



TOWN OF PHILLIPSBURG Riverfront Heritage Trail *Connecting River • Rails • Canal*

A Report to the Town Council
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Town of Phillipsburg



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INTRODUCTION

Located at the nexus of two rivers, three canals and five railroads, Phillipsburg has a long association with the history of transportation in the region. There have been several initiatives over the years to recognize and formalize Phillipsburg's river, railroad, and canal heritage not the least of which was the ill-fated New Jersey Transportation Heritage Center. There have also been several proposals and plans to create a riverfront promenade and establish a Morris Canal greenway. All of the proposals have merit but implementation has been incremental and sporadic.

Phillipsburg's riverfront trail system represents a sustainable economic development initiative that can provide unique eco/heritage and recreation tourism opportunities to fuel Phillipsburg's downtown revitalization efforts. Recent developments such as the restoration of the Canal arch, the County's Morris Canal greenway initiative, success of the excursion train, and opportunities for a rail-trail connection to Easton Pennsylvania via the unused Norfolk Southern bridge provide new and exciting opportunities. But specific steps and responsibilities need to be identified to move the project forward.

The purpose of this document is to establish a foundation for a more focused "Riverfront Heritage Trail" initiative that will connect river, rails and canal into one coordinated system. As such, this report does not represent a final trail plan. Much work needs to be done before the first trail segments are open to the public.

This report has three major parts. *Section 1* provides an inventory of existing trails, plans and points of interest. *Section 2* attempts to provide the trail initiative with an identity by developing preliminary trail alignments and representative concepts for trail signage and amenities. *Section 3* outlines an institutional mechanism for implementing a trail plan and an "action agenda" identifying specific steps, timelines, and responsible parties for moving the trail initiative forward.

1. INVENTORY



Trail Plans

❖ Phillipsburg Bike and Pedestrian Path

The *Phillipsburg Bike and Pedestrian Path Alternatives Analysis* was prepared in 2002 by Cherry Weber & Associates. The purpose of the analysis was to determine the most feasible location for the construction of a combination bike and pedestrian path along the east bank of the Delaware River from just south of the Route 22 Bridge to the Lopatcong Creek. The path was to serve two primary needs: (1) to provide a transportation link from a parking lot near Union Square to the NJ Transportation Heritage Center at the west end of Stockton Street, and (2) to provide a scenic path along the river that would serve as a recreational attraction.

Six riverfront route alternatives were studied. The recommended alternative – “C2” – has two components: (1) a 0.6 mile, 10-foot wide paved bike and pedestrian path starting at the boat ramp north of Union Square and extending along the river to the existing pathways in Delaware River Park; and (2) a 1.4 mile, six-foot wide stone surface pedestrian trail running south from the Morris Canal Arch between the Belvidere-Delaware railroad and the river, to a terminus at the railroad bridge over the Lopatcong Creek.



In addition to structural components such as bulkheads and fill to accommodate the path, alternative C2 includes the construction of a new railroad bridge to elevate the Belvidere-Delaware tracks over the path, allowing the path to cross under the railroad to connect to Delaware River Park. The analysis conjectured that the abutments that remain from the previous railroad bridge over Inclined Plan 11 could be utilized to construct a new superstructure. (This was seen as a more desirable approach than routing the path through a tunnel under the railroad as proposed in alternative C1.)

This alternative also included a connection to the proposed NJ Transportation Heritage Center.

❖ River Walk

The 2005 *Riverfront Redevelopment Plan* currently governs the riverfront/downtown area. A major element of the redevelopment plan is a proposed bicycle/pedestrian (bike/ped) system connecting the entire riverfront area. Central to the proposal is “River Walk” (aka “Riverfront Promenade”), a paved trail linking the entire riverfront from Third Street to Lopatcong Creek including Main Street and Walters Park; and connections to regional trails such as the Warren Highlands Trail and the Morris Canal Greenway, which are described below. The only elements that have been built to date are the boat ramp (shown above) and the paved path in Delaware River Park.



The 2005 redevelopment plan includes a proposed residential project known as River View at Delaware Station. The project consists of 445 townhouse units located between Howard Street and Delaware River Park. The redevelopment agreement calls for enhancements to the park, construction of the river walk from Union Square to McKeen Street, and conveyance of five acres of land next to Delaware River Park from the redeveloper to the Town.

The layout plan for River View at Delaware Station shows a 10-foot wide paved path extending from the existing path in Delaware Park south along the Bel-Del tracks approximately 2,000 feet where it dead ends at a chain link fence. Unlike Alternative C2 discussed above, this path would be located on the east (inland) side of the Bel-Del tracks as opposed to hugging the river's edge.

❖ Railroad Heritage Trail

With the demise of the NJ Transportation Heritage Center, the 2005 redevelopment plan called for a scattered site approach to accommodating and showcasing the Town's rail heritage. The 2012 *Riverfront Redevelopment Study* picked up on this recommendation and proposed a “Railroad Heritage Trail” linking the miniature railroad/rail museum at Cross Street, signal tower (shown at right), Union Station, excursion train, and the canal arch with trail markers, interpretive signage, paved walkways, and enhanced crosswalks. A key element of the trail is the proposed gateway pocket park on South Main Street, which is a standalone redevelopment area.



❖ Morris Canal Greenway

In 2012 Warren County released the *Morris Canal Greenway 25 Year Action Plan* with detailed recommendations for establishing an interpretive greenway along the entire length of the canal through Warren County. The plan examines ways to provide safe pedestrian and bicycle access along the canal greenway while also promoting historic awareness. The plan utilizes the historic route of the Morris Canal whenever possible, with alternative routes (e.g. South Main Street) to bypass inaccessible sections or provide linkages to other trail systems, historic sites and other attractions. The action plan provides strategies and recommendations to guide the development of the greenway over the next 25 years.



The plan divides the 33-mile long greenway into 12 manageable segments. The segments are based on their ability to provide a destination; create linkages; possess a unified character; ability to function on its own; and require similar strategies along its length. Phillipsburg hosts two segments: Segment 1 – Downtown to Lock Street; and Segment 2 – Lock Street to Route 22. The recommendations for these segments basically mirror and support Phillipsburg’s strategies for developing a comprehensive trail system along the riverfront including connections to the excursion train, Main Street, Delaware River Park, and Easton.

❖ Warren Highlands Trail (Marble Hill)

The Highlands Trail is a cooperative effort of the New York - New Jersey Trail Conference, conservation organizations, state and local governments, and local businesses. When completed, it will extend over 150 miles from Storm King Mountain on the Hudson River in New York south to Riegelsville, New Jersey, on the Delaware River. Ultimately, a network of trails including alternate routes and multi-use paths is envisioned. One of the connecting trails is the Warren Trail, which starts in Lopatcong, west of River Road along the Delaware River, on County-owned lands known as Marble Hill Natural Resource Area, formerly Consumer’s Water Company. As noted above, the 2005 redevelopment plan recommends a formal connection to the Warren Trail from Union Square.



❖ D & L Trail

The Delaware & Lehigh National Heritage Corridor was established by Congress in 1988. It is a joint effort of private groups, citizens, county and municipal governments, Pennsylvania and the federal government to conserve cultural and natural resources in the five-county region of Pennsylvania that traverses the historic Delaware and Lehigh Canals.



The D&L Trail ties the 165-mile D&L Corridor together; stretching from Wilkes-Bare in the north, to Bristol in the south. Locally, the trail enters Easton along the Lehigh River and Canal where the trail connects with the Delaware Canal and heads south into Bucks County (see www.delawareandlehigh.org). The 2012 *Riverfront Redevelopment Study* recommends

connecting the Phillipsburg trails to the D&L Trail by way of the unused Norfolk Southern Bridge.

❖ Delaware River Water Trail

The National Water Trails System was established to protect, restore, and increase access to outdoor recreation on America’s rivers, shorelines, and waterways. There are more than 150 designated water trails throughout the United States. Water trails are boat routes suitable for canoes, kayaks and small-motorized watercraft. Like conventional trails, water trails are recreational corridors between specific locations, in this case, Hancock, NY to Trenton, NJ.



The Delaware River Water Trail was developed by a consortium of environmental and recreational organizations, residents and businesses, and federal, state and local governments. According to the 2006 Water Trail Concept Plan prepared by the Delaware River Greenway Partnership, “the trail is expected to enhance the recreational boating experience on 220 miles of the Delaware River...and integrate land and water trails into a comprehensive recreational system. The trail and resulting enhanced river experiences are intended to inspire stewardship for the river and its associated landscape ... scenery and significant natural and cultural resource values.” The trail system includes uniform signage, maps, a trail guide and an interactive web site (<http://delawareriverwatertrail.org>).

Phillipsburg is located in the lower non-tidal section of the Delaware River. It is the longest and most populated of the three sections (upper, middle and lower), stretching nearly 76 miles from just below the Delaware Water Gap to the tidal waters at Trenton.

❖ Lower Delaware National Wild and Scenic River

In 2000, the National Wild and Scenic River System incorporated key segments of the lower Delaware River to form this unit of the National Park System. It is managed cooperatively between the National Park Service and the Delaware River Greenway Partnership. There are designated segments to the north and south of Phillipsburg.



According to the NPS website, each river in the National System is administered with the goal of protecting and enhancing the values that caused it to be designated. Designation neither prohibits development nor gives the federal government control over private property. Recreation, agricultural practices, residential development, and other uses may continue. Protection of the river is provided through voluntary stewardship by landowners and river users and through regulation and programs of federal, state, local, or tribal governments. (See www.nps.gov/lode)



Points of Interest

The riverfront district is densely developed with a full range of land uses ranging from residential to heavy industry. The historic commercial core is located at Union Square and along South Main Street. Neighborhoods that include residential units, schools and churches, are flanked by industrial buildings reflecting an earlier approach to land use that mixed rather than separated potentially incompatible land uses.

The Town's railroad and canal history are evident along the riverfront which is laced with active and inactive railroad rights-of-way, vintage railroad buildings, and structures related to the Morris Canal. In addition to the rail and canal assets, the district and region host a number of natural and cultural points of interest that can be linked together with a comprehensive trail system.

The major points of interest listed in the table to the right are keyed to Map 1 at the end of this report. This list is meant to be illustrative rather than exhaustive and may be expanded as the planning process moves forward.

Map Key	Point of Interest
	<i>Phillipsburg Parks</i>
1	Boat launch and sitting area
2	Delaware River Park
3	Shappel Park
4	Walters Park
5	Mill Pond Park
6	Lock Street Park
	<i>Other Open Space/Rec Lands</i>
7	NJDEP - North Main St. & River Bank
8	Pohatcong-Parkside Ball Fields
	<i>Railroad Heritage</i>
9	Excursion train
10	Union Station
11	Signal Tower
12	Miniature Railroad/Museum
	<i>Norfolk Southern Railroad</i>
13	Unused bridge & ROW
	<i>Morris Canal</i>
14	Morris Canal Arch
15	Plane 11 West
16	Lock 10 West
17	Lock 9 West
18	Lock 8 West
19	Plane 10 West
	<i>Historic Sites</i>
20	Union Square Historic District
21	Main Street Historic District
22	Valley View Historic District
23	Andover Iron Furnace
24	Greens Bridge
	<i>Pennsylvania</i>
25	Delaware Canal & State Park
26	Riverside Park
27	Lehigh Canal
28	National Canal Museum
29	Lafayette College

2. PRELIMINARY CONCEPTS



Trail Alignment

As noted in Section 1, several trail alignments have been proposed over the years. Some were the result of a redevelopment plan, others were tied to the NJ Transportation Heritage Center, and still others were proposed in more recent studies. The alignment along the riverbank was actually the subject of an engineering analysis. But each alignment presented certain issues that perhaps prevented the initiative from gaining any sustainable traction. One could argue that there were too many options and a lack of priorities or feasible objectives.

With that previous experience in mind, this section identifies a set of preliminary alignments that the Town can prioritize to achieve some near-term successes and foster on-going commitment to the project. The alignments were chosen based on their ability to satisfy the following objectives:

1. Optimizing public lands and rights-of-way.
2. Minimizing the need for crossing or purchasing private lands.
3. Minimizing infrastructure costs.
4. Optimizing historic and cultural assets.
5. Maximizing linkages to the regional trail system.
6. Maximizing links to Downtown businesses.
7. Maximizing feasibility and likelihood of implementation.
8. Maximizing safety.

The proposed trail alignments incorporate portions of the trails described in Section 1 and are illustrated on Map 2. The proposed system has three main trails: A) *Riverbank*; B) *Morris Canal–Riverfront*; and C) *Rail–Trail*; and four loop or connector trails: A) *Railroad Heritage*; B) *Walters Park*; C) *Union Square*; D) *South Main Street*; and E) *Highlands*. The tables on the following pages provide a description of each trail and assign a “feasibility rank” of low, medium or high based on how well the segment meets the objectives and the likelihood that the segment could move forward with minimal hurdles. These rankings can and will likely change in the advanced stage of this project as more detailed plans and designs are prepared and the trail steering committee evaluates the overall objectives.

It should be noted that this report only covers the riverfront district – Riverside Way and the boat ramp to the Lopatcong Creek at South Main Street – and although it incorporates a portion of the Morris Canal Greenway (Segment 1 in the County’s 25-year Action Plan), it does not address the canal beyond South Main Street (Lock Street to Route 22), which is beyond the scope of this report.

PRELIMINARY ALIGNMENTS				
MAIN TRAILS				
Trail	Description	Issues	Ownership	Feasibility Rank
A. Riverbank				
<i>Segment 1: Boat Ramp to Canal Arch</i>	Connects the existing boat ramp to the canal arch via an improved bike/ped path under the Northampton St. Bridge in accordance with the 2002 C2 Alternative. As an interim measure, the path could be minimally improved with clearing of vegetation and installation of signage, trail amenities, and gravel where needed.	<ul style="list-style-type: none"> • Located in floodway/flood zone. • Need NJDEP permits. • High river flow could temporarily close trail. (The Union Sq. Loop could be used as an alternate.) 	Bel-Del RR; NJDEP	Medium for long-term improvements. High for interim improvements.
<i>Segment 2: Canal Arch to Lopatcong Creek</i>	This is a meandering pedestrian path along the riverbank between the Bel-Del tracks and the Delaware River from the canal arch to an overlook at the Lopatcong Creek per the C2 Alternative. This is essentially an "out-and-back" trail.	<ul style="list-style-type: none"> • Located in floodway/flood zone. • Need NJDEP permits. • High river flow could temporarily close trail. 	NJDEP; Bel-Del RR	Medium-High based on permits.
B. Morris Canal–Riverfront				
<i>Segment 1: Canal Arch to WTP</i>	Crosses under Bel-Del tracks approximately 300 feet south of arch & continues on inland side of tracks through Delaware River Park as a paved bike/ped path (per C2 Alt.); through TH development (per site plan), then up McKeen St. to S Main St; follows S. Main to Canal Way/Sawmill St, to WTP. If WTP is inaccessible at this point, continue on Sawmill to S. Main then south to open portion of WTP property.	<ul style="list-style-type: none"> • Crossing Bel-Del tracks will be costly. • A safe at-grade crossing needs to be explored. • May be some security issues accessing WTP property. 	NJDEP; Bel-Del RR; Phillipsburg; Peron Const.	Low based on Bel-Del crossing but High for remainder of trail.
<i>Segment 2: WTP to Greens Bridge</i>	Follow Lopatcong Creek to Greens Bridge and S. Main Street and link up with extended Morris Canal Greenway.	<ul style="list-style-type: none"> • None 	Phillipsburg; NJDEP; Warren Co; NJ Transit	High. Entirely off-road on public land.
C. Rail-Trail				
<i>Segment 1: Norfolk Southern Abandoned ROW</i>	Constructed on abandoned NS R.O.W from Delaware River to Pursel Street. Crosses Morris Canal/Riverfront Trail and Walters Park Loop Trail.	<ul style="list-style-type: none"> • Negotiating with NS. • Grade differential at street/trail crossings. 	Norfolk Southern	Med-High depending on NS cooperation.
<i>Segment 2: Norfolk Southern Bridge/D&L Connector</i>	Unused NS bridge across Delaware River linking to D&L Trail in Easton, PA. (See additional discussion following these tables.)	<ul style="list-style-type: none"> • Negotiating with NS. • Bridge Improvements. 	Norfolk Southern	Medium depending on NS cooperation.

PRELIMINARY ALIGNMENTS LOOP AND CONNECTOR TRAILS				
Trail	Description	Issues	Ownership	Feasibility Rank
A. Railroad Heritage Trail				
Rail Museum to Excursion Train	Showcasing the Town's rail heritage, this trail links the rail museum, signal tower, Union Station, and excursion train with trail markers, interpretive signage and paved walkways. Two long-term but key elements are the proposed gateway pocket park on South Main Street (In the interim, the trail links to the excursion train via S. Main & Market St.), and upgraded amenities at the excursion station.	<ul style="list-style-type: none"> • Acquiring land for pocket park. • Providing upgraded amenities at the excursion station. 	Phillipsburg; NJ Transit; Housing Authority; Lekco Inc.	Medium long-term. High short-term.
B. Walters Park				
Center Street	Connects Morris Canal/Riverfront Trail to Walters Park via Center St.	<ul style="list-style-type: none"> • None 	Public streets	High
C. Union Square				
Boat Ramp to Railroad-Heritage Trail	Provides loop through historic business district. From boat ramp – Union Square to S. Main, to Market, to Stryker, where it links to Railroad-Heritage Trail.	<ul style="list-style-type: none"> • None 	Public streets	High
D. South Main Street				
Black Bridge to McKeen	Provides loop through historic business district. Runs from Railroad Heritage trail at Black Bridge, south on S. Main to McKeen St. where it links with Morris Canal/Riverfront Trail.	<ul style="list-style-type: none"> • None 	Public streets	High
E. Highlands Trail Connector				
Boat Ramp/Union Square to Lopatcong Twp.	An on-road wayfinding system following Broad St., Fifth St. and North Main directing users to the Warren-Highlands trailhead at Marble Hill in Lopatcong Township.	<ul style="list-style-type: none"> • None 	Public streets	High

Norfolk Southern Bridge



Phillipsburg's Rail-Trail is being proposed as a bi-state trail with the inclusion of the unused Norfolk Southern bridge across the Delaware River to Easton, Pennsylvania (photo at left). This is a unique and critical component of the Phillipsburg Rail-Trail as well as the regional trail system that could greatly increase the tourism potential. An example of a successful rail bridge conversion is the *Walkway Over the Hudson* connecting Poughkeepsie and Highland, New York.

Rail Bridge Converted to a Pedestrian Bridge over the Hudson River

Walkway Over the Hudson State Historic Park, which is operated by the New York State Office of Parks, Recreation, and Historic Preservation, is a linear walkway spanning the Hudson River. At 212 feet tall and 1.28 miles long, it is the longest, elevated pedestrian bridge in the world. *Walkway Over the Hudson*, a 501(c) 3 non-profit group, initially conceived of the idea of turning the abandoned railroad bridge connecting Poughkeepsie and Highland, NY into a pedestrian park. With the help of both private and public funding and partnerships, Walkway State Park officially opened to the public on October 3, 2009.



Branding/Design Elements



This section identifies some representative concepts for signage and general trail design that will create an identity for the trail, which in turn will help focus the overall trail-building initiative and raise public awareness and support.

Trail Signage

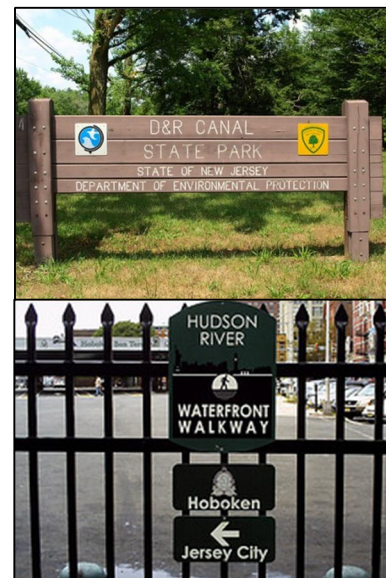
An important component of creating and maintaining a well-used trail is the ability to navigate the trail through various environments and landscapes with little effort. This can be accomplished by providing users with a set of consistent signs along the route that direct travellers, welcome visitors, and interpret the local history, culture, and landscape. Wayfinding signage should also direct users to amenities and points of interest located near the trail such as shops, restaurants, historic sites, parks, schools, bus stops, and other facilities (including those that may provide restrooms) within walking distance of the main trail.

Signage should provide continuity and incorporate a consistent style and theme. In this case there are several themes to build on such as the river, railroads, and canal. A common logo should be developed reflecting those themes and incorporated into the trail signs, especially at trailheads and trail amenities/facilities.

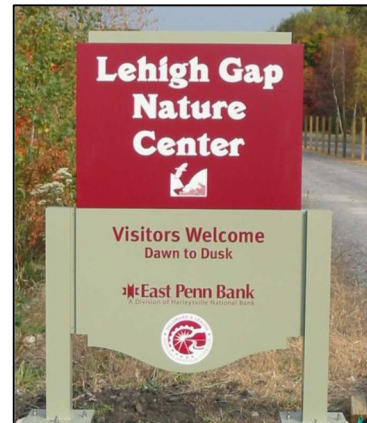
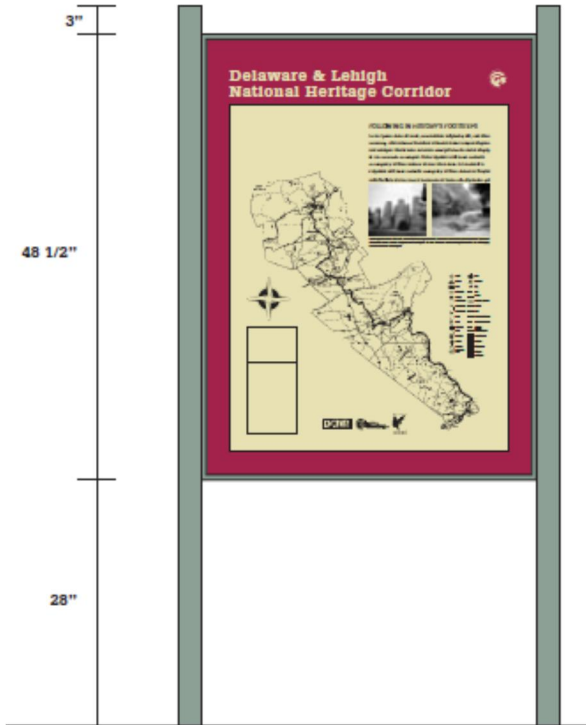
The trail system will utilize various types of signs ranging from large gateway and interpretive signs to smaller directional signs and mile markers. Signage can range from the rustic style found in state parks to more stylized versions found in urban areas such as the ones illustrated here.

An appropriate model for the Riverfront Heritage Trail is the Delaware & Lehigh National Heritage Corridor signage program, an excerpt of which is provided on the following page. The D&L guidebook includes standards for wayfinding, trailheads, interpretation, and points of interest that reflect a landscape and history similar to that found along Phillipsburg's riverfront. The templates would be modified to accommodate Phillipsburg's logo and to complement the character of the specific trail segment.

The full guidebook, *Visually Speaking*, can be viewed at www.delawareandlehigh.org/index.php/documents-resources.

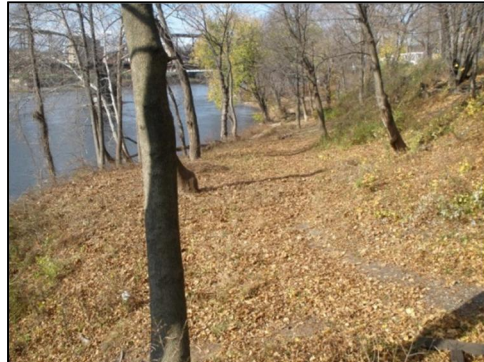


Delaware & Lehigh National Heritage Corridor Sign Design Guidelines



Trail Character

Trails can range from little more than a cleared dirt path to formal paved bike/ped trails in a park-like setting as illustrated in the photos on this page; and still others will be on Town streets. While the character of a particular trail segment will often be determined by the constraints of the immediate environment and expected intensity of use, some level of consistency should be achieved so that trail users know what type of experience to expect.



For instance, will the trail present a medium/high level of difficulty with no on-trail amenities more suitable for avid hikers or outdoors enthusiasts; or will it be a family-oriented trail geared towards a leisurely cultural/heritage experience? Will the trail be primarily for pedestrians; or will it also accommodate bicycles and other wheeled vehicles? There are also security issues to consider in terms of visibility and a sense of isolation.



With those issues in mind, the trail system should, to the extent feasible, be formalized with a paved surface and no less than a gravel surface, and take on the qualities of a linear park. The exact degree of improvements will vary by segment. For example, the Morris Canal–Riverfront Trail and the Rail-Trail might have a formal treatment – to some degree an extension of Delaware River Park. The Riverbank Trail would be more “natural” with a gravel path. Where the trail merges with the Morris Canal Greenway, it may become less formal along certain segments of Lock Street, reflecting the area’s “rural/historic” character.



Trail Amenities

The proper mix of trail amenities can greatly enhance the visitor's experience without creating a maintenance burden for the Town. At the lower end of the scale, amenities might include benches, trash receptacles, picnic tables and bike racks. The higher end of the scale might include information kiosks, interpretive displays, sculptures, viewing areas, shade shelters, lighting, water fountains, restrooms, and parking.

Some of the higher-end amenities already exist or can be easily added at Delaware River Park, Walters Park, or Mill Pond Park. Otherwise, basic amenities such as benches and trash receptacles should be provided at strategic locations along the trails, and clustered at trail heads whenever possible (top photo). Trail users should be encouraged to avail themselves of the amenities, goods and services on South Main Street with signage that directs visitors to the Union Square, South Main, and Railroad Heritage loop trails.

Placement of interpretive kiosks and displays, several of which are already in place along the Morris Canal route (bottom photo), will be determined by the presence of a particular historic asset.



3. IMPLEMENTATION

The previous section outlined a preliminary trail alignment and provided some design parameters. Specific mechanisms and responsibilities now need to be identified to move the project forward.

Institutional

The Riverfront Heritage Trail will be developed over several years and will need a dedicated group or entity to ensure focus and continuity. To that end an institutional mechanism for implementing the trail plan such as a standing trail committee or partnership should be established. The committee should be more than an ad-hoc group. It should be established by an official action of the Mayor or Council, elect a Chairperson, meet on a regular basis, and provide periodic progress reports to the Council.

In addition to Phillipsburg municipal officials and agencies, committee members might be drawn from the following organizations:

- Phillipsburg Area Historical Society
- Local railroad historical societies
- Morris Canal Committee
- National Canal Museum
- Phillipsburg Downtown Association
- Phillipsburg Area Chamber of Commerce
- Norfolk Southern
- Belvidere and Delaware River Railway
- Saint Luke's Hospital
- Phillipsburg Leadership Team
- NY/NJ Trails Conference
- Rails to Trails Conservancy
- Delaware River Greenway Partnership
- National Park Service
- City of Easton
- Warren County Planning Department
- Delaware River Bridge Commission
- NJ Highlands Council
- NJDEP
- NJDOT

Action Agenda

The "preliminary action agenda" presented on the following page identifies implementation steps, timelines, and responsible parties. At this point in time the agenda is fairly simple and targets the major tasks necessary to give the project some direction. It is anticipated that the agenda will be expanded and updated over time by the trail committee as the project progresses. Subtasks may also be added under each major task.

RIVERFRONT HERITAGE TRAIL PRELIMINARY ACTION AGENDA

	ACTION ITEM	TIMEFRAME	LOCAL RESPONSIBILITY	OUTSIDE AGENCIES
1	Apply for participation in the National Park Service <i>Rivers, Trails and Conservation Assistance</i> program.	August 2013	Mayor/Council	National Park Service (NPS)
2	Establish a Trail Committee.	60 – 90 days	Mayor/Council	NPS
3	Design a trail logo.	30 days after committee is established	Trail Committee	---
4	Finalize the preferred trail alignments and design concepts & prioritize specific trail segments.	6 – 10 months after committee is established	Trail Committee	NPS
5	Identify appropriate mechanisms for securing trail segments, e.g. fee simple purchase, easements, donations, lease, etc.	---	Trail Committee	NPS
6	Identify potential funding sources and partnerships.	---	Trail Committee	NPS; NJDEP; Warren County; NJ Highlands Council
7	Negotiate with Norfolk Southern and other property owners as needed.	---	Trail Committee; Mayor/Council	City of Easton; NPS; NJDEP; NJ Highlands Council; NJDOT; D&L NHC
8	Contract for the final design and construction of priority trail segments.	12 – 18 months after committee is established	Mayor/Council	---

[Maps ↗](#)