



City of Jersey City

# MORRIS CANAL



# GREENWAY PLAN

Executive Summary





# Morris Canal Greenway Plan EXECUTIVE SUMMARY



## City of Jersey City

### Morris Canal Greenway Plan Executive Summary

Prepared for the City of Jersey City

Department of Housing, Economic Development and Commerce  
Division of City Planning

Prepared by The RBA Group



With assistance from:

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- AmerCom, Corp.



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# Morris Canal Greenway Plan EXECUTIVE SUMMARY



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## JERSEY CITY

DEPARTMENT OF HOUSING, ECONOMIC DEVELOPMENT & COMMERCE  
DIVISION OF CITY PLANNING



ROBERT D. COTTER, PP, FAICP  
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Dear Friends,

I am pleased to present the Morris Canal Greenway Plan. While a greenway on the former Morris Canal right-of-way has been contemplated for many years, this report is the first comprehensive plan for a continuous greenway between the Hackensack and Hudson Rivers. Key products of this collaborative effort include short-term and long-term alignments, Design Guidelines, an Interpretive Development Plan, and recommendations for implementation.

The Morris Canal Greenway will be a linear park that provides much-needed space dedicated to bicyclists and pedestrians for circulation and recreation. The Morris Canal Greenway will build on the City's network of local bicycle and pedestrian facilities and will provide connections to regional greenways, including the East Coast Greenway and the Hudson River Waterfront Walkway. It is envisioned that the Morris Canal Greenway in Jersey City will be part of a regional facility too, as the eastern terminus of a greenway on the former Morris Canal across northern New Jersey with a western terminus in Phillipsburg, NJ.

The Morris Canal Greenway will also preserve and celebrate the historic significance of the Morris Canal, which is listed on the State and National Registers of Historic Places and the Historic American Engineering Record. Built over 180 years ago to transport coal from Pennsylvania to New York City, the Morris Canal was an engineering marvel that served as a model for other canals around the world. The Morris Canal was infrastructure vital to Jersey City's industrial past.

Today, we have an opportunity to re-use and transform the Morris Canal into infrastructure that supports 21<sup>st</sup> century goals of sustainability and "green" cities. Through interpretive signs and public art, the Morris Canal Greenway will tell the stories of the canal, the industries it supported, and the people who once lived and worked in our city. The Morris Canal Greenway will not only connect people to destinations around Jersey City but will connect residents and visitors alike to our vibrant history.

Robert D. Cotter, PP, FAICP  
Director



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## Project Purpose and Scope of Work

The City of Jersey City recognizes greenways as a way to provide open space, recreation and transportation opportunities. The 18½-mile Hudson River Waterfront Walkway is currently the only major off-street facility that can be used by bicyclists and pedestrians for long-distance travel, providing access to destinations along the eastern waterfront of Jersey City and beyond. The proposed Morris Canal Greenway would be a linear bicycling and walking route that can be used to access public destinations across the interior of the city and link the Hudson and Hackensack Rivers.

“With its 15 square miles, estimated population of 260,712 residents and highly-developed, multi-modal transportation system, Jersey City is arguably New Jersey’s fastest-growing municipality and has one of the highest modal splits in the United States.”

*Circulation Element of the Jersey City Master Plan, Amended June 14, 2011*

The purpose of this study is to prepare a plan for a bicycle and pedestrian greenway that is, to the greatest extent possible, on the six-mile former right-of-way of the historic Morris Canal in Jersey City.

Previous planning efforts that have contemplated a greenway on the Morris Canal alignment were piecemeal and a comprehensive approach was needed. Land uses and property ownership along the Morris Canal corridor have evolved and changed since 1836, when the canal section through Jersey City was first constructed. The alignment of the Morris Canal Greenway will be convenient to parks, schools,

and neighborhoods as well as to the waterfront, commercial areas, and workplaces. As Jersey City’s population is anticipated to grow dramatically in the coming years<sup>1</sup>, the addition of a greenway that spans the city would provide a valuable new transportation corridor and, like the Hudson River Waterfront Walkway, increase park, recreation and open space for residents and visitors. The *Circulation Element of the Jersey City Master Plan* references the Morris Canal Greenway as a facility that has the potential to address the need for improved circulation and recreational opportunities for bicycling and walking. A greenway on the Morris Canal is also consistent with the *City’s Recreation and Open Space Master Plan*.



Located at the Essex Station of the Hudson-Bergen Light Rail in Jersey City, this sculpture portrays a slave family escaping across New Jersey on a Morris Canal boat.

The primary objective of this plan is to identify an alignment that will guide all parties critical to its implementation, including property owners, city government and others. Crossing many properties, the greenway will be a collaborative effort and its development will take place incrementally and over an extended

<sup>1</sup> NJTPA projects a 16% increase in Jersey City population, a 22.9% increase in households and a 19% increase in employment. Jersey City Master Plan Circulation Element, Amended June 14, 2011



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timeframe. This document addresses the overall process, focusing on an alignment to be achieved over the long-term.

The plan also addresses strategies for the short-term. Implementing a continuous Morris Canal Greenway route for bicycling and walking can make use of existing sidewalks and streets. The plan proposes a short-term alignment that follows the canal corridor closely. This will make it convenient to shift the route to the off-street segments as they are constructed.

## A Greenway through Jersey City – a Future Vision

Greenways are corridors of open space managed for conservation, recreation and transportation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features, historic sites, and other public spaces with each other and with populated areas. The long-term vision for the Jersey City Morris Canal Greenway is an off-street facility to the greatest extent possible. However, sections of both the short-term and long-term greenway will include a combination of sidewalks, separated bikeways and shared-use paths to create one linear route that follows the historic canal alignment as closely as possible. Although the on-street sections will not be a ‘greenway’ in the traditional sense, for the purposes of this study, ‘greenway’ is used to describe both the on-street and off-street conditions.

The following vision describing the Morris Canal Greenway through Jersey City was developed by the project’s Steering Committee.

*Stretching 8.5 miles around the southern half of the city, the Morris Canal Greenway in Jersey City is a world-class bicycle and pedestrian destination. Built upon one of Jersey City’s greatest historic resources – the Morris Canal, the Greenway celebrates the City’s industrial past while providing safe access for residents and visitors to neighborhoods, parks, schools, businesses, attractions, and transit. The Morris Canal Greenway is both an educational tool for displaying Jersey City’s history and regional significance and a lasting source of community pride.*

## Plan Organization

The plan is presented in four parts:

Part 1, “Alignment” is a summary of two technical memorandums that were developed over the course of the project:

- Technical Memorandum 1: Data Findings, Opportunities and Constraints Mapping
- Technical Memorandum 2: Alignment Opportunities and Constraints

Part 1 covers the Morris Canal Greenway Vision and Goals that were crafted with the help of a project Steering Committee. A description of the public outreach efforts conducted throughout plan development is also included. Part 1 provides an overview of the methodology and route selection process, and presents both the proposed long-term and short-term alignments.





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Part 2, “Design Guidelines,” suggest materials, furnishings and design treatments to consider as greenway development advances. These concepts are intended as a guide for those who design each greenway segment. The greenway passes through a variety of land use contexts, e.g. residential, commercial, and industrial. There is not a “one size fits all” approach for design elements, although some elements can and should be applied consistently to reinforce the Morris Canal Greenway identity.

Part 3, “Interpretive Development Plan,” lays out an approach and recommendations for interpreting the history of the greenway to the public, that is, telling the story of the Morris Canal. A collaborative approach to interpretive planning is critical to achieving a primary objective of the Morris Canal Greenway – the display of Jersey City’s history and regional significance.

Part 4, “Implementation,” presents strategies and recommendations that support greenway development. The plan outlines potential partnerships, funding opportunities, and cost estimates. Specific recommendations regarding ways to incorporate the greenway into redevelopment plans, the City’s land development ordinance and master plans are also covered.

### **The Morris Canal - A Waterway through the City**

In operation between 1831 and 1924, the Morris Canal stretched 102 miles across New Jersey connecting the coalfields of northeastern Pennsylvania with northern New Jersey’s iron industry, major industrial cities, and the New York City markets. In 1831, the Morris Canal terminated in Newark at the Passaic River, but was extended through Jersey City in 1836. The Morris Canal in Jersey City traveled around the upland Palisades formation in the southern half of the city and linked the Hudson and Hackensack Rivers. This brought goods from Pennsylvania and northern New Jersey to the Hudson River Waterfront. It also brought new business and industries to Jersey City.

The Morris Canal was an engineering marvel of its time. Although flat through Jersey City, a system of 23 lift locks and 23 inclined planes enabled the Canal to overcome 1,674 feet of elevation change across northern New Jersey, more than any other transportation canal in the world. Its inclined planes served as a model for engineers from around the world. The Canal’s historic engineering artifacts have been captured in the Historic American Engineering Record, a program established by the National Park, the American Society of Civil Engineers, and the Library of Congress to document historic mechanical and engineering artifacts.

Competition from faster, more efficient railroads at the end of the 19th century led to the Canal’s decline, and eventually to its closing in the 1920s. The Morris Canal was crucial to the economy and development of northern New Jersey and is a significant historic feature of the State. In Jersey City, all sections of the Canal are listed on the State and National Registers of Historic Places.



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## Regional Significance

The Morris Canal Greenway can connect bicycle and pedestrian facilities within Jersey City, such as the paths in Lincoln Park, the East Coast Greenway, the Liberty-Water Gap Trail, the Hudson River Waterfront Walkway, the City's growing on-street bicycle network, and the planned park and walkway along the Hackensack River. Furthermore, there may be opportunities to connect the Morris Canal Greenway beyond Jersey City. There has been a long-standing effort to establish a contiguous greenway across the state of New Jersey along the 102 mile path of the historic Morris Canal. Various municipalities and counties across the state have created public spaces along the path of the Morris Canal.



The historic Morris Canal ROW across New Jersey. The section of the canal in Jersey City is shown in the black box.

Creating a greenway on the former Morris Canal will benefit residents and visitors alike. Greenways support healthy lifestyles and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development. The Morris Canal Greenway Steering Committee identified these benefits from developing the greenway:

- Improved public health from expanded recreational amenities and access to open space
- Growth in the number of residents walking and bicycling for recreation and transportation
- Greater awareness of existing attractions and the creation of a new destination
- Renewed connection between the community and its history
- Preservation of culturally and historically valuable sites
- Restoration and enhancement of the natural environment through green infrastructure
- Support the local economy by attracting visitors interested in heritage and ecotourism
- Connections within Jersey City and between the City and the surrounding communities



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## Stakeholder and Public Outreach

Public participation was an important component throughout the development of this study. Community involvement for this project can be divided into two groups, stakeholder and public. Engaging stakeholders and the public involved a combination of coordinated strategies.

- |  |
|--|
| <p><b>Outreach Activities</b></p> <ul style="list-style-type: none"> <li>• Steering Committee</li> <li>• Stakeholder Interviews</li> <li>• Focus Group Meetings</li> <li>• Project Website</li> <li>• Public Meetings</li> </ul> |
|--|

## Stakeholder Input

### Steering Committee

The first step in the outreach process was to establish a Steering Committee to guide the project and provide input and feedback throughout the project’s duration. The Steering Committee included representatives from agencies whose involvement and support are necessary to advance the greenway including Jersey City Mayor’s Office, Jersey City Division of City Planning, Jersey City Redevelopment Agency, Jersey City Division of Engineering, Jersey City Department of Business Administration, Jersey City Division of Architecture, NJDEP, NJDOT Office of Bicycle and Pedestrian Programs, NJDOT Capital Investment Planning, NJ TRANSIT, NJTPA, Port Authority of NY and NJ, Liberty State Park, Hudson County Division of Planning, Hudson County Division of Engineering, Hudson Transportation Management Agency (TMA), Town of Kearny, City of Bayonne, Canal Society of New Jersey, Jersey City Landmarks Conservancy, and Bike JC.

Responsibilities of the Steering Committee included:

- Developing, guiding and participating in community involvement activities.
- Providing relevant documents and data to the project team.
- Reviewing and providing feedback on draft and final project interim reports and documents throughout the study.



**Steering Committee members identify opportunities and constraints along the Morris Canal Alignment**

Four steering committee meetings were held during the project. The purpose of the first meeting was to establish a greenway vision, review the original Morris Canal alignment, identify route selection criteria, discuss opportunities and constraints that influence the greenway alignment, share data and information, and confirm a plan to engage the public and stakeholders in the greenway planning process.

The purpose of the second meeting was to review existing conditions, present the methodology used to develop potential alignments, get feedback on the preliminary proposed short-term and long-term alignments, discuss the purpose of design guidelines, and inform attendees of the first public workshop.



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The purpose of the third meeting was to review and discuss the draft Design Guidelines, present an overview of the draft Interpretive Development Plan, explain the revised proposed short-term and long-term alignments, and talk about implementation strategies.

The purpose of the fourth and final steering committee meeting was to review the final draft plan and implementation strategies and prepare for the second public workshop. Meeting memoranda for all steering committee meetings are in the appendices of this report.

### Stakeholder Interviews

Interviews with key stakeholders were conducted during the development of the Interpretive Development Plan to obtain insights about interpretive resources and themes. Discussions were held with representatives from Liberty State Park, Canal Society of New Jersey, the New Jersey Room of the Jersey City Free Public Library New Jersey Room, Jersey City Economic Development Corporation, and the Jersey City Landmarks Conservancy. These conversations provided insight into historical context and related local activities and organizations.

### Focus Group Meetings

During a project, it is important to reach out to specific populations and agencies that may have special concerns and interests related to the project. Two targeted meetings/focus groups were held during the project’s planning process with representatives of City offices and agencies. The purpose of the first focus group meeting was to finalize the long-term route, including refining the greenway alignments through redevelopment plan areas and city properties. Potential obstacles were identified and the status of redevelopment and city projects were discussed. The second focus group meeting was a discussion of potential appropriate actions, responsible parties, time frame, and phasing for implementation. The participants’ input helped craft a feasible strategy for implementation that considers constraints and opportunities.

## Public Input

### Project Website ([www.jcmcgreenway.org](http://www.jcmcgreenway.org))

A project website was used to extend the reach of community involvement. The website served as a repository of information, a venue for discussion, and a place to get the latest project updates and news. Steering Committee meeting memos, public meeting notices, and draft work products were posted on the website. An interactive map permitted the public to identify specific locations and make notes and comments about that location to inform the plan. Another important feature of the website



The homepage of the project website



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was the ability to subscribe to the website for automatic notification when new materials were posted. This served those outside of the Steering Committee who were interested in following the planning process beyond attending the two public workshops. Contact information was posted to allow comment throughout the process. Key sections of the site were in both Spanish and English.

### Public Meetings

Two public outreach meetings were held over the course of the project. The first public workshop was held on October 3, 2012, to introduce the project to the public and to provide an opportunity for public input on the alignment options, future design, and any other perspectives that might inform the development of the plan. The workshop was divided into three formats – open house, presentations, and interactive mapping exercise. The meeting formats gave opportunities for both one-on-one and group discussion. In addition, attendees were provided with comment sheets.



Attendees participating in a mapping exercise during the first public meeting.

A second public meeting was held on May 15, 2013, to review the draft final report, including the Design Guidelines and the implementation strategies. The emphasis of the meeting was on “getting the word out” and generating public enthusiasm for the Morris Canal Greenway and an understanding of how it will look, how it will be constructed, and ways to participate in the process. The format of the second public meeting was an open house with a formal presentation midway.

The meetings were advertised on the project website, the City’s website, and on the cultural calendar of the Jersey City Independent online newspaper. Display ads were published in *The Jersey Journal*. Steering Committee members distributed information and extended invitations to the organizations they represented. Flyers were prepared and distributed. The City issued press releases to announce the meetings.

Workshop materials were available in English and Spanish.



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## Methodology

The greenway route was selected with the future user in mind. Ultimately, the success of any bicycle and pedestrian facility will hinge on how well it functions as a transportation corridor and recreational destination. In addition to looking at the feasibility of routing the greenway on top of the historic Morris Canal path, alignments east and west (or north and south) of the canal were also evaluated. Both the long-term and short-term alignments were selected based on existing conditions, opportunities, constraints, and selection criteria listed below:

1. PRIMARY GREENWAY EXPERIENCE
  - a. Proximity to the historic Morris Canal alignment
  - b. Off-road versus on-street facility (preference for off-road facilities)
  - c. Potential for positive user experience (access to views, public art, sense of place)
2. TRAFFIC SAFETY
  - a. Traffic Volume
  - b. Traffic Speed
  - c. Intersection Safety (complexity or number of intersections crossed)
3. ORIGINS AND DESTINATIONS / CONNECTIVITY
  - a. Access to civic destinations (schools, houses of worship, hospitals, health centers, community centers and recreation centers)
  - b. Access to parks and trails
  - c. Access to tourism sites
  - d. Proximity to designated bicycle routes
  - e. Proximity to transit and bus stops
  - f. Proximity to amenities and services (restaurants, bike shops, etc.)
4. IMPLEMENTATION FEASIBILITY / COST
  - a. Implementation Feasibility
  - b. Order of magnitude Construction Cost Estimate



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### **Project Findings and Recommendations**

It is important to understand that the alignment will and should be modified to accommodate changing conditions and opportunities. The proposed alignment, configuration, and design suggestions are not site-specific or intended as preliminary design or engineering documents.

### **Proposed Long-Term Greenway Alignment**

While staying on or near the former path of the Morris Canal is the top priority for the long-term alignment, there are constraints that make it impossible for the entire greenway to follow the historic canal path; however, 41% of the proposed long-term alignment can be located on the historic canal path. 67% of the facility would be off-street, with the remaining 33% routed along city streets. A third of the proposed greenway is routed through redevelopment plan areas. It is assumed that an off-street facility can be accommodated through the redevelopment plan areas and proposed parks.

### **Proposed Short-Term Greenway Alignment**

In the short-term, the Morris Canal Greenway through Jersey City can be completed utilizing the City's street network and existing off-street shared use paths. While only 3% of the proposed 9.3 mile short-term alignment can be located on the historic canal path (excluding the Route 440 pedestrian alternative route), early implementation of the short-term route can attract public support for the long-term Greenway, which more closely follows the Morris Canal footprint and the project's vision.

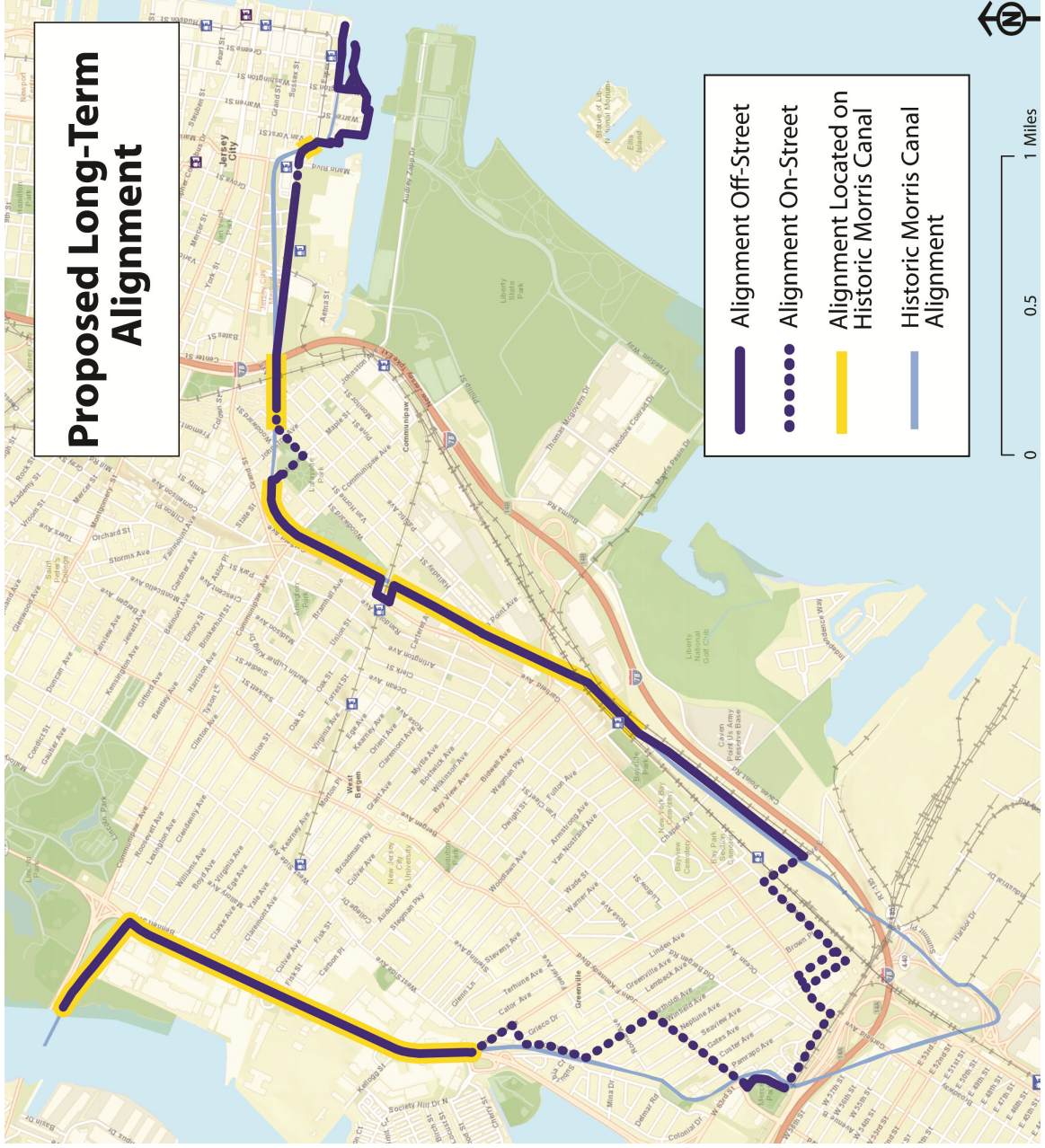
The maps on the following pages provide an overview of the long- and short-term alignments.



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Map 1: Proposed Long-Term Alignment



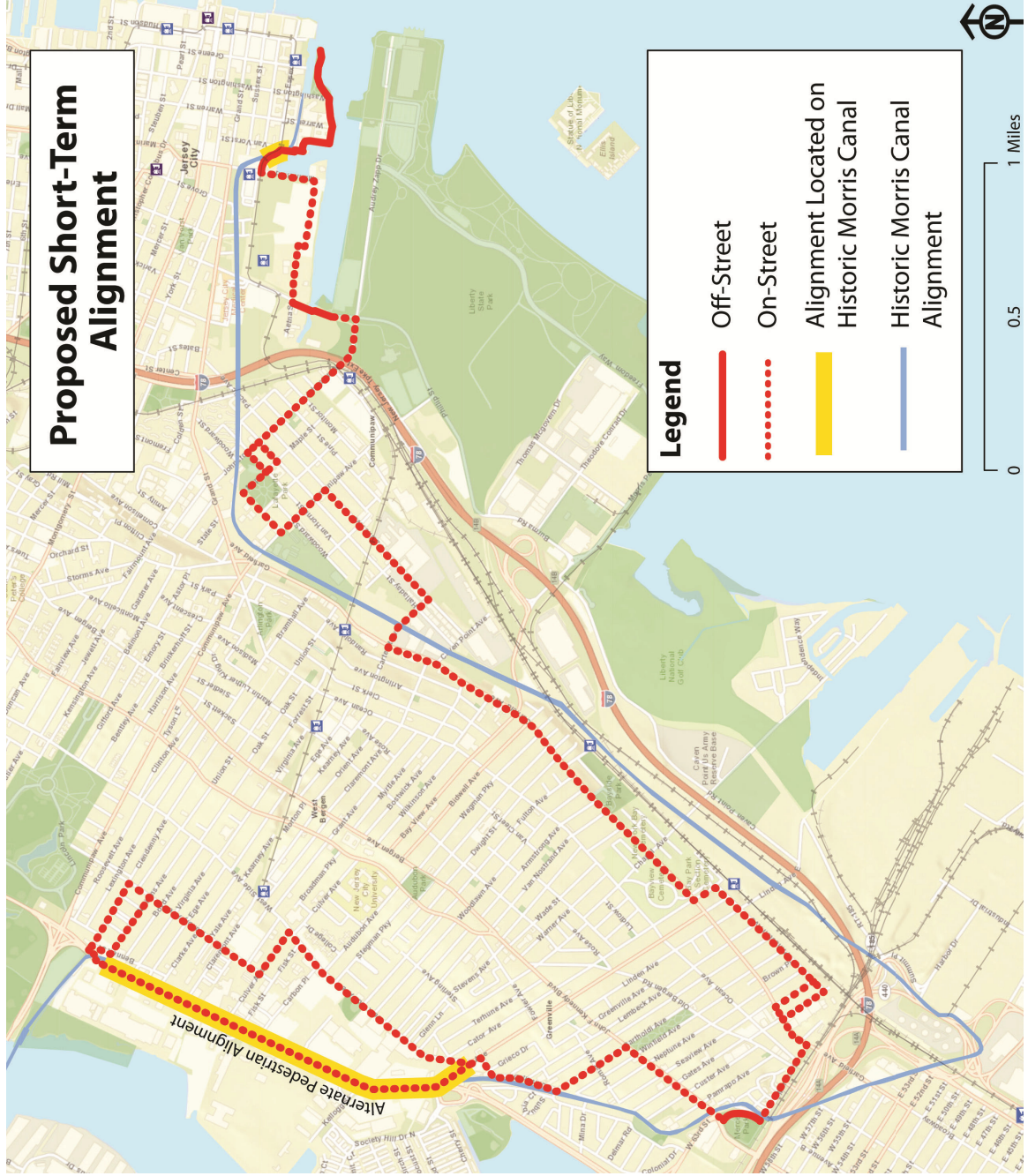




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Map 2: Proposed Short-Term





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## Alignment Design Guidelines

The goal of the Design Guidelines is to identify recommended construction materials, site furnishings and design treatments that may be considered for use when developing final design plans and construction documents for the Morris Canal Greenway in the City of Jersey City. The underlying design intent is to construct a facility that is safe to use, ecologically sustainable, low-maintenance, attractive and harmonious with the surrounding built environment.



Morris Canal Greenway logo adopted in Warren and Passaic Counties

Due to the variety of contexts, it is important to allow flexibility in the design of the greenway. Therefore, the guidelines are intentionally broad, providing future designers with the ability to decide what is appropriate for the context. As each segment of the greenway is undertaken, designers will need to reference the unique context of the immediate surroundings while creating a route that is visually cohesive end to end, across all neighborhoods.

Establishing a unique greenway brand is an integral part of the overall plan. To some extent, a recognizable brand has already been developed through the consistent use of a unique logo in already constructed segments of the Morris Canal Greenway. It is recommended that the City of Jersey City use this logo along its section of the Morris Canal Greenway in order to maintain a consistent identity with the regional effort. Local residents should recognize each section of the greenway as both a unique local feature and part of a regional facility. Discreet but well-placed logos should be part of each designer's plan for the greenway.

## Interpretive Development Plan



Canal Boat Replica in Pavement near Dudley Street in Jersey City

The Morris Canal Greenway would not be complete without the telling of the many rich stories associated with the canal and the growth of Jersey City. The greenway presents a major opportunity, moreover, for telling most if not all of Jersey City's stories as the leading edge of a comprehensive approach to an interpretive presentation for the city.

In the Morris Canal Greenway, Jersey City has a major opportunity to rationalize and improve the interpretive and educational experiences currently available throughout the city. Each year, millions of people visit attractions in Jersey City, including



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Liberty State Park, the Statue of Liberty, and Ellis Island. Interpretation and recreation along the Morris Canal would create an interesting additional experience for visitors, which many would likely find worthy of more time or a return visit. Ultimately, Jersey City's significant contribution to the nation's industrialization is a message that can be spread through a coordinated interpretive presentation and marketing, leading audiences locally and from further afield to seek to experience the Morris Canal and the entire city.

The following topics should form the basis for theme statements that could guide overall interpretation not only along the Morris Canal Greenway, but throughout the city:

1. Morris Canal as a whole and the place of the Jersey City stretch within the system
2. Impact of the canal on Jersey City
3. Industrialization of Jersey City
4. Natural history

### **Implementation**

The purpose of the implementation plan is to begin identifying the actions necessary to move the greenway from feasibility to a successful off-street bicycle and pedestrian green corridor from the Hackensack River to the Hudson River. The plan proposes a phased approach and identifies discrete segments that would have immediate utility, with termini allowing access and egress to nearby destinations – bicycle-friendly streets, transit stops, parks and public places, businesses, and neighborhoods. As each segment of the greenway is constructed, it is critical to anticipate those connections, to develop visible and welcoming trailheads and wayfinding to nearby destinations. The success of the greenway will depend on how well it is connected to the places people want to go.

The Morris Canal Greenway is already referenced in Jersey City's planning documents. An early action recommendation is to formally adopt this plan and to incorporate the proposed short-term and long-term alignments into the city's Master Plan. There are other strategies that can be put in place to facilitate greenway development along the proposed alignment. This is particularly important with regards to preserving right-of-way, providing incentives for greenway development, requiring public easements, and mandating maintenance agreements. Zoning and other ordinances are tools the city has to regulate land use and development. Modifications to the site plan review process can also be made to support greenway development.

### ***Phasing Greenway Development***

Phasing of the long-term greenway alignment will be based upon funding opportunities and ownership. In the short-term, it is important to sign the on-street route. After the route is signed, more permanent on-street amenities such as striping, sidewalk widening, pedestrian countdown signals and curb cuts should be constructed where appropriate. For the long-term route, city and publicly-owned land should be prioritized. Greenway segments requiring easements or acquisition should be further evaluated.



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The long-term alignment has been divided into fourteen segments for implementation. These segments are based on planned and proposed project boundaries, such as redevelopment area plans and *The Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study*. The ends of each segment are locations where public access is possible. Segments were selected to ensure that, when fully developed, each will have immediate utility.

The map on the following page shows the fourteen segments of the long-term alignment. The numbering of the implementation segments is intended for identification only and does not represent a priority order for implementation

### *Prioritization*

Development of discrete greenway segments should take advantage of opportunities as they arise. However, completing each phased segment in its entirety should be a priority.

One of the findings of this plan is that much of the Morris Canal alignment is already recognized in, is part of, or intersects with existing projects. This is advantageous for the development of the Morris Canal Greenway, as the project will be advanced as part of other initiatives.

Establishing priorities should be guided by two principles:

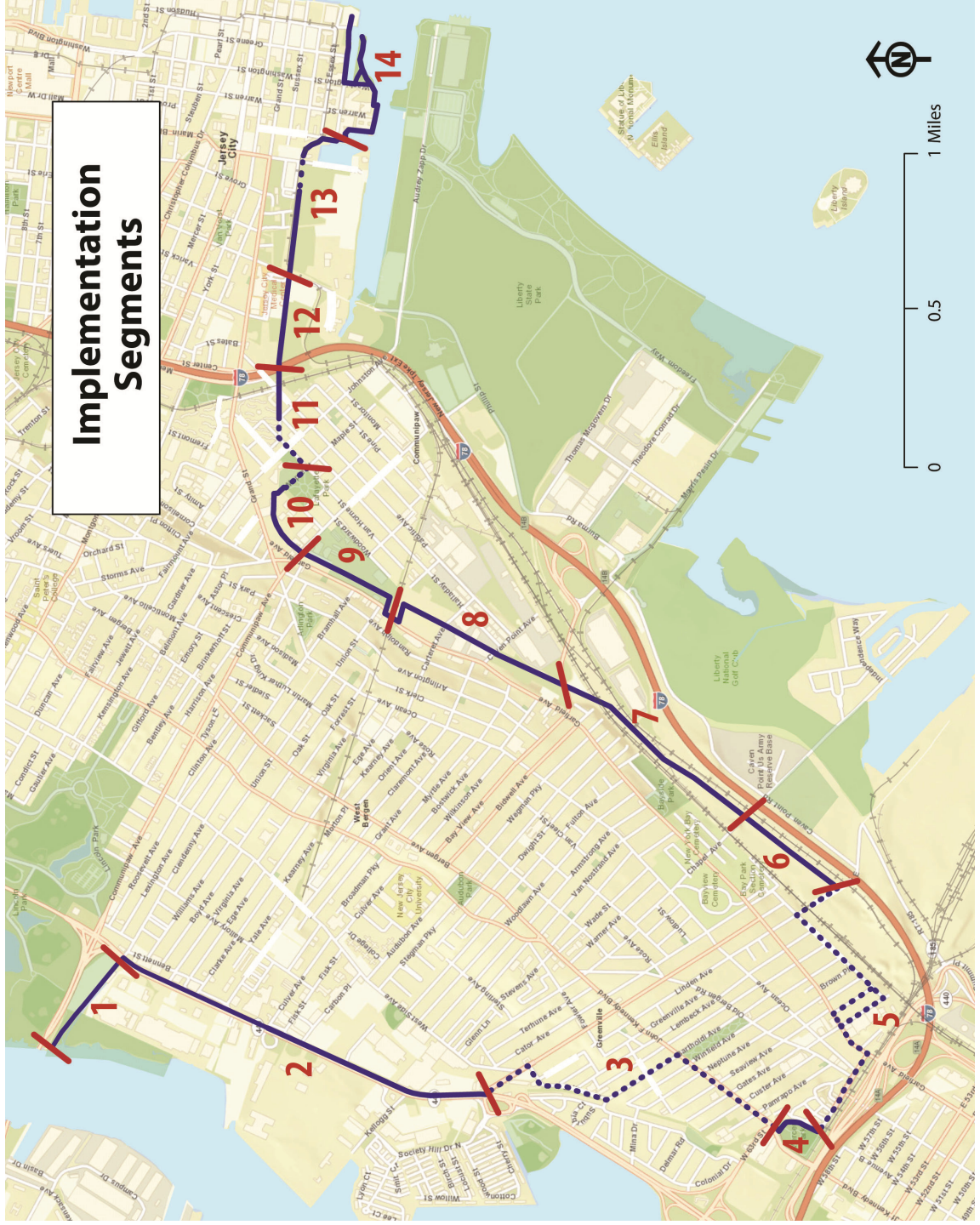
1. Prioritize acquisition of right-of-way (ROW) that will allow development to take place in the shortest time possible. Showing visible progress will raise public awareness and generate support.
2. Prioritize acquisition of ROW at locations that are at the most risk of being developed or altered in a way that would compromise the proposed alignment.



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Map 3: Long-term Implementation Segments





# Morris Canal Greenway Plan EXECUTIVE SUMMARY



## Next Steps: Early Action Strategies

Although it will take years to achieve the long-term plans for the Morris Canal Greenway, there are many actions that can be taken now. The long-term plan will require the sustained commitment of the City of Jersey City and many partner organizations, both public and private. Beginning early will “grow” the partnerships and public support that are critical to advancing the project.

The recommendations and strategies listed below were generated from project research, as well as extensive discussion with Steering Committee members and Jersey City representatives, including the Division of City Planning, the Division of Engineering, and the Jersey City Redevelopment Agency, among others. In addition to Steering Committee meetings, several focus groups were convened with Jersey City staff to closely review the proposed alignment and to discuss strategies for implementation.

**Table 1: Early Action Recommendations and Strategies Table**

| <b>1. Implementation / Planning</b>  |  |
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| <i>Strategies and Recommendations</i>  | <i>Potential Participants</i>  |
| a. Adopt the Morris Canal Greenway Plan as part of the City's Master Plan.   | Jersey City Division of City Planning                                  |
| b. Ensure that the Morris Canal Greenway is incorporated into the Redevelopment Plans the greenway traverses.  | Jersey City Division of City Planning                                  |
| c. Revise the development application to require the delineation of the Morris Canal ROW and proposed long-term greenway (and alternate route, if applicable). Make GIS mapping files of the Morris Canal ROW and proposed short-term and long-term greenway alignments available on the City's Website. | Jersey City Division of City Planning, Morris Canal Working Group      |
| d. Explore the creation of an overlay zone for the Morris Canal Greenway. This would create special regulations for parcels through which the Morris Canal Greenway traverses.   | Jersey City Division of City Planning                                  |
| e. Investigate creation of a Morris Canal Historic District.   | Jersey City Division of City Planning, Historic Preservation Community |



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| 1. Implementation / Planning   |   |
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| <i>Strategies and Recommendations</i>  | <i>Potential Participants</i>   |
| f. Establish a working group to periodically review progress and implementation. | Various City agencies (including the Division of City Planning, Division of Engineering, Division of Architecture, Department of Public Works, Mayor’s Office, Jersey City Redevelopment Agency), Hudson County Division of Planning, Hudson County Division of Engineering, NJDEP, NJHPO, NJDOT, Community Groups, Advocacy Organizations, Arts Community, Historic Preservation Community |
| g. Participate in the statewide Morris Canal Working Group.                      | Various City agencies including the Division of City Planning, Division of Engineering, Jersey City Redevelopment Agency  |

| 2. Implementation / ROW   |  |
|---|--|
| <i>Strategies and Recommendations</i>   | <i>Potential Participants</i>  |
| a. Identify greenway "target areas" for protection (properties most at-risk for development, parcels that form critical connections) and investigate ways to protect and/or acquire these properties. | Jersey City Division of City Planning, Jersey City Redevelopment Agency  |
| b. Negotiate the implementation of the greenway with public entities with property along the proposed long-term alignment.  | Jersey City Division of City Planning, Jersey City Redevelopment Agency, Hudson County, Public Property Owners           |
| c. Work with NJ TRANSIT on providing connections between the greenway and Hudson Bergen Light Rail Stations.  | Jersey City Division of City Planning, Jersey City Division of Engineering, Jersey City Redevelopment Agency, NJ TRANSIT |



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| 3. Design and Engineering   |   |
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| <i>Strategies and Recommendations</i>   | <i>Potential Participants</i>   |
| a. Design wayfinding signage and logo. The signs and logo should incorporate the Morris Canal Greenway logo being used in other parts of the state but should also reflect the character and uniqueness of the city's surrounding neighborhoods.  | Various City agencies (including the Division of City Planning, Division of Engineering, Division of Architecture, Mayor's Office, Jersey City Redevelopment Agency), Arts Community, Community Organizations |
| b. Sign the short-term alignment, making the greenway as continuous as possible. This could be done through the installation of wayfinding signs, sidewalk medallions, banners, or painting a line on the sidewalk and/or street.   | Jersey City Division of Engineering, Hudson County Engineering  |
| c. Implement the plan for bike lanes and sharrows developed by the Jersey City Bike Infrastructure Working Group. Streets included in the Plan that are also part of the short-term proposed alignment include Mallory Avenue, West Side Avenue, Danforth Avenue, Carteret Avenue, Pacific Avenue, Johnston Avenue, and Pacific Avenue.                 | Jersey City Division of Engineering   |
| d. Adopt the proposed short-term greenway alignment as part of the City's planned bicycle network.  | Jersey City Division of City Planning, Jersey City Division of Engineering  |
| e. Assess design and engineering treatments for on-street greenway segments, both short-term and long-term (bike lanes sharrows, sidewalks, intersection crossings, curb cuts).   | Jersey City Division of Engineering, Hudson County Engineering  |
| f. Develop permanent long-term on-street segments (bike lanes, sharrows, sidewalk improvements, curb cuts, crosswalks, lighting, landscaping, etc.). This includes Danforth Avenue to JFK Blvd and Mercer Park (implementation segment 3) and Mercer Park to Linden Avenue/Danforth Transit Village Redevelopment Plan Area (implementation segment 4). | Jersey City Division of Engineering, Hudson County Engineering  |





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| 3. Design and Engineering   |  |
|---|--|
| <i>Strategies and Recommendations</i>   | <i>Potential Participants</i>  |
| g. Develop off-street segments that may be feasible in the shorter term. Possible segments include: Berry Lane Park, the segment behind the Whitlock Cordage complex, Canal Crossing Redevelopment Plan Area, Mercer Park, and the Hackensack River Greenway Park site. | City Various City agencies (including the Division of City Planning, Division of Engineering, Division of Architecture, Department of Public Works, Jersey City Redevelopment Agency), Hudson County Division of Parks |
| h. Develop plans in partnership with Liberty State Park and to improve Peninsula Park and feature the location as the terminus of the Morris Canal Greenway and a featured location along the Hudson River Waterfront Walkway.  | Jersey City Division of City Planning, NJDEP   |

| 4. Interpretation  |   |
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| <i>Strategies and Recommendations</i>  | <i>Potential Participants</i>   |
| a. Establish or designate a lead organization to advance interpretive strategies and installations along the greenway through partnerships with stakeholders.              | Jersey City Division of City Planning, Jersey City Economic Development Corporation, Historic Community Groups, Historic Preservation Community   |
| b. Develop a comprehensive interpretive plan and mapping with the participation of interested stakeholders, including educational institutions.                            | Jersey City Division of City Planning, Jersey City Economic Development Corporation, Historic Community Groups, Historic Preservation Community   |
| c. Initiate an exhibit program to locate and develop interpretive kiosks, art installations, markers and other vehicles that display Morris Canal and Jersey City history. | Jersey City Division of City Planning, Jersey City Department of Public Works, Jersey City Economic Development Corporation, Historic Community Groups, Historic Preservation Community, Arts Community |



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| 4. Interpretation   |   |
|---|---|
| <i>Strategies and Recommendations</i>   | <i>Potential Participants</i>   |
| d. Develop neighborhood plans for interpretive media, installations, education programs and events.   | Jersey City Division of City Planning, Jersey City Economic Development Corporation, Historic Community Groups, Historic Preservation Community                           |
| e. Assess needs and opportunities for school-based education programs. Work with public, private, and charter schools, and institutions of higher learning to identify existing and needed programs in local history, civics, local environmental issues, and other topics that can be developed to support school curricula. | Jersey City Division of City Planning, Jersey City Economic Development Corporation, Historic Community Groups, Historic Preservation Community, Educational Institutions |
| f. Create a network of interpretive pathways and walking tours linking all city interpretive resources, with the southern "half" revolving around the Morris Canal Greenway.  | Jersey City Division of City Planning, Jersey City Economic Development Corporation, Historic Community Groups, Historic Preservation Community, Educational Institutions |
| g. Create an ongoing forum for moving the interpretive process forward, monitoring progress, and making necessary public and private investments.   | Jersey City Division of City Planning, Jersey City Economic Development Corporation, Historic Community Groups, Historic Preservation Community, Educational Institutions |

| 5. Keeping it Lively: Marketing and Promotion  |   |
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| <i>Strategies and Recommendations</i>  | <i>Potential Participants</i>   |
| a. Create a brochure/webpage/Facebook page for the Morris Canal Greenway through Jersey City in order to raise awareness within the community and generate excitement. | Jersey City Division of City Planning, Jersey City Mayor's Office, Jersey City Economic Development Corporation, County, State, Community Groups, Advocacy Organizations, Arts Community, Historic Preservation Community |



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| 5. Keeping it Lively: Marketing and Promotion   |   |
|---|---|
| <i>Strategies and Recommendations</i>   | <i>Potential Participants</i>   |
| b. Plan events and activities for the Morris Canal Greenway. Strive for one major signature event annually, such as a festival or walking tour. Plan for a celebration in 2024 of the 200th anniversary of the charter establishing the Morris Canal and Banking Company.         | Jersey City Division of City Planning, Jersey City Division of Cultural Affairs, Jersey City Economic Development Corporation, County, State, Community Groups, Advocacy Organizations, Arts Community, Historic Preservation Community |
| c. Highlight the Morris Canal Section of Liberty State Park (Peninsula Park), the eastern terminus of the historic Morris Canal, to bring awareness to the greenway plan and build excitement. This could include development of an interpretive site or public art installation. | Jersey City Division of City Planning, Jersey City Mayor’s Office, Jersey City Division of Cultural Affairs, Jersey City Economic Development Corporation, State, Community Organizations, Advocacy Groups, Arts Community              |
| d. Reach out to the History Department at New Jersey City University (NJCU) to develop a walking tour for the Morris Canal in Jersey City.  | Jersey City Division of City Planning, Community Groups, Advocacy Organizations, Arts Community, Historic Preservation Community  |
| e. Coordinate and partner with the regional trail system - e.g., East Coast Greenway, Hudson River Waterfront Walkway, Hackensack River Waterfront Walkway, Liberty-Water Gap Trail   | Jersey City Division of City Planning, Advocacy Groups  |
| f. Identify groups that can take ownership of projects so there is a support system after it is installed.  | Jersey City Division of City Planning, Community Organizations, Advocacy Groups   |
| g. Install temporary artwork and host performance art along the proposed greenway to increase awareness and community involvement.  | Jersey City Division of City Planning, Jersey City Mayor’s Office, Jersey City Division of Cultural Affairs, Arts Community, Community Groups   |
| h. Involve the schools and other youth programs in the design and selection of installations.   | Jersey City Division of City Planning, Schools, Community Groups  |