres NJ Recreational Trails US FHWA Transportation Enhancements Warren County	Greenwich Township Warren County Department of Land Preservation Warren County Planning Department	3,4
4f	Encourage sidewalk connections between the canal and the Village of Stewartsville	Segment 4	physical, social	A. Medium Term	Medium-High	NJ Recreational Trails US FHWA Transportation Enhancements Warren County	Greenwich Township Warren County Department Engineering Warren County Morris Canal Committee Warren County Planning Department	4

ID	Recommendation	Strategy/Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
4g	Continue Implementation of historic preservation plan for Bread Lock Park	Segment 4	historic	A-D. Extended Term	High	1772 Foundation American Express Hyde and Watson Foundation National Scenic Byway Program National Trust for Historic Preservation NJ Historic Trust Save America's Treasures Tourism Cares for Tomorrow US FHWA Transportation Enhancements	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	1,2,3,4,5,7
4h	Coordinate preservation and trail development efforts with Warren Heritage Scenic Byway	Segment 4	historic, physical	A. Short Term B. Short Term C. Pending other work D. Short Term	Medium-Low	National Scenic Byway Program Warren County	Local scenic byway stakeholders NJDOT Scenic Byway Coordinator Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	5
5a	Preserve canal property and/or pursue access rights between Route 57 and Little Philadelphia Road in accordance with Canal Properties Inventory	Segment 5	historic, legal	A. Extended Term	TBD	Green Acres Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	3,4
5b	Establish trail and greenway linkages and programmatic connections between the canal and Merrill Creek Reservoir	Segment 5	physical, recreation	A. Long Term	TBD	Green Acres New Jersey Recreational Trails US FHWA Transportation Enhancements Warren County	Franklin Township Merrill Creek Owners Group Warren County Board of Recreation Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	3,4
5c	Preserve farm at northwest corner of Millbrook Road and Route 57 intersection for historic and aesthetic purposes	Segment 5	historic, physical	A. Short Term	Low	NJ Department of Agriculture Farmland Preservation Warren County	Local land trusts NJ Department of Agriculture Farmland Preservation Warren County Department of Land Preservation	1
5d	Encourage future sidewalk connections between the canal and the Village of Broadway	Segment 5	physical, social	A. Long Term	High	Franklin Township New Jersey Recreational Trails US FHWA Transportation Enhancements Warren County	Greenwich Township Warren County Department Engineering Warren County Morris Canal Committee Warren County Planning Department	4
5e	Resolve existing drainage problem in Broadway on Millbrook Road	Segment 5	physical	A. Medium Term	Medium-Low	Natural Resource and Conservation Service New Jersey Historic Trust Warren County	Franklin Township NJ RC&DC Warren County Morris Canal Committee Warren County Planning Department	6
5f	Encourage sidewalk connections between the canal, the Warren County Community College and the Warren County Vo-Tech School/Library following Little Philadelphia Road and Route 57	Segment 5	physical, social, recreation	A. Long Term	High	New Jersey Recreation Trails US FHWA Transportation Enhancements Warren County	Warren County Department of Education Warren County Department of Engineering Warren County Department of Land Preservation Warren County Planning Department Warren County Road Department Warren County Technical School	4
6a	Complete a study of alternate greenway and trail routes from Meadow Breeze Park to the Campbell House and implement study recommendations	Segment 6	Physical	A. Long Term	Medium-Low	Green Acres NJ Recreational Trails US FHWA Transportation Enhancements Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department Warren County Road Department Washington Township Washington Borough	1,2,3,4
6b	Make trail and programmatic connections with Meadow Breeze Park and Brass Castle Elementary School	Segment 6	physical, recreation, social	A-B. Short Term C. Short Term	Low	Brass Castle Elementary School Green Acres Program Warren County Washington Township	Brass Castle Elementary School Warren County Morris Canal Committee Warren County Planning Department Washington Township	2,4
6c	Make programmatic connection to Bowerstown Historic District	Segment 6	physical, social	A. Short Term B. Short Term	Low Medium-High	Consumers Reports National Trust for Historic Preservation NJ Historic Commission Warren County Warren Hills Regional School District	Warren County Cultural and Heritage Commission Warren County Morris Canal Committee Warren County Planning Department Warren Hills Regional School District Washington Township Historic Preservation Commission	2,5
6d	Encourage preservation and interpretation of Plane 7 (currently in private ownership)	Segment 6	historic	A. Short Term	Low	NJ Office of Historic Preservation NJ Preservation Trust	NJ Office of Historic Preservation NJ Preservation Trust Preservation consultants College/University Historic Preservation & Archaeological programs	1

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
6e	Improve pedestrian crossing at Plane Hill Road and Kinnaman Ave	Segment 6	physical	A. Pending other work	Medium-Low	NJ Recreational Trails US FHWA Transportation Enhancements	NJ DOT Warren County Morris Canal Commission Warren County Planning Department Warren County Road Department Washington Township	3
7a	Utilize existing sidewalk system to connect downtown Washington Borough with canal	Segment 7	physical, social	A. pending 6a,6e, 7b Short Term	Low	FirstEnergy Foundation PSEG Foundation Warren County Convention & Visitors Bureau Warren County Regional Chamber of Commerce	Warren County Morris Canal Committee Warren County Regional Chamber of Commerce Washington Borough Washington Borough Business Improvement District	5
7b	Pursue easement/connection with JCP&L between Kinnaman and Belvidere Aves.	Segment 7	physical	A. Medium Term	Medium-Low	FirstEnergy (JCP&L) Green Acres NJ Recreational Trails Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
7c	Make physical and programmatic connections between Campbell House, Warren Hills Regional Middle School and Washington Borough Businesses and support efforts to restore Campbell House as interpretive center	Segment 7	physical, social,	A,B. Pending restoration completion C. Pending restoration completion D. Extended Term	Low	1772 Foundation FirstEnergy (JCP&L) Warren County	Campbell Culture Heritage House Warren County Morris Canal Committee Warren County Planning Department Washington Borough Washington Borough Business Improvement District	4
7d	Work with property owners to encourage preservation of structures in Cattel Court (currently in private ownership)	Segment 7	historic, legal, economic	A-B. Short Term C. Short Term	Low	Warren County Morris Canal Committee Warren County Planning Department Washington Borough Washington Borough Business Improvement District	Warren County Morris Canal Committee Warren County Planning Department Washington Borough Washington Borough Business Improvement District	2
7e	Work with Washington Borough and residents to complete pedestrian and bicycle trail along Myrtle Avenue and make aesthetic improvements	Segment 7	physical, social, recreation	A. Medium Term	High	Green Acres NJ Recreational Trails Warren County	Warren County Morris Canal Committee Warren County Office of Land Preservation Warren County Planning Department Washington Borough	4
7f	Investigate feasibility of acquiring abandoned Warren Railroad right-of-way and associated overpasses for Route 31 crossing and future connection to regional rail-trail networks	Segment 7	legal, recreation	A. Long Term	Medium-Low	NJ Recreational Trails Rails-to-Trails Grant Programs US FHWA Transportation Enhancements Warren County	Warren County Morris Canal Committee Warren County Office of Land Preservation Warren County Planning Department Washington Borough	4
7g	Work with Washington Business Improvement District to make programmatic connections to the canal	Segment 7	physical, economic	A. Medium Term	TBD	First Energy Foundation Local Businesses NJ Historic Trust PSEG Foundation Warren County Regional Chamber of Commerce Washington Borough Washington Borough Business Improvement District	Warren County Regional Chamber of Commerce Warren County Morris Canal Committee Washington Borough Washington Borough Business Improvement District	5,7
7h	Pursue access rights on preserved farmland for trail connections	Segment 7	legal, recreation	A. Extended Term	TBD	Green Acres Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4

ID	Recommendation	Strategy/Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
8a	Encourage preservation of and enhance physical and programmatic connections between the canal and Port Colden Elementary School, including but not limited to Port Colden Manor, the canal stores, the church, the school house and privately owned canal sites	Segment 8	historic, physical, social	A-C. Short Term D. Short Term E. Medium Term	Low TBD	Community Development Block Grant US FHWA Transportation Enhancements Washington Township	Community Development Block Grant program Port Colden property owners and businesses US FHWA Transportation Enhancements Warren County Morris Canal Committee Washington Township School District	2
8b	Screen view of Recycling Center from canal	Segment 8	physical	A. Long Term	A. Medium-Low	Volunteer Effort	Volunteer Effort Warren County Morris Canal Committee	3
8c	Preserve canal property and/or pursue access rights from Port Colden Elementary School to Brickyard site in accordance with Canal Properties Inventory	Segment 8	historic, legal	A. Extended Term	TBD	Green Acres Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
8d	Preserve and interpret Plane 6W and the Port Colden Trolley Line	Segment 8	historic	A-B. Short Term	Low	NJ Office of Historic Preservation NJ Preservation Trust Warren County	College/University Historic Preservation & Archaeological programs NJ Office of Historic Preservation NJ Preservation Trust Preservation consultants	1
8e	Investigate maintaining existing watered sections in the area between Plan 5W and Plane 6W	Segment 8	physical	A. Short Term B. Short Term C-D. Short Term	Medium-High	Warren County	NJ RC&DC Organizations operating other watered canals in the region Warren County Engineering Department Warren County Morris Canal Committee Warren County Mosquito Commission Warren County Planning Department	4
8f	Develop a master plan for stabilization and future use of the Brickyard Site	Segment 8	physical, recreation	A. Medium Term	Medium-High	1772 Foundation Comcast Foundation National Trust for Historic Preservation NJ Historic Commission NJ Historic Trust Preserve America Save America's Treasures Tourism Cares for Tomorrow	Warren County Morris Canal Committee Warren County Planning Department	1,2,3,4
8g	Connect canal to Comcast Fields, Mansfield Township Park and Municipal Building and Port Murray Elementary School via a trail along Brickyard and Port Murray Roads	Segment 8	physical, social, recreation	A. Long Term	High	Comcast Foundation Green Acres NJ Recreational Trails US FHWA Transportation Enhancements	Comcast Foundation Mansfield Township Mansfield Township School District Warren County Department of Land Preservation Warren County Planning Department Warren County Road Department	3,4
8h	Construct trail head and parking area along Hoffman Road	Segment 8	physical, recreation	A. Short Term	Medium-Low	Rails-to-Trails grant programs NJ Recreational Trails Green Acres Warren County	Mansfield Township Warren County Engineering Department Warren County Morris Canal Commission Warren County Planning Department Warren County Road Department	4
9a	Complete a study of railroad crossing options to provide pedestrian and bicycle connections between the Village of Port Murray and surrounding park, school and canal resources	Segment 9	physical, recreation, social	A. Long Term	Medium-Low	NJ Recreational Trails US FHWA Transportation Enhancements Warren County	Mansfield Township NJ DOT Warren County Engineering Department Warren County Planning Department Warren County Road Department	4
9b	Preserve canal property and/or pursue access rights from Hoffman Road trail head to Tow Path Road trail head in accordance with Canal Properties Inventory	Segment 9	historic, legal, recreation	A. Extended Term	TBD	Green Acres Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
9c	Investigate feasibility for parking area, visitor access and development of Port Murray boat basin area	Segment 9	physical, recreation, legal	A. Short Term	Low	Green Acres NJ Historic Trust NJ Recreational Trails Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4
9d	Complete a study of alternative route for trail routing from existing trail at Cherry Tree Bend Rd. to Washburn Road parking area utilizing agricultural preservation lands with land owner and SADC approval	Segment 9	Physical, recreation	A. Medium Term	Medium Low	Green Acres NJ Recreational Trails US FHWA Transportation Enhancements Warren County	State Agriculture Development Committee Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department Warren County Road Department	3,4
9e	Preserve canal property and/or pursue access rights from Washburn Road trail head to Hazen Road trail head in accordance with Canal Properties Inventory	Segment 9	historic, legal, recreation	A. Extended Term	TBD	Green Acres Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	4

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
10a	Preserve canal property and/or pursue access rights from Rockport Pheasant Farm to Florence Kuipers Park access at Buck Hill Road in accordance with Canal Properties Inventory	Segment 10	historic, legal, physical	A. Extended Term	TBD	Green Acres Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	3,4
10b	Build partnership with Donaldson Farms, adjacent residential developments, and Mansfield Township to explore alternate route between Rockport Pheasant Farm and Buck Hill Road trail head	Segment 10	social, physical, legal	A. Short Term B. Short Term C. Short Term D. Short Term	Low	Warren County	Donaldson Farm NJDEP State Parks Mansfield Township Representatives from surrounding residential developments and neighborhoods Warren County Morris Canal Committee Warren County Planning Department	4
10c	Improve Buck Hill Road trail head for pedestrian and bicycle access	Segment 10	physical, recreation	A. Medium Term	Medium-Low	Rails-to-Trails grant programs NJ Recreational Trails Green Acres Warren County	Warren County Morris Canal Commission Warren County Planning Department	3,4
10d	Provide connections between canal, residential neighborhood and Hackettstown Fish Hatchery south of Grand Ave	Segment 10	physical, social	A-B. Medium Term C. Medium Term	Medium-High	Green Acres NJ Division of Fish and Wildlife NJ Recreational Trails NJTPA US FHWA Transportation Enhancements Warren County	NJ Department of Transportation NJ Division of Fish and Wildlife Warren County Morris Canal Committee Warren County Planning Department Warren County Road Department	4
10e	Repair ATV damage and enact measures to discourage future access	Segment 10	physical	A. Extended Term	None, Low	Volunteer Labor Warren County	Mars Volunteer Program Other Volunteer Organizations Warren County Morris Canal Committee	4
10f	Replace bridge east of the terminus of Roosevelt Avenue	Segment 10	physical	A. Short Term	High	Warren County	Warren County Morris Canal Committee Warren County Planning Department	4
10g	Enhance sidewalk connections between east end of Florence Kuipers Park, Centenary College and Hackettstown Train Station	Segment 10	physical, social	A. Short Term B. Extended Term	Low TBD	NJ Historic Trust NJ DOT NJ Recreational Trails US FHWA Transportation Improvements	Centenary College NJ Transit Town of Hackettstown Warren County Morris Canal Committee	4
10h	Make trail and programmatic connections between greenway and Hackettstown Business District	Segment 10	physical, economic	A-B. Short C-D. Short Term	Medium-Low	Local businesses in Hackettstown Town of Hackettstown Warren County	Hackettstown Business Improvement District Hackettstown Municipal Officials Warren County Morris Canal Committee Warren County Planning Department	5

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
11a	Enhance existing sidewalk system and Route 46 crossing at Prospect Street to extend trail network east of Florence Kuipers Park	Segment 10	physical, recreation	A. Short Term B. Short Term	A. Low B. High	Green Acres NJ Recreational Trails US FHWA Transportation Enhancements Warren County	Town of Hackettstown Warren County Morris Canal Committee Warren County Planning Department	4
11b	Encourage pedestrian and bicycle connections between canal and adjacent M&M Mars and residential developments	Segment 10	physical, social	A. Long Term	Medium-Low	Green Acres Mars Volunteer Program NJ Recreational Trails Warren County	M&M Mars Corporation Warren County Morris Canal Committee Warren County Office of Land Preservation Warren County Planning Department	4
11c	Investigate status of canal preservation associated with Phase 2 of Towpath Apartments development	Segment 10	historic, legal	A. Medium Term	Medium-Low	Green Acres Warren County	Warren County Department of Land Preservation Warren County Planning Department	4
11d	Construct trail connection adjacent to Oak Hill Apartment property from Towpath Apartments to Bilby Road	Segment 10	physical, recreation	A. Pending 11e	Low	Mars Volunteer Program Warren County	Warren County Morris Canal Committee Warren County Planning Department	4
11e	Develop a trailhead and pedestrian crossing at Bilby Road	Segment 10	Physical, recreation	A. Short Term B. Medium Term	High	FHWA Transportation Enhancements Green Acres NJ Recreational Trails NJTPA Rails-to-Trails grant programs Warren County	NJDOT Warren County Morris Canal Committee Warren County Planning Department Warren County Road Department	4
11f	Screen views of developments and power lines	Segment 10	physical	A. Extended Term	Low	Green Acres Warren County	Warren County Morris Canal Committee Warren County Planning Department	1
11g	Design and install bridge over canal breach east of Bilby Road on state property	Segment 10	physical	A. Short Term	Medium-Low	Warren County NJ Recreational Trails	NJ State Parks Warren County Morris Canal Committee Warren County Planning Department	4
12a	Support efforts by New Jersey State Parks to implement the General Management Plan for Saxton Falls Area of Allamuchy Mountain State Park	Segment 12	physical, recreation	A-C. Extended Term	Low annual	Warren County	NJDEP State Parks The Canal Society of New Jersey Warren County Morris Canal Committee Warren County Planning Department	7
12b	Support efforts by New Jersey State Parks and The Canal Society of NJ to implement the recommendations of the Feasibility Study of Locks 4W and 5W	Segment 12	physical, historic	A-C. Extended Term	Low annual	Warren County	NJDEP State Parks The Canal Society of New Jersey Warren County Morris Canal Committee Warren County Planning Department	1
12c	Work with New Jersey State Parks to establish towpath trail from Lock 4w to Waterloo Village	Segment 12	physical, recreation	A-C. Extended Term	Low annual	Warren County	Morris County NJDEP State Parks The Canal Society of New Jersey Warren County Morris Canal Committee Warren County Planning Department	3
12d	Support efforts by New Jersey State Parks and The Canal Society of NJ to revitalize Waterloo Village	Segment 12	economic, physical social	A-D. Extended Term	Low annual	1772 Foundation American Express National Trust for Historic Preservation NJ Historical Commission Preserve America Save America's Treasures Tourism Cares for Tomorrow	NJDEP State Parks The Canal Society of New Jersey Warren County Morris Canal Committee	2

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
A1	Continue to pursue preservation opportunities as identified in the Greenway Properties Inventory	Preservation	historic	A-F. Short Term	Medium-low	Discover NJ History License Plate Fund for Heritage Tourism NJ Cultural Trust Preserve America NJDEP NJ Department of Natural & Historic Resources NJ Historic Preservation Office	Local historical commissions Local historical societies Local municipalities NJ Historic Preservation Office NJ Historic Preservation Trust	3,4
A2	Develop a strategy for prioritizing future historic and archaeological preservation projects	Preservation	historic	A-D. Short Term	Low	NJ Office of Historic Preservation NJ Preservation Trust Warren County Historical & Cultural Commission	Allamuchy State Park Canal Society of NJ Municipal Historic Commissions NJ Office of Historic Preservation NJ Preservation Trust Warren County Historical and Cultural Commission Warren County Historical Society	1
A3	Work with land owners to utilize a variety of preservation methods	Preservation	legal, historic	A-D. Short Term	Medium-Low	1772 Foundation NJ Cultural Trust Discover NJ History License Plate Fund for Heritage Tourism Garden State Historic Preservation Trust Fund	Heritage Conservancy Musconetcong Watershed Association North Jersey Resource Conservation & Development The Canal Society of New Jersey	1
A4	Coordinate agricultural preservation and greenway creation goals and efforts	Preservation	historic, legal	A-C. Short Term	Low	Local land trusts NJ Green Acres program	Green Acres program Heritage Conservancy Musconetcong Watershed Association NJ Resource Conservation & Development	6
A5	Commission project to reassess the Morrell book and map the resources and information within in a GIS database	Preservation	historic, social	Short Term	High	National Trust for Historic Preservation New Jersey Office of Historic Preservation The Canal Society of New Jersey Warren County Historical and Cultural Commission Warren County Morris Canal Committee	Historic preservation programs at area colleges and universities Local historical societies National Trust for Historic Preservation New Jersey Office of Historic Preservation Warren County Historical and Cultural Commission Warren County Historical and Genealogical Society The Canal Society of New Jersey	2
B1	Conduct an inventory of available artifacts and materials (printed, digital, etc.) preserved by Warren County and the WCMCC applicable for educational purposes	Education	social, historic	A-G. Short Term H. Extended Term	High Low	National Trust for Historic Preservation NJ Historical Commission NJ Historic Trust Private Corporations/Foundation	Warren County Cultural and Heritage Commission Warren County Morris Canal Committee Warren County Planning Department	2
B2	Meet with the Warren County Department of Education staff to develop a strategy for improving canal related curriculum	Education	social, historic	A-D. Medium Term E. Extended Term	Medium-Low Low annual	NJ Department of Education NJ Historical Commission PSEG Foundation Warren County	Local school teachers Warren County Department of Education Warren County Morris Canal Committee	2
B3	Develop and implement a canal based curriculum for schools in collaboration with others	Education	social, historic	A-D. Medium Term E. Extended Term	High Low	NJ Department of Education NJ Historical Commission PSEG Foundation Warren County	Local school teachers Local representatives (see report) Warren County Department of Education Warren County Morris Canal Committee	2
C1	Continue current efforts to provide and enhance interpretive opportunities	Public Education	social, historic	A-C. Extended Term	Low	Warren County	Warren County Morris Canal Committee Warren County Planning Department	2
C2	Review existing program content in relationship to NPS and NJ historic themes, audience, authenticity, modern day relevance and utilization of different interpretation techniques	Public Education	social, historic	A-C. Short term	Medium-Low	National Trust for Historic Preservation NJ Historical Commission Preserve America Save America's Treasures Tourism Cares for Tomorrow	Warren County Planning Department Warren County	2
C3	Provide talking points for each educational program to insure consistency in presentation of information	Public Education	social, historic	A-C. Short Term D. Extended Term	Low	Educational Development Grants Warren County	Warren County Morris Canal Committee Warren County Planning Department	2
C4	Develop new program content in relationship to NPS and NJ historic themes, audience, authenticity, modern day relevance and utilization of different interpretation techniques to provide diverse and balanced programming and broaden public support	Public Education	social, historic	A-D. Short Term E. Extended Term	A-C. Medium-Low D. Low	National Trust for Historic Preservation NJ Historical Commission Preserve America Save America's Treasures Tourism Cares for Tomorrow	Local historical societies and commissions Repositories of canal information and artifacts Warren County Morris Canal Committee	2
C5	Develop and implement a training program for individuals responsible for interpretation providing consistent and professional presentations	Public Education	social	A-E. Short Term	Medium-Low	NJ Historical Commission Preserve America Save America's Treasures Tourism Cares for Tomorrow	Existing and volunteer interpreters Warren County Morris Canal Committee Warren County Planning Department	2

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
C6	Evaluate allowing public participation in archaeological investigations as a hands-on learning experience	Public Education	social, historic	A-B. TBD C. Pending D. Pending	Low	National Trust for Historic Preservation New Jersey Historical Commission New Jersey Historic Trust Warren County	Archaeologists retained to perform the digs Individuals selected to view or participate in the excavation process Warren County Morris Canal Committee Warren County Planning Department	7
C7	Contact local libraries and bookstores to arrange readings and signings by canal book authors	Public Education	social	A-D. Short Term E. Pending A-D.	Low	New Jersey State Council on the Arts Private corporations	Book authors and film producers Local libraries and bookstores Volunteers Warren County Morris Canal Committee Warren County Planning Department	2
C8	Offer a mini-grant to local historical societies and municipal historical commissions to develop educational programs about the role of the canal in their communities	Public Education	social, historic	A-E. Short Term	Medium-Low	TBD	Local historical societies and historical commissions Warren County Morris Canal Committee Warren County Planning Department	7
C9	Offer a mini-grant to local municipalities to develop recreational programs incorporating canal related educational information	Public Education	social, historic	A-E. Short Term	Medium-Low	TBD	Local municipalities Warren County Morris Canal Committee Warren County Planning Department	7
C10	Evaluate the suitability of new forms of media and technology as an educational and informational tool to promote the canal and related activities	Public Education	social	A-C,E,F. Short Term D,G. Extended Term	Low	NJ Department of State, Division of Travel and Tourism NJ Historic Trust Tourism Cares for Tomorrow	Media and technology consultants Visitors Warren County Morris Canal Committee Warren County Planning Department	2
C11	Prepare and distribute a user satisfaction survey for programs and utilize the results to improve future activities	Public Education	social	A-E. Short Term F,G. Extended Term	Medium Low	Warren County	Volunteers Warren County Morris Canal Committee Warren County Planning Department	5
C12	Request that the Morris Canal be portrayed on maps of Warren County prepared by others	Public Education	legal, historic	A-D. Short Term E,F. Extended Term	Low Low annual	Warren County	Volunteers Warren County Chamber of Commerce & Convention Warren County Morris Canal Committee Warren County Planning Department Warren County Public Information Warren County Visitors Bureau	5
C13	Regularly revise website to keep educational and program information current	Public Education	social	A-D. Extended Term	Low annual	Warren County General Operating Budget Volunteers	Volunteers Warren County Morris Canal Committee Warren County Planning Department	2
D1	Build partnerships with the local business community	Economic	economic, social	A-C. Short Term	Low	Fundraisers Advertisement Revenue Rental Fees	Friends of Morris Canal Trail Individual service vendors Warren County	5
D2	Build partnerships to promote tourism opportunities related to the canal	Economic	economic, social	A.Medium Term C. Extended Term	Low Low annual	NJ Department of Tourism NJ Historical Commission Warren County	Canal Society of NJ Warren County Morris Canal Committee Warren County Planning Department	7
D3	Build partnerships with other local, linearly based cultural and heritage attractions	Economic	economic, social	A. Short Term B-C. Extended Term	Low Low annual	National Trust for Historic Preservation NJ Historical Commission Tourism Cares for Tomorrow Warren County	Canal Society of NJ Friends of the NJ Transportation Heritage Center Musconetcong River Management Council NJDOT New York, Susquehanna and Western Technical and Historical Society Phillipsburg Railroad Historians Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department Warren Heritage Scenic Byway Communities	7
D4	Create database to organize funding opportunities and projects	Economic	economic	A,B,D-F. Short Term C. Pending A,B,G. Extended Term	Low	Warren County	Warren County Land Preservation Department Warren County Planning Department	3
D5	Formalize grant funding standard operating procedures	Economic	economic, legal	A-D. Short Term	Low	Warren County	Warren County Land Preservation Department Warren County Planning Department	3
D6	Develop and implement funding strategies to solicit and increase monetary contributions from individuals and organizations	Economic	economic, social	A-C. Short Term D,F. Extended Term E. Medium Term	Medium-Low None Low	Warren County	Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department	7

ID	Recommendation	Strategy/Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
E1	Prepare baseline condition and initial maintenance assessments	Operations	physical	A-C. Short Term D. Extended Term	Low	Warren County	Warren County Morris Canal Committee Warren County Board of Recreation Commissioners Warren County Planning Department of Land Preservation	3
E2	Document and analyze maintenance tasks, labor, equipment, materials, policies, volunteer involvement and costs for properties currently in County ownership	Operations	physical	A-D. Short Term	Medium-Low	Warren County	Highlands Project NJ Youth Corps Volunteers Warren Count Bridge Department Warren County Buildings and Grounds Department Warren County Department of Engineering Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department Warren County Road Department	6
E3	Develop an Overall Maintenance Program	Operations	physical	A-C. Short Term D-E. Extended Term	Medium-High Medium-Low annual	Warren County	Highlands Project NJ Youth Corps Warren Count Bridge Department Warren County Buildings and Grounds Department Warren County Department of Engineering Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department Warren County Road Department	6
E4	Develop and train a network of volunteers to assist in greenway maintenance	Operations	physical, social	A-C. Short Term D. Extended Term	Medium-Low TBD	Private corporations Warren County	Highlands Project NJ Youth Corps Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department Volunteers	4
E5	Explore options for financing long-term maintenance activities	Operations	economic, physical	A-B. Short Term C. Medium Term D. Extended Term	Medium-Low	Private property owners Warren County	Board of Chosen Freeholders Board of Recreation Commissioners Warren County Land Preservation Department	4
E6	Support Warren County Mosquito Commission efforts and continue to strengthen partnership to maintain sites	Operations	physical	A-B. Extended Term C. Short Term	TBD	Warren County Mosquito Commission Operating Budget Warren County	Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Mosquito Control Commission Warren County Planning Department	7
E7	Work closely with adjacent landowners during the development of new trail segments to identify and address potential security and privacy concerns	Operations	social, legal, physical	A-B. Extended Term	variable	Warren County	Warren County Board of Recreation Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	3
E8	Review liability concerns with the Board of Chosen Freeholders and prepare a landowner education package addressing liability concerns	Operations	legal, physical	A-C. Short Term	A. Low B. Low C. Low	Warren County	Warren County Department of Land Preservation Warren County Planning Department	3
E9	Identify areas where ATVs are illegally accessing trail segments and take global measures to discourage access	Operations	physical, recreation, legal	A-E. Extended Term	Low	N/A	Local Boy and Girl Scout Troops Highlands Project NJ Youth Corps Warren County Morris Canal Committee	4
E10	Develop and implement plan to identify and secure canal artifacts from removal, damage or defacing	Operations	physical, historic	A-B. Short Term	B. Medium-Low	NJ Office of Historic Preservation NJ Preservation Trust Warren County Historical and Cultural Commission	Local Historic Societies NJ Historic Preservation Trust NJ Office of Historic Preservation Warren County Historical and Cultural Commission Warren County Morris Canal Committee Warren County Planning Land Preservation Department	1

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
F1	Encourage acceptance and support of the 25-Year Action Plan at the state and local levels	Land Use & Policy	legal, social, economic	A,C,D. Extended Term B,D. Short Term	Staff time	Warren County	Warren County Morris Canal Committee Warren County Planning Department	3
F2	Update canal preservation ordinance and seek adoption/support at the state, county and local levels	Land Use & Policy	historic, legal, social	A-F. Medium Term	Staff time	Warren County	Local Planning Boards Warren County Planning Department	6
F3	Promote inclusion of trail connections and amenities in future planning studies and use decisions	Land Use & Policy	recreation, social	A. Short Term	Staff time	Warren County	Local Planning Boards Warren County Planning Department	6
F4	Create a canal projects review body for County initiated projects which could potentially impact the canal or related resources	Land Use & Policy	legal	A. Short Term	Staff time	Warren County	Warren County Board of Recreation Commissioners Warren County Cultural & Heritage Commission Warren County Department of Land Preservation Warren County Morris Canal Committee Warren County Planning Department	6
F5	Build a county-wide Morris Canal Greenway Planning Group	Land Use & Policy	legal, social	A. Short Term	Staff time	Warren County	Local Planning Boards Warren County Planning Department	7
F6	Ensure Morris Canal is portrayed on maps produced and distributed by Warren County	Land Use & Policy	historic	A. Extended Term	N/A	N/A	Warren County Planning Department	5
G1	Participate in NJTPA Morris Canal Working Group	Public Participation	social, physical	A. Extended Term	Low annual	Warren County	North Jersey Transportation Planning Authority Warren County Board of Recreation Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department	7
G2	Ask D&L National Heritage Corridor to serve as mentor	Public Participation	social	A. Short Term B. Extended Term	Low Low annual	Warren County	Delaware & Lehigh National Heritage Corridor Warren County Board of Recreation Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department	7
G3	Host peer-to-peer conference in collaboration with the Friends of the Delaware Canal	Public Participation	social	A-D. Short Term	Medium-Low	National Trust for Historic Preservation NJ Historical Commission Warren County General Fund	Friends of the Delaware Canal Members of the NJTPA working group, if interested Warren County Board of Recreation Warren County Morris Canal Committee Warren County Planning Department	1
G4	Participate in canal, historic preservation and heritage tourism conferences and training programs.	Public Participation	historic, social	A,B. Extended Term	Low annual	Warren County	Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department	1

ID	Recommendation	Strategy/ Segment	Strategy Type	Time Frame	Costs	Funding Sources	Implementation Agencies	Vision Statement
G5	Expand Volunteer Support	Public Participation	social	A-D. Extended Term	Medium low annual	Private donors supporting volunteer organizations Volunteer organizations Warren County	Bicycle Clubs Boy and Girl Scout Troops Highlands Project Land Trusts NJ Sierra Club NJ Youth Conservation Corps NY-NJ Trails Conference	7
G6	Continue technical partnership with NJRCD with regard to canal stabilization/restoration	Public Participation	social, legal	A,B. Extended Term	Low	NJRC&D Warren County	NJRC&D Warren County Engineering Department Warren County Land Preservation Department Warren County Planning Department	7
G7	Build public support and increase greenway awareness with informational displays at key community events	Public Participation	social	A-D. Short Term C,D. Extended Term	Medium-Low	Private donors Tourism Cares for Tomorrow Warren County General Fund	Warren County Morris Canal Committee Warren County Planning Department Warren County Public Information	7
G8	Develop a "Press Kit" containing information to support media interest in canal activities	Public Participation	social	A-E. Short Term F-G. Extended Basis	Low Low annual	Warren County	Volunteers Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department Warren County Public Information	7
H1	Alternative 1 - Use Existing Authorities	Organizational Structure	legal, social	A,C. Short Term B,D-F. Extended Term	N/A	Warren County	Warren County Board of Chosen Freeholders Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department	5,6,7
H2	Alternative 2 - Consider a New Organizational Structure	Organizational Structure	legal, social	A,C,E,F-L. Med. Term B,D. Extended Term	B,D,F. Med-Low A,C,E,G,I,L. Low H. High	Warren County	Local municipalities through which the canal passes NJ Department of Environmental Protection - State Parks The Canal Society of New Jersey Warren County Board of Recreation Commissioners Warren County Cultural and Heritage Commission Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department	3,6,7
H3	Alternative 3 - Pursue Heritage Area Designation	Organizational Structure	legal, social	A-D. Extended Term	High	American Express National Park Service NJ Historic Trust	National Park Service New Jersey Heritage Tourism Task Force Other counties through which the Morris Canal passes Warren County Land Preservation Department Warren County Morris Canal Committee Warren County Planning Department	5

Time Frame		Costs	Vision Statement
Short term	(0-3 yrs)	Low- \$1 to \$5,000	1- ...highlights its distinctive characteristics and the ingenuity used in its construction to distinguish it from other historic resources and canals
Med term	(4-8 yrs)	Medium-low- \$5,001 to \$20,000	2- ...tells the story of life along the canal, its influence on past events and its relevance to today's society to support public education and foster community pride.
Long term	(8-14 yrs)	Medium-high- \$20,001 to \$35,000	3- ...interconnects communities and links points of interest by serving as a continuous greenway of open space across the county.
Extended term	(15+ years)	High- (\$35,001+)	4- ...provides convenient access to a towpath trail for non-motorized passive recreational use as an integral part of a unique educational, travel and fitness experience. 5- ...stimulates the local economy through heritage tourism. 6- 7- ...leverages the value of the canal to support sound land use planning decisions. ...increases public and private support for and involvement in canal preservation efforts.

Appendix L:

Additional Canal-Related Sources

Morris Canal 25-Year Action Plan

Additional Canal-Related Sources

PLANNING DOCUMENTS

State-Wide

Plan 2035- The Regional Transportation Plan for Northern New Jersey (RTP). North Jersey Transportation Authority. August 2009.

NJ State Development and Redevelopment Master Plan. New Jersey State Planning Commission. October 2011.

New Jersey Green Infrastructure Assessment. New Jersey Conservation Foundation. 2004.

New Jersey Statewide Bicycle and Pedestrian Master Plan. New Jersey Department of Transportation. 2005.

New Jersey Transit Improvement Program. North Jersey Transportation Planning Authority. Fiscal Years 2010-2013.

Highlands Water Protection and Planning Act. New Jersey State Planning Commission. June 2004.

Highlands Regional Master Plan. Highlands Water Protection and Planning Council. 2008.

Warren County

Warren County General Development Plan. Warren County Planning Department. 1979.

Warren County Transportation Plan. Warren County Planning Department. 1982.

Warren County Open Space and Recreation Plan. Warren County Planning Department. 2008.

Warren County Development Review Regulations. Warren County Planning Department. 2011.

Warren County Strategic Smart Growth Master Plan of 2005

Warren Heritage Byway Corridor Management Plan (November 2011)

Municipal

Allamuchy Township Master Plan Part V: Traffic and Circulation Plan- 1993

Allamuchy Township Master Plan and Development Regulations Periodic Re-examination and land use plan update report- 2005

Allamuchy Township Open Space and Recreation Plan- 2005

Franklin Township Land Use Plan- 2001

Franklin Township Open Space and Rec Plan- 2006

Franklin Township Master Plan Re-Examination Report- 2006

An Interactive Natural Resource Inventory for Franklin Township- 2007

Lopatcong Township Master Plan Re-Examination- 2004

Mansfield Township Master Plan Periodic ReExamination- 2008

Borough of Washington Conservation and Open Space Amendment to Master Plan- 2000

Washington Township Master Plan Re-Examination- 2007

Canal-Specific

The Morris Canal Greenway in Morris County Strategic Preservation Plan. Morris Land

Conservancy and The Canal Society of New Jersey. 2005.
Morris Canal Land Acquisition Priority Plan (2010)- Warren County Planning Department.
Inclined Plane 9 Historic Site Master Plan. 2002. Herbert J. Githens, Historic Architect and Preservation Planner.
Historic Preservation Plan for Lock 7 West (The Bread Lock). 2003. Herbert J. Githens, Historic Architect and Preservation Planner.
Morris Canal Restoration Plans. Warren County Engineering Department. 2010
Saxton Falls State Park on the Morris Canal Restoration Proposal. Friends of the Morris Canal in Warren County, 1994.
Feasibility Study- Lock 4 West- Guinea Hollow and Lock 5 West- Saxton Falls of the Morris Canal. HJGA Consulting, Architecture and Historic Preservation. August 2010.
Morris Canal Historic Site Inventory Maps. 1983.

Other

Musconectcong River- National Wild and Scenic Rivers Study River Management Plan (2011)

BROCHURES AND PAMPHLETS

Morris Canal Guide. Prepared by Warren County Morris Canal Committee.
Morris Canal Trail. Myra Snook, Warren County Morris Canal Committee. 2006.
Morris Canal Greenway. Prepared by Warren County Morris Canal Committee.
Inclined Plane 9 West. Prepared by Warren County Morris Canal Committee.
Mules and the Morris Canal. Unnamed preparer.
Ten Most Frequently Asked Questions about the Morris Canal. Warren County Canal Committee. 2003.
A Walking Tour of Historic Port Colden. Unnamed Preparer.
Morris Canal Walking Tour- Port Murray Historic District. Mansfield Township. 2004.
Port Warren. Myra Snook, Warren County Morris Canal Committee. 2006.
Canals of New Jersey. Canal Society of New Jersey.
33 Miles on the Morris Canal in Warren County. Warren County Morris Canal Committee.
Bread Lock Park. Myra Snook, Warren County Morris Canal Committee. 2004.
I Dig the Morris Canal. Warren County Morris Canal Committee. 2002.

ARTICLES

Why America Needs More City Parks and Open Space: The Benefits of Parks. The Trust for Public Land. San Francisco, CA 2006.
The Community Preference Survey: What Americans are looking for when deciding where to live. Beldon, Russonello & Stewart, LLC for the National Association of Realtors. Washington D.C.: March 2011,
Return on Environment – The Economic Value of Protected Open Space in Southeastern Pennsylvania. Delaware Valley Regional Planning Commission. 2011.
Trail User Surveys and Economic Impact: A Comparison of Trail User Expenditures- 2009. 4ward Planning LLC, 2012.

Association of Park Size, Distance, and Features with Physical Activity in Neighborhood Parks, American Journal of Public Health. Vol 98: August 2008. Andrew Kaczynski, Luke Potowa and Brian Saelens.

BOOKS:

Historic Preservation Survey of the Morris Canal in Warren County, New Jersey. Brian Morrell. 1983.

The Morris Canal- A photographic history. James Lee. Delaware Press: Easton, PA. 1974.

Tales the Boatmen Told: Recollections of the Morris Canal. James Lee, Ed. Delaware Press: Easton, PA. 1977.

The American Heritage® Dictionary of the English Language, Fourth Edition. Houghton Mifflin Company: 2009.

MANUALS:

Guide for the Development of Bicycle Facilities. American Association of State Highway and Transportation Officials. 1999.

Stronger Together- A Manual on the Principles and Practices of Civic Engagement. National Park Service Conservation Study Institute. 2009.

Rail-Trails and Liability. Rails-to-Trails Conservancy. 2000.

WEBSITES:

National Heritage Areas. National Parks Service. <http://www.nps.gov/history/heritageareas/>
Catskill Archive. *The Morris Canal and its Inclined Planes*. First printed in *Scientific American Supplement*. Feb. 24 1883. <http://www.catskillarchive.com/rrextra/abnjmc.Html>