

# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN



December 2006





# Official Endorsements

The following fifteen non-profit organizations, municipalities, counties, commissions, state agencies have formally endorsed the Delaware River Scenic Byway Corridor Management Plan through resolutions and letters of support. Although not all of the twenty-two organizations submitted formal endorsements in time for this printing, none responded with objections or concerns. The Corridor Management Committee will continue to solicit support for and participation in the Delaware River Scenic Byway.

- Delaware River Greenway Partnership
- Delaware River Mill Society at Stockton
- Hunterdon Land Trust Alliance
- Municipal Land Use Center at the College of New Jersey
- New Jersey Conservation Foundation
- City of Trenton
- Township of Hopewell
- West Amwell Township
- Borough of Stockton
- Borough of Frenchtown
- Hunterdon County
- Mercer County
- Delaware and Raritan Canal Commission
- Delaware River Basin Commission
- New Jersey Department of Environmental Protection
- New Jersey Department of Transportation

**SAMPLE RESOLUTION  
IN SUPPORT OF THE DELAWARE RIVER SCENIC BYWAY  
CORRIDOR MANAGEMENT PLAN UPDATE**

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, the section of State Route 29 between Mileposts 3.2 (immediately South of NJ AMTRAK bridge) to Milepost 34.1 (just south of the Frenchtown border) was designated as a State Scenic Byway; and

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation by a Corridor Management Committee, which included all municipalities along the Byway as well as Mercer and Hunterdon Counties, under the sponsorship of NJDOT and adopted in August 1997; and

**WHEREAS**, since 1997, substantial changes have occurred in the corridor, including implementation of Scenic Byway Management Plan recommendations, roadway improvements, land preservation initiatives and other regulatory and institutional changes, and the Corridor Management Plan was updated to incorporate strategies to address emergent issues and also to qualify the Byway for National Scenic Byway designation under FHWA's National Scenic Byway Program; and

**WHEREAS**, the byway has been re-named as the Delaware River Scenic Byway; and

**WHEREAS**, a Scenic Byway Corridor Management Plan Update has been prepared with participation by a Corridor Management Committee, which included all municipalities along the Byway as well as Mercer and Hunterdon Counties, and two public meeting opportunities were provided to explain the Corridor Management Plan and obtain input from the general public; and

**WHEREAS**, the Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

**WHEREAS**, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

**WHEREAS**, [insert county or municipality] wishes to express its support for the concept of a Scenic Byway and its commitment to participating in the process necessary for its implementation; and

**NOW, THEREFORE, BE IT RESOLVED BY THE**  
[Municipality \_\_\_\_\_] **OF THE**  
County of \_\_\_\_\_; or, County \_\_\_\_\_  
[County \_\_\_\_\_] **OF THE STATE OF NEW**  
**JERSEY**, that it expresses its support of the Delaware River Scenic Byway Corridor Management Plan Update and its intention to participate in future efforts to implement strategies described in the Plan.



## Acknowledgements



The New Jersey Department of Transportation and the Federal Highway Administration sponsored “The Delaware River Scenic Byway Corridor Management Plan,” which is an update to the “Scenic Byway Management Plan for Route 29, Trenton to Frenchtown,” originally published in August 1997.

The following stakeholders were invited to participate in Corridor Management Committee meetings during the planning process and to review and comment on the Plan:

### Delaware River Scenic Byway Corridor Management Committee

#### **Project Sponsor: New Jersey Department of Transportation**

David Byers, (*former*) *Manager, Landscape & Urban Design Unit, New Jersey State Scenic Byway Coordinator;*  
Cindy Bloom-Cronin, *Landscape Designer, New Jersey State Scenic Byway Coordinator;*  
John Mole, *Supervising Environmental Specialist, Division of Project Planning and Development*

#### **New Jersey Department of Environmental Protection**

Pam Thier, *Central Team, Green Acres Program*  
Olivia C. Carpenter, *Urban Initiatives and Outreach Coordinator*  
Sally Lane, *Special Assistant to Deputy Commissioner*  
Alvin Payne, *Administrator*

#### **New Jersey Commerce & Economic Growth Commission**

Nancy Byrne, *Executive Director, Travel and Tourism;*  
Steven Stegman, *Deputy Director*

#### **Delaware Raritan Canal Commission**

Ernest Hahn, *Executive Director;*  
Janice Holms, *Administrative Analyst*

#### **Delaware River Basin Commission**

Robert Tudor, *Deputy Executive Director;*  
Jessica Sanchez, *River Basin Planner*

#### **Delaware River Mill Society**

Edie Sharp, *Director*

#### **Hunterdon Land Trust Alliance**

Margaret Waldoock, *Executive Director*

#### **New Jersey Conservation Foundation**

Alix Bacon, *Project Coordinator*

#### **New Jersey Water Supply Authority**

Daniel J. Van Abs, PhD, PP/AICP, *Director, Watershed Protection Programs;*  
Kathy Hale, *Watershed Protection Specialist*

#### **Municipal Land Use Center at TCNJ**

Donna Drewes, *PP, MCRP - Community Planner*

#### **Delaware River Heritage Trail**

Celeste Tracy, *Director*

#### **Delaware River Greenway Partnership**

Celeste Tracy, *Interim Director*

#### **Delaware Riverkeeper**

Maya K. van Rossum, *Delaware Riverkeeper*

#### **Mercer County**

Donna M. Lewis, AICP/PP, *Planning Director;*  
Matthew Lawson, PhD, *Principal Planner*

#### **Hunterdon County**

Sue Dziamara, *Planning Supervisor*

#### **Trenton**

Douglas H. Palmer, *Mayor;*  
Andrew Carten, *Division Director, Planning*

#### **Ewing Township**

Wendell E. Pribila, *Mayor*

#### **Hopewell Township**

Vanessa Sandom, *Mayor*

#### **Lambertville**

David M. DelVecchio, *Mayor;*  
John A. Miller, P.E., CFM

#### **Stockton**

Gregg Rackin, *Mayor*

#### **Frenchtown**

Ronald M. Sworen, *Mayor*

#### **Kingwood Township**

Steven Zdepski, *Mayor*

#### **Delaware Township**

Richard W. Madden, *Mayor*

#### **West Amwell Township**

Tom Molnar, *Mayor*

Prepared by The RBA Group, December 2006  
All photography by The RBA Group except where noted.



*“Byway strategies should be a product of the communities of people who live in and near the byway and of those who may interact with and potentially benefit from travelers.”*

~National Scenic Byways Program

*“...one of the most beautiful drives in New Jersey”*

~22nd Annual Report,  
Commissioner of Public Roads (1915)

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*“The Byway Concept: features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.”*  
~National Scenic Byways Guide



Trenton Statehouse



Washington Crossing State Park

## Overview: Experiencing the Delaware River Scenic Byway

The experience of driving along the Delaware River Scenic Byway is diverse, ranging from the four-lane freeway through the City of Trenton and its suburbs to the narrow two lane roads through countryside and the historic river towns of Lambertville, Stockton and Frenchtown. Visitor destinations and activities are also diverse; they can be tailored to emphasize history, culture, or biking, boating, fishing and hiking.

Located along the way are convenient opportunities to shop, eat and enjoy the atmosphere of the historic river valley towns. Paralleling the corridor, the Delaware River and the D&R Canal weave in and out of sight, and are accessible at many sites along the road. Bridges for people in cars, on bikes and on foot connect the corridor to complementary destinations across the River in Pennsylvania. As a common thread within the great and historic Delaware River Valley, the Delaware River Scenic Byway displays the region's history and landscapes, providing access to recreational venues, from urban to rural. Besides your walking shoes, pack your fishing and camping gear, and bring your boat and bicycles – a visit to the Byway gives visitors many options for enjoying the outdoors in every season.

The 35-mile Delaware River Scenic Byway is the gateway to days of historic discovery, outdoor enjoyment and scenic places. Trenton, Lambertville, Stockton and Frenchtown offer conveniently located “islands” of support for visitors with food, shopping, entertainment and lodging.

### Imagine A Visit To The Byway: An Itinerary For Experiencing History And Outdoor Recreation

Whether Trenton marks the beginning or end of a trip to the Delaware Scenic Byway, the South Riverwalk Park<sup>1</sup> at the southern end offers visitors both scenic vistas of the Delaware River and a “built-in” history lesson about Trenton and the heritage of the Delaware Valley. This award-winning park is built atop the Route 29 tunnel

**A** near Lambertton Street, with easy access by foot or by vehicle to Trenton's waterfront and nearby visitor attractions. Much of Trenton's sightseeing centers around colonial and Revolutionary War sites, so plan time to visit the many 18th century historic destinations, such as the State House, the Old Barracks museum, and Trenton's oldest landmark, the home of founder William Trent.

Sports enthusiasts can take in baseball at the Trenton Waterfront's sports arena and there are lots of opportunities for bicycling and walking along the waterfront through adjacent Stacey Park or, further north, through nearby Olmsted-designed Cadwalader Park that includes a branch of the historic D&R Canal and the Ellarslie Museum.

Traveling north along the River from Trenton, the city and suburbs drop away and Scudders Falls near Route 95 offer visitors an ideal place to park the car and access the D&R Canal and the Delaware River to fish, boat, bike or hike. Eight miles north of Trenton, Washington Crossing State Park commemorates Revolutionary War history and offers nature education as well on its 1,400 acres.

The Howell Living History Farm in Titusville and the Holcombe Jimison Farmstead in Lambertville tell the story of farming in early

<sup>1</sup> The Byway's current official end is just south of the Route 1 Bridge. This Plan recommends extending the Byway to the South Riverwalk Park above the Tunnel as a more logical terminus that also incorporates Trenton's renovated waterfront.



# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

America. Then park the car below Route 202 and walk or bike the D&R Canal into Lambertville to enjoy the historic ambiance, river views and antiques shopping. An overnight stay at a “Bed and Breakfast” will allow extra time to enjoy both sides of the Delaware River.

**D**

Continuing on, the narrow road passes wooded hills and views of the D&R Canal until reaching the historic village of Stockton, with tree-lined streets of Victorian houses and unique shops and places to eat. The restored Prallsville Mill, a center for cultural and environmental events, is a perfect place to access the D&R Canal. Bicyclists can form a loop trail through Bull’s Island State Park and on to Frenchtown, returning on the wide shoulders of Route 29.

**E**

Above Stockton, the road widens and passes through miles of quiet wooded hills and the entrance to Bull’s Island State Park, the historic origin of the D&R feeder Canal. A walk across the Delaware on a stunning pedestrian bridge is worth a stop – and camping is available for longer stays.

**F**

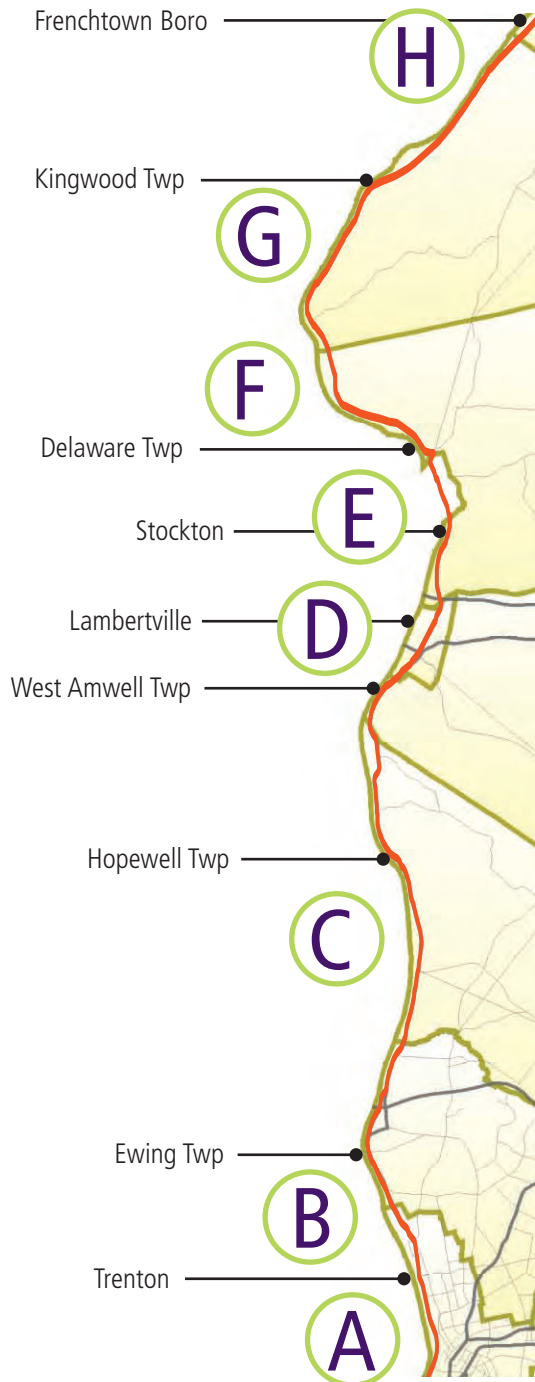
Back on Route 29 to Frenchtown, the roadway is nestled between the Delaware River and dramatic rock cliffs with some of the Byway’s most scenic vistas in every season.

**G**

Intersecting trails follow streams inland and lead to places like the Devil’s Tea Table, with outstanding long views of the Delaware River from the cliff top. On the way to Frenchtown is the Kingwood Boat Launch, one of several along the length of the Byway for boating enthusiasts. The Byway leads to

**H**

Frenchtown<sup>2</sup>, a small historic river town and a unique intersection of country life and culture.



Lumberville-Raven Rock Pedestrian Bridge



Frenchtown Historic District

<sup>2</sup> The official end is at the southern limit of Frenchtown, but the Plan recommends extending the Byway into Frenchtown, and potentially beyond to Milford, as a more logical endpoint.

## Executive Summary

Scenic byways are roads that provide access to extraordinary places, highlight unique natural, historic and cultural features, and offer an enjoyable and relaxing traveling experience for residents and visitors alike. This Corridor Management Plan for the Delaware River Scenic Byway presents a wide range of opportunities for communities to preserve, enhance and display the outstanding qualities of the Route 29 corridor, designated as New Jersey’s first Scenic Byway under the New Jersey Department of Transportation’s Scenic Byway Program in 1996.

Extending 35 miles along Route 29 from Trenton to Frenchtown, the Delaware River Scenic Byway serves as a gateway to New Jersey’s urban capitol, Trenton, and the three historic town centers of Lambertville, Stockton and Frenchtown. Along the way, the Byway passes through scenic landscapes of villages, farm fields, forests and cliffs. In addition to the scenic character of the Byway, there are significant natural, recreational and cultural destinations along the corridor. Among the highlights are three outstanding state parks: the **Delaware and Raritan Canal State Park**, with a 30-mile bicycling and walking trail, fishing and boating access to both the historic canal and the Delaware River; **Washington Crossing State Park**, which commemorates a pivotal event in the nation’s revolutionary war history; and **Bull’s Island Recreation Area**, a forested island in the Delaware River. Visitors to the area have many venues to appreciate the historic, cultural and recreational features of the region in city, town and countryside settings.

EXECUTIVE SUMMARY

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### Municipalities along The Byway

(south to north)

#### Mercer & Hunterdon Counties

Trenton	Stockton
Ewing Township	Delaware Township
Hopewell Township	Kingwood Township
West Amwell Township	Frenchtown (proposed)
Lambertville	

Change, however, is inevitable. Collaboration among the Byway communities and stakeholders can influence the direction of change to protect and enhance the very qualities that draw people to New Jersey’s western shore. The purpose of this voluntary program is to provide a tool to communities along the Byway to identify, protect and display the scenic, historic, cultural, recreational, and natural resources that contribute to the corridor’s unique character.

Like the National Scenic Byways Program administered by the Federal Highway Administration, New Jersey’s Scenic Byway Program under the state Department of Transportation is intended to help communities balance economic development and resource conservation, recognizing that what makes the roadway special extends to the landscapes within view of the traveler.

The “Scenic Byway Management Plan for New Jersey Route 29”, August 1997, first documented the characteristics of the Delaware River Scenic Byway through a public process that engaged the eight communities along the Byway. This updated Management Plan likewise engaged community stakeholders to confirm the vision and identify priority actions that support and enhance its scenic qualities and character. A Corridor Management Committee representing the interests of state agencies, counties, municipalities and conservation organizations guided the development of the Plan.

The Plan sets forth a common vision for the future of the Byway (Chapter 2: Byway Vision) that expresses the region’s essential character as an historic river valley. History and outdoor recreation are noted as two most significant intrinsic qualities, with opportunities to tell the story of the history of transportation from River to canal, rail and road. This transportation corridor that shaped the region now provides access to a whole range of outdoor recreation experiences and natural features, a landscape to preserve for future generations (Chapter 3: Byway Context and Significance).

The character of the Route 29 roadway is diverse from Trenton to Frenchtown. Though many projects are underway to improve both the safety and appearance of

the Byway, there are many more opportunities to improve the roadway for all users, including bicyclists and pedestrians. Traffic calming, improved bicycle and pedestrian accommodation, reduced sign clutter, wayfinding strategies and coordinated gateway signs are among the proposed actions for improvement (Chapter 4: Byway Transportation).

The Byway provides a unique opportunity to coordinate and enrich tourism opportunities from Trenton to Frenchtown. The primary objective is to better manage visitor services and to coordinate the efforts of the many visitor destinations along the way. Through Byway maps, brochures, kiosks and visitor centers, the story of the Byway then and now can be told while raising visitor awareness of the many activities and support services that are available. Interpretive themes for the Byway that appeal to history buffs and nature lovers are suggested. The Byway story is a thread that can complement existing visitor attractions, enriching and extending visitor experience (Chapter 5: Byway Recognition).

Advancing the Delaware River Scenic Byway can be achieved through the combined efforts of communities and stakeholders. The Plan proposes continuation and expansion of the Corridor Management Committee to oversee and implement Priority Actions for Byway Protection, Improvement and Recognition as outlined in tables (Chapter 6: Byway Management and Priority Actions). The Plan also depicts the Byway through aerial photographs and describes the highlights, issues and opportunities of the fifteen discrete segments that together comprise a unique and diverse corridor (Chapter 7: A Visual Tour of the Byway).

The New Jersey Department of Transportation sponsored this update of the Corridor Management Plan to meet requirements for federal designation through the Federal Highway Administration’s National Scenic Byways Program. With support from communities and stakeholders, the Plan opens the door to new funding sources and new strategic partnerships. The Delaware River Scenic Byway has the potential for recognition as one of New Jersey’s premiere scenic byways, and to remain so for generations.

# CHAPTER 1



# INTRODUCTION



# Management Plan Description and Purpose

Scenic byways are roads that provide access to extraordinary places boasting scenic, historic, cultural, recreational, natural or archaeological features. The Delaware River Scenic Byway (NJ Route 29) extends approximately 35 miles along the Delaware River at the western boundary of New Jersey, from the State's capitol city of Trenton northward to the rural village of Frenchtown. It parallels the historic Delaware and Raritan Feeder Canal for much of its length, offering spectacular views of the Delaware River and the concentrated charm of historic riverside towns in both New Jersey and Pennsylvania. The Byway skirts rock cliffs along its northern portions as it passes through the river valley, rich and diverse in natural and cultural landscapes.

This Corridor Management Plan (CMP), originally prepared in 1997, has now been updated to account for both the changing landscape and land uses and the potential loss of defining characteristics that comprise the unique scenic quality of the corridor. It also addresses changes in government policies and regulations. The 2006 Update provides a framework for action and collaboration to preserve and enhance intrinsic qualities along the Delaware River Scenic Byway. While it addresses content requirements of the New Jersey Scenic Byways Program and Federal Highway Administration's (FHWA's) 1995 Interim National Scenic Byways Program Policy, it is also intended to inspire a sense of ownership and sustained effort between the sponsor, the New Jersey Department of Transportation (NJDOT), and stakeholders to actively promote and execute the plan. The Plan Update provides a coordinated approach for local and state governments and regional organizations to:

- Benefit from federal scenic byway grant funds
- Leverage funding from diverse sources to implement management strategies
- Manage regional tourism
- Encourage public and private collaboration
- Promote principles of "smart growth"
- Conserve significant landscapes within the scenic corridor

Although the original Corridor Management Plan was initiated and led by NJDOT as a case study, this Update proposes a shift of leadership to the communities by initiating an on-going committee. This committee's purpose is to continue discussion and collaboration among stakeholders to plan for the future of the corridor and the region.

Managing Route 29 as a "scenic byway" through coordinated preservation and enhancement strategies will allow those who live, work and visit the corridor to enjoy the views and the many scenic historic, cultural, archaeological, natural and recreational features of the Delaware River Valley for years to come. The updated Corridor Management Plan will also serve as a touchstone for context-sensitive transportation, mobility and safety solutions, which carefully balance the needs of all road users while protecting the quality of life for adjacent communities.

Preparing the 1997 Management Plan and the current update was a voluntary, coopera-



## Corridor Management Committee Stakeholders

### STATE AGENCIES

- NJDEP
- NJDOT
- NJ Commerce & Economic Growth Commission

### COUNTIES

- Hunterdon County
- Mercer County

### MUNICIPALITIES

- City of Trenton
- Ewing Township
- Hopewell Township
- West Amwell Township
- Lambertville
- Stockton
- Delaware Township
- Kingwood Township
- Frenchtown

### AUTHORITIES & COMMISSIONS

- NJ Water Supply Authority
- Delaware & Raritan Canal Commission
- Delaware River Basin Commission

### NON-PROFITS

- NJ Conservation Foundation
- Delaware River Greenway Partnership
- Delaware River Heritage Trail
- Delaware River Mill Society
- Delaware Riverkeeper
- Hunterdon Land Trust Alliance
- Municipal Land Use Center at TCNJ

tive and consensus-building effort to define a vision for the future of the road and its surrounding landscape. Designation of Route 29 as a scenic byway does not:

- Change or limit the responsibility of NJDOT for the road or the authority of any municipality, county or state agency that makes decisions affecting the road or its surroundings.
- Restrict reconstruction, maintenance or operation responsibilities of NJDOT to meet safety and mobility needs of road users and the communities in the corridor through application of Context Sensitive Design (CSD) and Environmental Stewardship principles.
- Establish or imply greater regulation or funding. The Corridor Management Plan will serve to coordinate and facilitate the implementation of regulations and funding already in place to preserve and enhance the corridor's intrinsic values and scenic quality.

The update incorporates the major ideas and recommendations of the 1997 Management Plan, carrying them forward along with new recommendations generated through meetings and discussions with interested stakeholders. As in the original planning effort, a Corridor Management Committee (CMC) was formed to represent local/county governments, state agencies and non-profit organizations whose work contributes to the quality of the place within the Scenic Byway corridor. The CMC participated in four half-day working sessions to generate strategies that address current issues and opportunities.

Other elements of the 1997 Plan were retained or have been updated in their presentation, such as the Physical and Visual Surveys and maps that show the Byway corridor in 15 discrete segments. In addition to Committee and public meetings, a focus group and stakeholder interviews, along with an

Institutional Survey of local, regional and state government, were part of the updating process.

The Corridor Management Plan Update also includes new elements that were not addressed in the 1997 Plan. They include:

- **Assessment of Development along the Corridor.** This was done by conducting general background research of master plans, zoning ordinances, land use patterns and development trends. Key CMC members were also interviewed to identify significant conservation and development initiatives. Strategies are proposed to reinforce conservation efforts and coordinate land use regulations to better preserve the Byway landscape.
- **Safety and Accident Review.** Relevant information, including project reports, traffic statistics/records and the status of ongoing and planned projects, was reviewed and CMC members were asked to identify perceived problem areas.
- **Assessment of Outdoor Advertising and Roadside Clutter.** The regulatory context was researched and fieldwork was conducted. The update presents strategies for improving conditions along the Byway and for deterring visual encroachments in the future.
- **Definition of Roadway Use by All Vehicles.** This section describes how the byway can succeed in accommodating all vehicles, including bicycles. Strategies are proposed to better support the significant bicycle use that already exists in the corridor, as well as pedestrian circulation at popular visitor destinations.
- **Signage Study for Coordination of Non-Regulatory Signs.** Based on a review of a recent signage study sponsored by NJDOT, strategies are proposed to improve and coordinate signs along the Delaware River Scenic Byway.

• **Interpretation of Significant Resources.** Brainstorming sessions with members of NJDOT, the CMC and the consultant team were held to generate strategies for interpreting the Byway and its natural and historic features for visitors and residents.

• **Tourism Opportunities.** In addition to input from the CMC, a Tourism Focus Group met to discuss issues related to tourism and promotion, generating strategies to better manage tourism and to coordinate promotion efforts along the length of the Byway.

• **Strategies for Marketing the Corridor.** A review of marketing and promotion information available through the National Scenic Byways Program, along with stakeholder input, generated strategies for marketing the Scenic Byway.

The updated Corridor Management Plan identifies strategies for short-term road maintenance operations, capital improvements, scenic land preservation, tourism and recreation, resource interpretation and strengthening partnerships.

**Delineation of the Scenic Corridor**

The scenic corridor includes the viewshed that can be seen from the roadway. In essence, the corridor is the area that needs to be managed to ensure that the features of significant scenic, natural, recreational, cultural, historic and archaeological interest remain intact. Because the Scenic Byway includes both the roadway itself and everything the eye can see from the roadway, the limits and scenic character of the corridor viewshed changes through the four seasons.

The Delaware River Scenic Byway corridor<sup>1</sup> consists of New Jersey State Highway 29 and associated

rights-of-way between its northern terminus at Frenchtown, Hunterdon County, and its southern terminus in Trenton, Mercer County. Because development and land use changes occurring adjacent to and beyond the Route 29 right-of-way could impact the visual quality of the corridor, recommendations are intended to address a broader area. The participation of all municipalities along the corridor is encouraged, along with non-profit organizations whose work positively impacts the Scenic Byway.

**Management Strategies**

The Plan’s management strategies are a combination of measures that ensure that the scenic byway:

- Maintains its scenic qualities, variety, and accessibility; and
- Encourages compatible and adaptable relationships between the byway and existing and future activities in the scenic corridor.

The keys to the success of this Corridor Management Plan as a “strategic” plan will be:

- Action recommendations are well matched to the objectives for the scenic byway.
- Action recommendations complement one another in both their design and implementation.

Relationships among agencies responsible for these management measures will be kept flexible and adaptable through the oversight of a Scenic Byway Coordinator within the NJDOT.



Bull’s Island Recreation Area in the D&R Canal State Park is one of the DRSB’s top tourist destinations.



North of Bull’s Island, Route 29 passes through a quite wooded Landscape.

<sup>1</sup> The scenic corridor for Route 29 was delineated by Rutgers University in 1995 using a geographic information system to analyze topographic data digitized from 1:24,000 scale U.S. Geological Survey 7.5 minute quadrangle maps.



A model of the D&R Canal wooden swing bridge by Paul Kayne for The Delaware and Raritan Canal State Park shows the style of historic bridge proposed for Moore's Station.



New brown guiderails in place following NJDOT study.

## Progress and Changes Since 1997

Many recent and currently proposed projects serve to directly or indirectly improve byway conditions or protect land and resources from destructive change. Many projects recommended in the 1997 Corridor Management Plan have been implemented by NJDOT in concert with local communities. To establish a clear baseline for updating the Corridor Management Plan, the following lists highlight progress made on implementing strategies included in the original plan and a sampling of projects with positive implications for Route 29. A wide range of projects that benefit the byway have been initiated through collaboration among government and non-profit partners. Projects within the corridor can be designed to improve and advance the Scenic Byway, even if they are initiated primarily to meet other objectives.

### Roadway Related Project Initiatives

- **Bicycle and Pedestrian Bridge over the D & R Canal at Moore's Station.** A feasibility study is underway to build a wooden swing bridge replica to provide an additional point of pedestrian/bicycle access from the Byway to the Canal tow-path multi- use trail. (NJDOT)
- **Context Sensitive Guiderail Replacement/Removal.** A study has been completed. (NJDOT)
- **I-95 Scudder Falls Bridge Project.** Preliminary engineering and environmental assessment are underway to widen the Scudder Falls Bridge, context sensitive reconstruction of the Rt. 29 interchange and addition of pedestrian/bicycle design elements. (Delaware River Joint Toll Bridge Authority "DRJBT" /NJDOT)

- **Lambertville Gateways Traffic Calming Project.** A feasibility study is being finalized for this project, which will include lane reduction, roundabouts, bicycle/pedestrian facilities and parking. (NJDOT)
- **Rock Fall Mitigation (Lambertville to Frenchtown).** A feasibility study has been completed. (NJDOT)
- **Rt. 29 Main Street, Lambertville, and West Amwell Drainage Improvements.** Construction is currently underway for context sensitive rehabilitation of streets and sidewalks. (NJDOT)
- **Rt. 29 Trenton – Freeway to Urban Boulevard Conversion.** A feasibility study is underway to realign Rt. 29 away from the river to function as an urban boulevard and use vacated land for greenway and access to the river. (NJDOT)
- **Rt. 29 Trenton – Interim Safety Improvements.** Construction has been completed to realign Rt. 29 away from the river to function as an urban boulevard and use vacated land for greenway and access to the river. (NJDOT)
- **NJDEP Park Design Competition for Trenton.** The winning firm will receive funding to design a park reconnecting Trenton to the waterways that were once part of the cityscape.
- **Signage Reduction Plan.** NJDOT is currently evaluating recommendations.
- **Stockton Traffic Calming/Gateway and Bicycle/Pedestrian Improvements.** A feasibility study is currently underway. (NJDOT)
- **Stone Wall Repairs.** Construction has been completed. (NJDOT)
- **Washington Crossing-Rt.29 Intersection Congestion Mitigation Project.** A feasibility study, including context sensitive design concepts and signage for Washington Crossing State Park, is currently underway. (NJDOT/DRJTBC)



**Land Preservation Initiatives**

- **Delaware River Bluffs Acquisition.** This acquisition involved 170 acres fronting on Rt. 29 in Kingwood Township. Funding was provided by the NJDEP Green Acres Program; the land will be managed as part of D & R Canal State Park.
- **“Schuck” Property Acquisition.** This acquisition involved 221 acres along Rt. 29 and across Bull’s Island Recreation Area. Funding was provided by a partnership between the Federal Highway Administration National Scenic Byway Program, and Hunterdon Land Trust Alliance, NJ Conservation Foundation, NJDEP Green Acres and Garden State Preservation Trust.
- **“My Ben” Property Acquisition.** This acquisition involved 92 acres in Stockton and Delaware Township. Funding was provided by a partnership between NJDEP Green Acres, Hunterdon County, Stockton Borough and the Federal Land and Water Conservation Fund.
- **Prall House Acquisition.** This private historic house in the Stockton Prall’s Mill was purchased under a partnership between the Delaware River Mill Society, the Prall’s Mill Preservation Association and NJDOT.
- **Wickecheoke Creek Greenway Project.** This active project aims to preserve land in the watershed. The creek has been classified as a Category 1 Stream by NJDEP, which provides additional protection. Funding was provided by the New Jersey Conservation Foundation.
- **Frenchtown “Greenbelt.”** This acquisition involved 150 acres. Funding was provided by NJDOT TEA-21, NJDEP Green Acres, National Scenic Byways Program, Frenchtown Borough and Hunterdon Land Trust Alliance.

- **Delaware River Scenic Byway Partnership.** The Hunterdon Land Trust and the New Jersey Conservation Foundation formed a partnership to prioritize the acquisition of conservation and viewshed lands along the corridor in Hunterdon County. With support from the New Jersey Green Acres Program, land acquisition along the corridor continues.

**Government and Non-Profit Initiatives**

- **Context Sensitive Design Policy for New Transportation Infrastructure.** This formal design policy for NJDOT fully integrates stakeholder concerns and environmental context into project designs.
- **Delaware Raritan Canal State Park 2003 Redevelopment Plan.** Because the D & R Feeder Canal represents an integral element of the Scenic Byway, the Canal Park ReDevelopment Plan goals overlap Scenic Byway goals.
- **New Jersey Bicycle and Pedestrian Master Plan Update (NJDOT).** The plan includes an inventory of existing bicycle facilities, a database of existing, proposed and potential bicycle and pedestrian facilities, a list of priority locations for bicycle and pedestrian improvements, and a list of opportunities for incorporating bicycle/pedestrian compatibility into existing projects.
- **New Jersey Executive Order #97 on Controlling Invasive Species.** This requires development of a New Jersey Invasive Species Management Plan.
- **NJDEP Municipal Stormwater Regulations.** All New Jersey municipalities are now required to adopt a Stormwater Management Plan.



NJDOT workers repair the stone wall along Rt. 29.



Route 29 at Washington Crossing



Titusville - A view of the Delaware River



An autumn view across the Delaware River

- **NJDEP Watershed Management Regulations.** These regulations increased the number of designated Category 1 (C-1) streams and provided additional protection in the form of a 300-foot buffer that prevents water quality degradation, discourages development and provides greenway opportunities. Six C-1 streams intersect the Byway (see Intrinsic Qualities Chapter).
- **Special Protection Waters (SPW) Designation of Lower Delaware River.** The Delaware River Basin Commission facilitated this temporary designation until 2007, after which final rule making will be proposed.
- **Wild and Scenic River Designation of the Lower Delaware River.** This designation contains significant overlapping goals and strategies with the Corridor Management Plan.
- **Watershed Protection Plans** are being developed under USEPA Section 319 grant funding on Lockatong/Wickecheoke and Alexauken Creeks.
- **“Delaware River Water Trail” from Hancock to Trenton** was established by the Delaware River Greenway Partnership.
- **NJ Office of Travel and Tourism** is promoting the “West Coast of New Jersey” by developing tour packages featuring this region of NJ.

## Federal Scenic Byway Designation

One of the main goals of the Delaware River Scenic Byway Management Plan Update is to satisfy requirements to achieve federal designation as a Scenic Byway. The National Scenic Byways Program, established in 1991 as part of FHWA, currently has recognized 126 byways in 44 states.

The Delaware River Scenic Byway could be the first nationally recognized byway in New Jersey.

## Corridor Management Plan Requirements

In preparing a National Scenic Byway nomination, applicants must present a Scenic Byway Corridor Management Plan (CMP) that includes, management strategies to balance various concerns, such as preservation and tourism. The CMP includes the following required elements:

- Map of corridor boundaries and land uses
- Intrinsic qualities and their location/context in the region
- Strategy for maintaining and enhancing intrinsic qualities
- Listing of all agency, group, and individual responsibilities
- Description of enforcement mechanisms, including a review process
- Strategy for balancing preservation and development (zoning, easements, etc.)
- Plan for on-going public participation in implementation stages
- Safety and accident record to identify correctable faults
- Plan to both accommodate commerce and maintain high levels of service
- Demonstration that intrusions on the byway visitor experience are minimal
- Plan for making improvements to enhance the visitors’ byway experience
- Demonstration of compliance with all existing outdoor advertising laws
- Signage plan to further support the byway experience

- Strategy for marketing the National Scenic Byway
- Design standards relating to proposed modifications of the road
- Interpretation of the Scenic Byway's significant resources

## Intrinsic Qualities Requirements

Applicants must select at least one primary intrinsic quality that will be fully described. In addition, secondary intrinsic qualities must be briefly discussed. The intrinsic qualities are: Archeology, Culture, History, Nature, Recreation and Scenic. In the case of the Delaware River Scenic Byway, Scenic, History and Recreation represent the primary intrinsic qualities, while the remaining four will be discussed as secondary. The requirements for intrinsic quality recognition include:

- **Primary intrinsic qualities must be described and mapped to demonstrate regional significance.** This includes detailed maps, narratives and connections to byway planning
- **Secondary intrinsic qualities must be briefly discussed.** This should also include relevant maps and text, presented in lesser detail than the primary intrinsic qualities.
- **Travelers must be able to identify intrinsic qualities, namely primary ones.** This can be demonstrated in the form of promotional material, media coverage or other relevant documents.
- **Resources that support intrinsic qualities must be identified and documented.** This can occur in the form of inventories (i.e. parks, historic sites) and/or relationships to byway stories.

## General Requirements

Applicants must also meet a few general requirements. They include:

- **Road must be designated as a State Scenic Byway.** Designation information, including dates must be provided.
- **Road must accommodate two-wheel-drive automobiles with standard clearances.** Accommodation evidence and limitations for large vehicles must be provided.
- **Road must accommodate bicycle and pedestrian travel.** Assessment of bicycle/pedestrian facilities must be provided.
- **Road must be as continuous as possible, minimizing intrusions on the experience.** Representation of the designated route, corridor boundaries, byway features, local communities, gaps in the corridor and route segments must be provided.

*The preceding information comes directly from the National Scenic Byways Program. ([www.bywaysonline.org](http://www.bywaysonline.org))*



An historic mansion along the Delaware River Scenic Byway



Winter along the bluffs



# CHAPTER 2



**BYWAY VISION**



## Identifying a Vision for the Delaware River Scenic Byway

Establishing a common vision for the Byway lays the foundation for improvement, protection and management strategies that will be implemented by stakeholders. The Corridor Management Committee (CMC) collaborated to describe the positive experiences of traveling on the Byway as a first step in imagining the ideal future of the Byway. The goal of the DRSB Management Plan is to preserve the characteristics that together contribute to the experience.

Based on the Committee's responses, positive experiences of the Delaware River Scenic Byway revolve around its historic, recreation and natural resources. While a scenic drive offers the experience of the region's natural landscapes and historic architecture, strolling, hiking, biking, boating and a full range of outdoor recreation activities can offer hours and days of enjoyment.

In answer to the question, "What is special about the corridor?" the CMC told stories and described their experiences and observations:

- Friends visiting from Germany enjoy the "scenic river valley" feel
- Easy, peaceful drive, even in traffic
- Trees and seasonal colors are excellent
- Fall and winter foliage change and expose scenic vistas of the river
- Tranquility is an important part of the experience

- Many places along the corridor are without evidence of development
- Lack of light pollution along undeveloped portions
- Many places to view and access the D&R Canal and trail
- Sense of safety from the number of people enjoying the corridor
- The road is not "over-engineered" and retains its original design
- Abundance and variety of recreation – bikes, trails, boats, fishing and tubing
- Strong sense of "visible" history
- Bustle of activity in the towns adds vibrancy
- There are not many signs along the north; one almost feels lost
- The joy of discovery – architectural styles, historic villages, nostalgic ways of life
- Built communities exhibit a human scale and are "walkable"
- Living history of transportation in the USA

The gist of these comments suggests the important characteristics of the Byway and informs the future vision presented below. The Plan recommendations aim to enhance these unique qualities – improving, protecting and promoting historic, recreational and natural resources – for the benefit of visitors and residents alike.



Foraging in the River





This pedestrian bridge is accessible from Bull's Island.



A scenic historic river valley

## The Vision Statement

In the future, a traveler along the Delaware Scenic Byway will experience the quiet, peaceful, beauty of a green river valley surrounded by healthy forests, with glimpses of the Delaware and Raritan canal, the Delaware River, clean streams, and occasional views of the fields and rolling hills of New Jersey and Pennsylvania.

Along the corridor are historic buildings and structures that suggest the important role the corridor played in American history. The historic towns along the Byway are bustling with activity, distinctive and welcoming, with well-maintained historic buildings, walkable streets, and plenty of opportunities to learn about the history of the region. Visitor services are well managed, easy to locate and in balance with the needs of residents and businesses.

Opportunities for outdoor recreation, which are easy to discover and enjoy. The Byway offers convenient access to many visitor destinations, while the coordinated visitor services and interpretive venues provide wide-ranging information to enhance the experience of the corridor and the region. Wherever possible, the roadway is designed and managed to accommodate bicycles and pedestrians along with motor vehicles, resulting in a general sense of safety in traveling along and across the corridor. Bicycling and walking along the D&R Canal multi-purpose path offers an off-road option.

The sporadic developments along or near the corridor are unobtrusive and do not detract from the historic and natural character of the landscape. A balance has been achieved between growth and preservation, between development and conservation.

The sense of place along the corridor is continuous – a scenic, historic river valley.

## Issues and Opportunities

Recognizing the forces of change that threaten to alter the Byway or diminish resources, the CMC identified the following key issues that need to be addressed and managed to achieve this vision for the future:

- Development pressures
- Increased traffic
- “Infill redevelopment” in the villages could threaten historic integrity
- Inflation pressures (land, property, etc) on local residents
- Increased presence of visitors in the villages could create resentment by residents
- Tension between traffic/parking needs of visitors vs. residents
- Increased flooding and related impacts
- Growing encroachment on bluff and ridge viewsheds by housing and other infrastructure
- Re-activation of the West Trenton line may create development/gentrification pressures
- Unmanaged deer population
- Uncontrolled spread of invasive species
- Threats to environmental assets (water quality, ecosystems, historic sites)

In addition, opportunities on which to build solutions were identified:

- Voter support for funding preservation and protection programs



- Influx of informed people into the corridor
- Improved water quality and fishery resources (revitalization of shad fishery)
- Growing trend in preservation ethic
- Regional flood mitigation task force recommendations such as floodplain buyouts
- Lambertville redevelopment areas
- Growing trend in commercial activities and “lifestyle retail”
- Changing identity of corridor
- Frenchtown truck ordinance
- Light rail extended to the corridor can aid in accessibility and reduced traffic
- Well-coordinated cross acceptance process of the State Plan

Recognition of these issues and opportunities guide the Plan’s management strategies. As the Delaware River Scenic Byway is a collaboration among stakeholders, their common understanding of the issues and opportunities forms the basis for working together on this regional initiative.

## Institutional Surveys

As part of the planning process, a survey of governmental organizations with jurisdiction in the corridor was conducted to gain insight into current conditions and to generate strategies for Byway management. Because the future of the Byway is strongly affected by institutional measures, such as ordinances, zoning, legal measures and publicly funded projects and initiatives, it is important to recognize the regulatory mechanisms that influence change within the Byway corridor.

As a requirement outlined in the 1995 “New Jersey Scenic Byways Program,” the survey resulted in an inventory of measures currently in place or potentially available based on the responses of public officials at all levels of government with jurisdiction in the scenic corridor. The following agencies submitted surveys:

- Delaware and Raritan Canal Commission
- Ewing Township
- Frenchtown Borough
- Hunterdon County
- Mercer County
- New Jersey Water Supply Authority (NJWSA)

### Relevant Findings

Significant conceptual plans, initiatives and projects that impact the Byway include:

- The “Development Plan for the D&R Canal State Park 2003-2013” greatly affects Route 29.
- An historically-accurate, A-frame swing bridge is planned for crossing over the D&R Canal near the Hopewell Quarry at Moore’s Station. It will be visible from Route 29.
- Stockton Borough received a Municipal Incentive Grant from the NPS Wild & Scenic River program, and installed a Visitors Center at the Prallsville Mills site.
- The Mill Society, NJ Conservation Foundation, and NJ Green Acres acquired the Prall House at the Prallsville Mills complex.

Existing or planned controls and authorities that work to maintain, enhance or protect scenic quality and character include:

- State Development/ Redevelopment Plan (SDRP)



The Stockton Inn is an historic landmark and a popular destination.

# DELAWARE RIVER SCENIC BYWAY

## CORRIDOR MANAGEMENT PLAN



D & R Canal multi-use path



### BYWAY VISION

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Historic architecture contributes to The Byway's scenic character

Proposed Planning Areas 4, 4b or 5 include controls aimed at scenic protection and resource conservation.

- The D&R Canal Commission regulates construction/development within 1000 feet of either side of the canal and its drainage basin.
- NJDEP maintains the D & R Canal State Park as a recreation, historic and natural resource.
- New Jersey Water Supply Authority (NJWSA) maintains the D & R Canal as a water supply system.

Historic sites/districts along the Byways include<sup>1</sup>:

- City of Lambertville historic district
- Frenchtown Borough historic district
- Washington Crossing State Park historic district
- Stockton Borough historic district
- The D & R Canal – State and National Historic Site

Elements of the Byway that should be promoted include:

- Diversity of attractions
  - Camping
  - Fishing
  - Hiking
  - Biking
  - Birdwatching
  - Sightseeing
  - Shopping
- Delaware River's designation as a Wild and Scenic River
- Ecotourism

<sup>1</sup> An extensive list of historic properties is included in the "Rt. 29 Scenic Byway Guiderail Recommendations & Preliminary Environmental Screening Report"

Elements of the Byway that should be improved include:

- Bicycle and pedestrian facilities
- Gateway signage
- Guiderail between Stockton and Lambertville
- Rest stop on the northbound side
- Landscaping at river access points
- Paths to local recreation areas

Resources available to implement measures to improve the Byway include:

- Mercer County: funding for open space preservation
- Hunterdon County: financial contributions made at the discretion of the Freeholders
- Hunterdon County: services from the Planning Board
- NJDOT: Capital Improvements
- NJDEP Division of Parks and Forestry: funding for park-related improvements
- NJSWA: funding to maintain the D&R Canal and its historic structures
- Other existing state and federal programs can be directed to support byway management
- A comprehensive list of potential funding sources can be found in Chapter 6.

## Goals and Objectives

To maintain, enhance and display the unique character of the Delaware River Scenic Byway through an historic river valley to travelers along Route 29 is the overarching goal of the Corridor Management Plan. The issues and opportunities are wide ranging and coordinated action is required on many fronts.

Change to the experience of the Byway – both positive and negative – can come from many sources. The views from Route 29 are affected by changing land uses as near as the adjacent properties and as far as Pennsylvania, which is occasionally visible across the Delaware River. Changes to the roadway for traffic management and safety also affect the experience of traveling along the Byway. The Byway acts as the gateway to many recreational and historic venues, such as the D&R Canal and Washington Crossing State Parks, Trenton and the State Capitol Complex and the historic towns of Lambertville, Stockton and Frenchtown. Byway goals and objectives are presented in three categories that together encompass the broad scope of the Plan: Protection, Improvement and Recognition.

## Protection

“Protection” addresses the need to protect the Scenic Byway viewshed beyond the immediate roadway. Guiding land use and development, preserving natural and historic features that contribute to the Byway’s unique character and protecting environmental quality are key objectives of the Management Plan.

**Protection Goal:** The Byway’s wide-ranging landscape character is intact, from historic towns and places to natural features and open space. Coordinated land use measures protect the Byway’s intrinsic qualities and direct development appropriately to minimize impacts.

### Protection Objectives

To achieve the Protection Goal will require meeting the following objectives:

- Establish a balance between development and preservation.

- Preserve historic places and structures.
- Promote environmental protection and environmental education.

## Improvement

“Improvement” refers to the need to improve the roadway and right of way along Route 29 for safety and traffic management, for accommodation of all travel modes, for beautification and for appropriate and coordinated signage. Improvements to the roadway corridor that contribute to the Byway’s scenic character and communicate the Byway’s unique features and attractions to travelers are key objectives of the Management Plan.

**Improvement Goal:** The Byway’s scenic quality is consistently displayed and maintained. The Byway accommodates all users; driving, bicycling and walking are all a means of enjoying the scenic qualities of the corridor.

### Improvement Objectives

To achieve the Improvement Goal will require meeting the following objectives:

- Improve traffic safety, discourage speeding and promote access to features and attractions.
- Improve multi-modal accommodation and bicycle and pedestrian crossings.
- Uphold a high standard of maintenance, control sign clutter, beautify and provide scenic rest areas.

## Recognition

“Recognition” refers to the need to display the Delaware River Scenic Byway and to communicate its intrinsic qualities, features and attractions to the



Delaware River at New Hope, PA



Prallsville Mills

# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN



Spring in Prallsville



## BYWAY VISION

- ▶ 13 The Delaware River Scenic Byway can benefit the local economy

traveling public. Presenting the Byway as a continuous whole with a wide variety of features and attractions from one end to the other will expand and enrich visitor experience. Recognition encompasses establishing the Byway's identity, displaying Byway themes and coordinating attractions and visitor support services. A key objective of the Management Plan is better management of tourism traffic. Directing visitors to the many attractions and sites along the Byway and guiding them to support services will benefit both visitors and the communities and residents.

### Recognition Goal:

The Byway is a visitor destination where the Byway's stories, themes and places can be easily accessed and enjoyed. Visitors have a clear understanding of where to go and what to do. Byway tourism is well managed, benefits the local economy and contributes to the quality of life of Byway communities.

### Recognition Objectives:

To achieve the Recognition Goal will require meeting the following objectives:

- Display the identity of the DRSB as a multi-faceted destination and provide wayfinding for travelers of all kinds – on foot, bicycles and in vehicles.
- Develop and communicate Byway interpretive themes in collaboration with partner visitor destination sites.
- Provide visitor support services with the participation of business and tourism partners.

## Plan Implementation

The purpose of the Management Plan is to establish the vision, goals, objectives and actions as a frame-

work for Byway partners to advance the Delaware River Scenic Byway initiative. The Plan is intended as a guide to communities and stakeholders who will shape the future of the Byway. With a shared vision and common objectives, the partners will take action both individually and collectively to advance the Byway concept. Plan implementation is intended to be flexible to accommodate future needs and opportunities. Because the communities and participating stakeholders will implement the Plan, the interests of the residents, industry and visitors will always be considered.

### Plan Implementation Objectives:

- All communities and stakeholder organizations along the Byway will formally recognize the Delaware River Scenic Byway and endorse the Plan.
- A standing committee of community and stakeholders, with representation from government, private and non-profit organizations, will meet regularly to oversee Plan implementation.
- Ad hoc subcommittees will advance priority actions that meet the goals of Protection, Improvement and Recognition.
- Extend the Byway Limits to include roadway segments and places that fit naturally with Byway goals.

## Management Plan Organization

The following three chapters each highlight the issues and opportunities to achieve the goals and objectives for Protection, Improvement and Recognition, respectively.

**Chapter Three: Byway Context and Significance** addresses the question, "What is the story of the

DRSB and why is it significant? As changing land uses will inevitably impact the viewshed of the Byway, issues and opportunities related to Protection are discussed.

**Chapter Four: Byway Transportation** describes the existing conditions along the Route 29 corridor and considers issues and opportunities related to “Improvement”.

**Chapter Five: Byway Recognition** explores the potential to better manage tourism by establishing the Byway identity, displaying its stories and coordinating visitor attractions.

The need for a coordinating organization to oversee Plan implementation and continue collaboration is addressed in **Chapter Six: Byways Management and Priority Actions**. Priority Actions for Byway Protection, Improvement and Recognition are outlined to guide implementation and lay out the next steps.

Finally, **Chapter Seven: A Visual Tour of the Byway** describes and illustrates the diverse character of the Byway through aerial maps and pictures.

## The Corridor Management Plan

- Provides a framework for partner action
- Harnesses regional initiatives
- Seeks a balance between growth and conservation
- Considers the needs of residents, industry, and visitors
- Is flexible to meet future needs while respecting the past





# CHAPTER 3



## BYWAY CONTEXT AND SIGNIFICANCE





## The Delaware River Valley and Regional Significance

The Delaware River Valley presents diverse opportunities to experience history, natural beauty, recreation, and culture. The region boasts a range of urban and rural settings, from the State Capitol and village main streets to parks, mills, farms, fields and forests. The Delaware River Valley has also received national recognition for various features, notably:

- The Lower Delaware River was designated as a National Wild & Scenic River in 2000. Criteria for the designation states, “Certain selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values, shall be preserved in free-flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations” (Wild and Scenic Rivers Act of 1968).
- Significant improvement in water quality has allowed the Delaware River to become readily available for all recreational uses, including swimming, boating and fishing. Most recently, the Delaware River Basin Commission has adopted Special Protection Waters (SPW) regulations designed to enhance protection of the existing high water quality.
- The Delaware & Raritan Canal, along with its feeder canal and remaining structures, was added to the National Register of Historic Places in 1973.

Following along the New Jersey side of the Delaware River Valley, the Byway is part of a larger mosaic of recreational, scenic, historic, archaeological and natural resources.

### The Valley

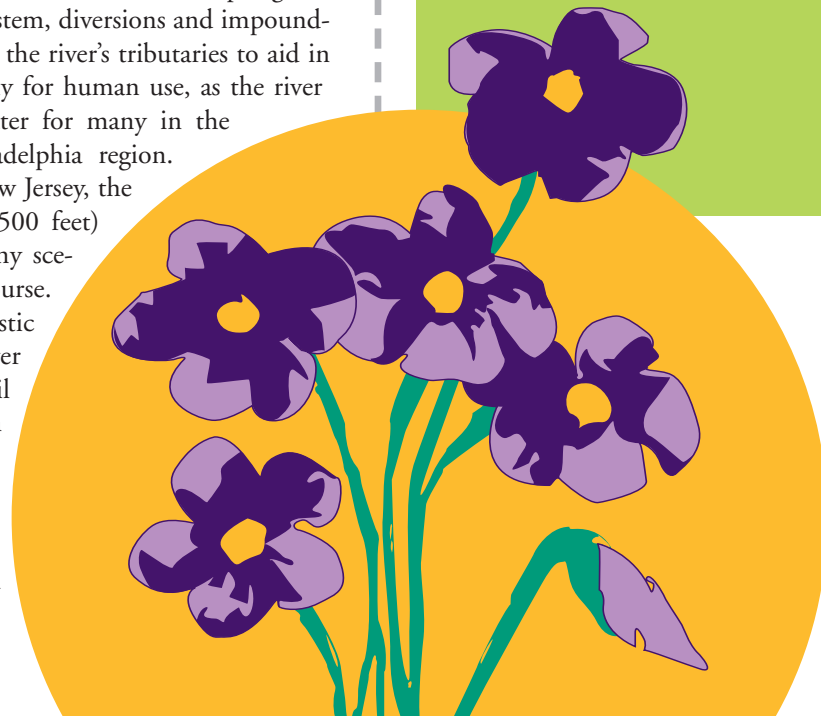
As it carved its way through the landscape, the Delaware River defined much of the region’s physical character by exposing bedrock. Thus, the northern portion of the Delaware River Scenic Byway is dominated by breathtaking rock formations within the cliffs and bluffs. As you travel further south, however, the landscape becomes progressively flatter. These varying elevations, microclimates and geology support diverse plant and animal species that flourish in the Delaware River Valley.

### The River

The Delaware River watershed spans over 12,500 square miles, across four states – New York, New Jersey, Delaware and Pennsylvania. The Delaware River itself has no dams along its main stem, making it one of the few remaining free-flowing rivers in the eastern United States. Instead of interrupting the free flow of the main stem, diversions and impoundments were placed on the river’s tributaries to aid in providing water supply for human use, as the river provides drinking water for many in the New York City-Philadelphia region. Near Frenchtown, New Jersey, the river is wide (about 500 feet) and shallow with many scenic islands along its course. This scenic characteristic continues as the river flows southward until it reaches Trenton Falls, located at the southern end of the Byway at Trenton. Past this point, the River is navigable by



Historic bridges connect the Byway to Pennsylvania



# DELAWARE RIVER SCENIC BYWAY

## CORRIDOR MANAGEMENT PLAN



commercial shipping and becomes tidal as it flows past Philadelphia (PA), Camden (NJ) and Wilmington (DE) – the largest freshwater port complex in the United States.

### Regional Significance

The Delaware River forms the boundary between New Jersey and Pennsylvania, providing both a physical barrier and a unifying influence along its banks. Visitors to the region enjoy tourist attractions on both the New Jersey and Pennsylvania sides, which are linked by historic bridges at villages and towns along the river, creating cultural and economic relationships transcending state boundaries. For instance, Lambertville, NJ and New Hope, PA are linked by an historic truss bridge, which creates a pleasant and scenic opportunity for residents and visitors to experience the two historic towns as one destination.

The heritage and history that define the Delaware River Scenic Byway are the same forces that also define the local towns and villages within the region. These scenic “ribbons of heritage” extending along the Delaware Valley include:

- Cliffs and ridges along the western banks of the Delaware River, which provide a scenic tree-lined backdrop to the river.
- Pennsylvania Route 32 meanders as a rural byway along the western banks of the Delaware River, connecting historic villages with strong cultural ties to the river and Delaware Canal.
- The Delaware Canal in Pennsylvania, a National Historic Landmark, provides evidence of the region’s history as it served to link the flow of commerce with New Jersey’s Delaware & Raritan (D&R) Canal and is still visible along the western banks of the Delaware.

- The Delaware River, designated as “Wild and Scenic” by the US Department of Interior, is “the western shore” of New Jersey and is an ancient transportation corridor and a significant source of life-sustaining resources.
- Washington Crossing State Park in New Jersey is a National Historic Landmark.
- The D&R Canal, listed on the National Register of Historic Places in 1973, shaped the history, culture, commerce and architecture along its banks, and is now one of New Jersey’s most unique and popular parks.
- The train tracks and bridges, which parallel the D&R Canal, were formerly used by the historic Belvedere-Delaware Railroad and are still visible along portions of the Scenic Byway. The railroad tracks were removed and converted to a multi-use path.
- New Jersey Route 29 reflects the history of transportation in the United States, beginning as a prehistoric trail and presently serving as an important transportation asset and a recreational destination.
- Eastern cliffs and ridges which define the scenic beauty of the valley, boasting such rock formations as the “Devil’s Tea Table.”

These “ribbons of heritage” along the Delaware River can be seen, experienced and accessed from the Delaware River Scenic Byway and they contribute to the Byway’s regional significance as an important asset for both New Jersey and Pennsylvania. The Byway provides the unique opportunity for travelers and visitors to experience and enjoy scenic, historic, natural, recreational and cultural features unique to this important transportation corridor.

# The Delaware River Scenic Byway Story

*“The lower Delaware River flows through the very heart of the birthplace of our great nation. Every bend in the river speaks to us of history, of opportunity- of life itself. Its fresh, free-flowing water nourished human inhabitants as it has for over twelve thousand years. Along its path evolved the greatest economy in the world. Our nation’s history is revealed in the agricultural fields, forests, canals, villages, mills and inns along its path.”*

~ Lower Delaware National Wild and Scenic Study

The Delaware River Scenic Byway, known as Route 29 and by other local names, mirrors the history of transportation in America – from dirt paths to canals, to railroads to highways. The landscape of the Byway includes the Delaware River’s scenic valley, rich in natural resources, along with the renowned D & R Canal. Beginning with Native Americans and progressing towards the trends of modern America, the story of this scenic Byway consists of human exploitation and celebration, inextricably linked to one of the last “free flowing” rivers in the country, which drains over 12,757 square miles.

## Native American Culture and Transportation

As a source of sustenance and a means for mobility, the river valley was an important place for Native Americans. The abundant natural resources, fishery and other game sustained local populations and provided a focus for large seasonal gatherings for trading goods and social purposes. Archaeological research provides evidence that the native Lenape Indian culture made extensive use of the marshes and streams crossing the Byway corridor for gathering

herring, shad and sturgeon. The river’s bounty drew Native Americans from widely diverse areas to this dependable source of food. Bluffs and high ground along the Byway, especially where streams emptied into the Delaware, were important sites of prehistoric occupation.

Several sections of the Byway began as Native American trails meandering along the river, connecting natural resources and villages. Since bridges did not exist across the river, the southern limit of the Byway was especially important because it was the lowest reach where the river could still be crossed without a boat. The river and its network of streams and headwaters also served as an important transportation corridor for Native American canoes. Archaeological evidence of Native American activities along the Byway are extensively documented in studies associated with the City of Trenton, Abbott’s Farm National Landmark, the DeRewal prehistoric site in Kingwood Township and at other locations along the Byway.

## Pre-Revolution Transportation River Usage

After European settlement began, road building commenced along the corridor. Part of the Byway below Lambertville was built during the late 1700’s, most likely along a pre-existing trail. The river’s transportation importance continued to grow as well. Three modes of river transport were used to move natural resources and commodities from source to destination: log rafts, coal arks and Durham boats.

Log rafts consisted of logs tied together to form rafts; they were floated downriver to sawmills in Lambertville and Trenton. The earliest shipments of coal from the mines of the Lehigh Valley were floated downriver on wooden rafts known as arks. They were designed to be dismantled and sold for their lumber



Winter along the Byway



Historic quarry operations

BYWAY CONTEXT AND SIGNIFICANCE

# DELAWARE RIVER SCENIC BYWAY

## CORRIDOR MANAGEMENT PLAN



Bulls Island – crossing to Pennsylvania on a historic bridge



Remnants of railroad service on D&R multi-use path

value after reaching port. Unfortunately, arks were often lost when passing through rapids, colliding with rocks or simply getting caught in inaccessible areas.



In addition, Durham boats – large, flat-bottomed boats up to 65 feet long and 8 feet in the beam – were used on the Delaware River during this period. Robert Durham, an engineer at the Durham Iron Works in Reiglesville, Pennsylvania, reputedly designed a prototype for these large cargo boats as early as 1757. They hauled such items as ore, fur, timber and produce from upcountry mines, forests and farms down the Delaware to Philadelphia's thriving port. General George Washington and his soldiers also used the boats for the famous crossing of the Delaware River to re-capture Trenton from Hessian troops during the Revolutionary War.

The Byway, especially along its southern half was also important to the history of the American Revolution and has recently become part of the Federal “Crossroads of the American Revolution” designation.

### The Delaware & Raritan Canal

After the opening of the Erie Canal triggered “canal fever” across the United States, the state of New Jersey chartered the Delaware & Raritan Canal in 1830 to serve as the final link between a Massachusetts-to-Georgia waterway. Completed in 1834, the D&R Canal became the primary transportation means for coal, stone and other commodities being shipped to and from the bustling port cities of New York and Philadelphia.

The canal itself – at 44 miles long, 75 feet wide and seven feet deep – stretched from Bordentown to New Brunswick, New Jersey. In addition, a 22-mile long feeder canal was constructed to supply water from Bull's Island in western Hunterdon County to the canal's highest point, located in Trenton. Despite its purpose, however, the feeder canal often served as a transportation corridor. The Byway runs directly along this feeder canal and the Delaware River.

During the 1860s and 1870s, the D&R Canal experienced its most economically successful period, as 80 percent of its business involved transporting coal to New York City during its economic and industrial boom of the late nineteenth century. Although the canal ceased reaping profits in 1892, it did not close until 1932.

### The Belvidere Delaware Railroad

In 1831, The Belvidere Delaware Railroad began laying track along the future Route 29 corridor. The railroad company completed its track along the D&R Feeder Canal in 1855, an act that ultimately led to the demise of the canal in the early 1900s. The railroad, financed by Cooper and Hewitt, mainly existed to carry iron pigs, smelted in Phillipsburg, to processing plants in Trenton, including General Ironworks, and Roebling Wire Mills. The railroad also led to further development of towns and villages along its corridor, including Stockton, Frenchtown and Lambertville. Today, the Black River and Western Rail Road serves as an important tourist attraction near the historic Byway from Flemington to Ringoes.

**Evolution of the Route 29 Roadway**

During the peak time of railroad as a mode of transportation, road building slowly continued along the Delaware River and the D&R Canal, connecting villages and mills to the city of Trenton. However it was not until the twentieth century – beginning in 1915, when the New Jersey Commissioner of Public Roads labeled the Byway as “one of the most beautiful drives in New Jersey” – that the roadway became a popular transportation corridor. The evolution of the roadway itself can be separated into four phases: Delaware River Drive, Route 29, Route 29A and the Freeway extension.

During the 1920s, the New Jersey State Highway Department teamed with Hunterdon and Mercer County Engineers to design the Delaware River Drive, running along the Delaware River and D&R Canal, north from Hopewell through West Amwell and terminating in Lambertville. By 1927, this road was labeled NJ State Route 29, a state highway running from Trenton north to Lambertville. Route 29 did not officially extend north to Frenchtown until 1953, when Route 29A was joined with the original Route 29. Soon after that change was made, the four-lane divided highway section of Route 29, a 6.2-mile-long stretch running from downtown Trenton north to I-95 in Ewing Township, was constructed.

**The Byway as a Recreational Destination  
– The 21st Century**

Although the Delaware River and the D&R Canal no longer serve as economically viable transportation corridors, Byway segments continued to evolve as

a historical and recreational resource. Soon after the canal closed in 1932, the State of New Jersey purchased the D&R Canal as a water supply, ensuring its protection from development and other threats to its integrity. By 1974, the canal, along with various structures representing its past as a major transportation corridor, was listed on the National Register of Historic Places. In addition, 60 miles of the D&R Canal and its banks were designated as a State Park. Today, the Delaware and Raritan Canal State Park is one of New Jersey’s most popular and scenic locations for a wide range of recreational activities. As transportation functions shifted from river to canal to railroad to highway, the opportunity for an outstanding array of outdoor recreational opportunities presented itself along the corridor. Along the Byway one can find some of New Jersey’s most popular and breathtaking spots for hiking, walking, bicycling, fishing, horseback riding and more. Thus, the Delaware River Scenic Byway continues to gain significance by serving as the primary access to rich scenic, cultural and recreational resources along the river valley.

**Did you know...**  
**A section of Route 29  
is also called the  
Daniel Bray Highway?**

**Towns Along the  
Byway**

**Frenchtown Borough – (1.1 square miles)**  
In the late 1790s Swiss-born, French-speaking Paul Henri Mallet-Prevost purchased a tract of land at the juncture of the Delaware River and Nishisackawick Creek. Originally part of Alexandria and Kingwood Townships, the settlement that developed around his holdings became known as Frenchtown and functioned as an agricultural center for surrounding farms. Local industry was based primarily on timber, which provided raw material for sawmills and the manufacture of wood-related products. The town



Whimsical sculpture at Frenchtown

**BYWAY CONTEXT AND SIGNIFICANCE**



The Prallsville Mills Site



Lambertville and New Hope draw visitors throughout the year.

also functioned as a transportation hub, beginning with ferry service in the eighteenth century and rail service to Trenton in 1853. This attractive river town now draws tourists and provides goods and services for suburbanites who live in the area.

### **Kingwood Township – (36 square miles)**

The history of Kingwood Township dates from 1749 when it was formed out of Bethlehem Township. Daniel Bray, one of the first settlers and the namesake for a section of the Scenic Byway, led the effort to secure all of the Durham boats on the Delaware River for the famous crossing of and subsequent victory for General George Washington’s army at Trenton in 1776. While Kingwood once housed early colonial mills along the scenic Lockatong Creek, farms and single-family residences predominate today.

### **Delaware Township – (36.9 square miles)**

Together with Raritan and Amwell Townships, Delaware Township was created by a legislative act of 1838, which divided the original Amwell into three townships. Delaware dominated the countywide peach industry during the late 1900s, before the business was wiped out in 1904 by the San José scale. Hatcheries were the next major agricultural industry, followed by dairy operations and creameries, and grain and hay. In 1960, the last remaining nineteenth-century covered bridge in New Jersey was saved from demolition by local residents, who now work to preserve the township’s farmland.

### **Stockton Borough – (0.61 square miles)**

In 1711, the first commercial ferry on the Delaware River operated from Stockton, but ferry service ended when the Centre Bridge was opened in 1814. Constructed about 1710 as a private residence, the Stockton Inn – a landmark immortalized in the

Richard Rodgers and Lorenz Hart song, “There’s a Small Hotel” – was expanded in the 1830s to serve as a hotel and restaurant. In the nineteenth century, Stockton contained several mills and stone quarries, in addition to a foundry that produced stoves, kettles, school desks and the famous Deats plow. Today Stockton is primarily a residential community that has preserved much of its historic architecture and character.

### **Lambertville City – (1.1 square mile)**

Located where an Indian trail crossed the Delaware River, Lambertville was settled by Europeans in the 1730s. The availability of transportation in this town led to the development of numerous industries, including lumberyards, sawmills and factories. The resulting growth led to incorporation as a borough in 1849, and then designation as a city in 1872. Today, tourism has replaced factories in the city’s economy, as the many restored buildings of the mid-1800s comprise an attractive historic district consisting of restaurants, inns, antique shops, art galleries and studios.

### **West Amwell Township – (21.6 square miles)**

On April 6, 1846, West Amwell Township was created by referendum from Amwell. In 1849, a portion of the township was set off as Lambertville City, the only city in Hunterdon County. With little business activity and no town center, West Amwell remains a rural agricultural community. Old York Road, of colonial fame, traverses the township, terminating at Route 29.

### **Hopewell Township – (58.66 square miles)**

Farms were first established in Hopewell around 1690 before the township was incorporated by royal charter in 1755. By the mid-eighteenth century, more than twenty water-powered mills throughout the township supported agricultural processing and

spurred village growth. During the 1870s, two rail lines linking Philadelphia and New York were built across the midsection of the township, fostering industrial development, village growth and the emergence of a commuter population. The automobile ushered in full-blown suburban development in the early twentieth century, a trend that continues today.

**Ewing Township – (15.3 square miles)**

Situated within the colonial province of West Jersey, latter-day Ewing encompassed the southern portion of Hopewell Township, Burlington County, before it was divided and renamed Trenton Township in 1719. It gained permanent identity in 1834 and was renamed in honor of state supreme court justice Charles Ewing. During the twentieth century, Ewing gradually underwent transformation from a semi-rural region to a community of residential neighborhoods and active institutions, such as the College of New Jersey and Trenton-Mercer County Airport.

**Trenton City (New Jersey State Capital) – (7.5 square miles)**

The Sanhican tribe of the Lenape Indian nation first inhabited Trenton as early as 1400. In 1784, Trenton hosted the Continental Congress for two months, earning designation as the Capital of New Jersey in 1790. Trenton was surging in population and growing in physical size by the mid-nineteenth century, serving as home to many industries, including iron, rubber, cigars, watches, linoleum and automobiles. In addition, the Roebling Company, which became famous in the late 1800s as the builder of New York’s Brooklyn Bridge, and the Lenox Company, the

nations leading supplier of pottery, called Trenton home. Although World War II brought another surge of industrial production, Trenton did not escape the plague of urban decline. During the 1950s, homeowners and businesses began relocating to the neighboring suburban towns of Hamilton, Ewing, Princeton and Levittown, Pennsylvania. Fortunately, the City of Trenton has used state government and entertainment amenities, including a minor league baseball team and a new arena, to continue on as a prime New Jersey destination.

**Did you know...**  
**A section of Route 29 in Trenton is also called the John Fitch Parkway? In 1790, John Fitch, who was also known as “Crazy Fitch,” invented the steamboat, which carried passengers between Trenton and Philadelphia at seven miles per hour.**

**Intrinsic Qualities**

According to the National Scenic Byway Program, a federally designated scenic Byway must “...significantly meet at least one of the six scenic Byways intrinsic qualities...” listed in FHWA’s rules on the National Scenic Byways Program. Intrinsic quality means “ scenic, historic, recreational, cultural, archaeological or natural features that are considered representative, unique, irreplaceable or distinctly characteristic of an area.” While the Delaware River Scenic Byway’s character includes some aspect of each of the six qualities, the dominant intrinsic qualities are scenic, historic and recreational. The following section elaborates on each of the intrinsic qualities as they relate to the Delaware River Scenic Byway.

**Historic Intrinsic Quality Resources**

A general survey of the Byway has identified over 80 historically important features, which include



Stone arch railroad bridge – Ewing Township



South Riverwalk Park over Rt. 29 – Trenton

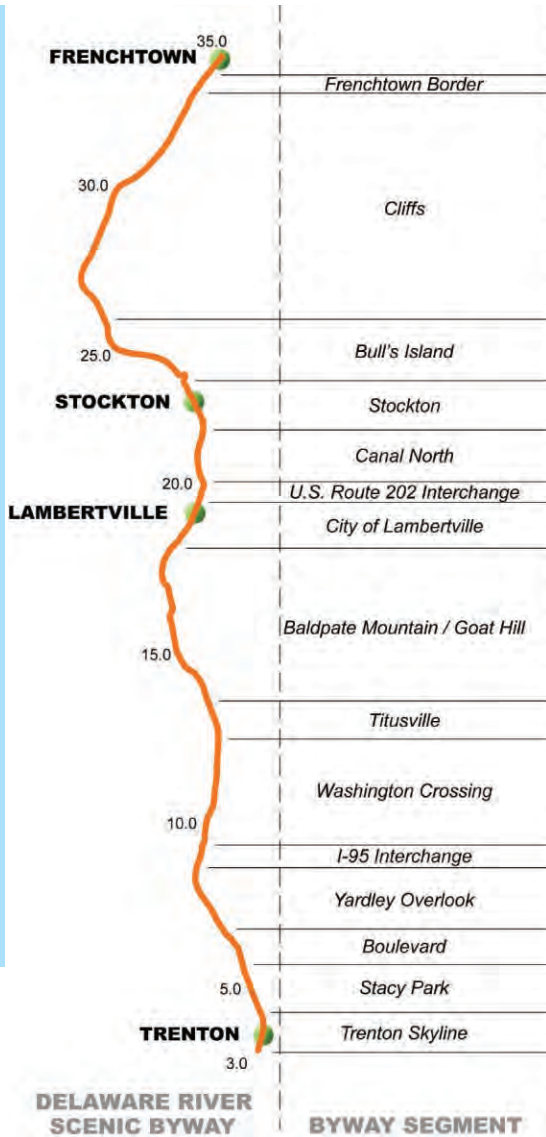


Stacy Park – Trenton

# DELAWARE RIVER SCENIC BYWAY

## CORRIDOR MANAGEMENT PLAN

### BYWAY CONTEXT AND SIGNIFICANCE



As established in the 1997 plan, fifteen sections with differing characteristics make up The Byway.

buildings, farmsteads, districts, bridges, and archaeological properties. The following includes a sampler of historic resources along designated sections of the Delaware River Scenic Byway.

#### TRENTON SKYLINE

- Stone Railroad Bridge
- Alternate Rt 1 Truss Bridge
- William Trent House
- Parker Public School

#### STACY PARK

- Calhoun Street Bridge
- Rudolph V. Kuser Mansion
- State House Historic District
- 379 West State Street
- Fisher/Perdicaris/Richey Historic District
- Berkeley Square Historic District

#### YARDLEY OVERLOOK

- Delaware & Raritan Canal
- Villa Victoria

#### WASHINGTON CROSSING

- Delaware & Raritan Canal
- Trenton Power Canal Wing Dam
- Somerset Roller Mill
- Burroughs Farmstead
- Phillips/Burroughs Farmstead
- Washington Crossing State Park
- Howell Living History Farm

#### TITUSVILLE

- Delaware & Raritan Canal
- Titusville Historic District

#### BALDPATE MT/GOAT HILL

- Mercer County Workhouse Historic District
- Upper Bellemont Farm
- Larison/Ege Farmstead
- Goat Hill

#### CITY OF LAMBERTVILLE

- Lambertville Historic District
- New Hope/Lambertville Bridge

#### US RT 202 INTERCHANGE

- Delaware & Raritan Canal
- Holcombe/Jimison Farmstead

#### CANAL NORTH

- Delaware & Raritan Canal
- Holcombe Farmstead

#### STOCKTON

- Wilson House
- Prallsville Industrial Historic District

#### BULL'S ISLAND

- Ravens Rock Historic District
- Lumberville/Raven Rock Roebling Pedestrian Bridge

#### CLIFFS

- Search House
- Huffman House



**FRENCHTOWN BORDER**

- Frenchtown Historic District

The following are some of the historic treasures along the Byway.

**William Trent House**

As the oldest building in Trenton, built between 1716-1719, the William Trent House served as prime residence for the man after whom the city was named. The Philadelphian built his magnificent, brick estate home and then proceeded to establish a settlement, which he would appropriately call “Trenton.”

The Trent House served as home to members of the Hessian forces during the American Revolution, making it a familiar name in U.S. History. Although several New Jersey governors have resided in the home, it was turned over to the state and restored into a museum in 1939.

The Trent House has not only been listed on the New Jersey State and National Register of Historic Places, but was deemed a National Landmark by the United States Congress. Today, the house is owned and operated by the City of Trenton and the Trent House Association.

**Delaware & Raritan Canal**

Completed in 1834 at a total cost of about \$3 million, the D&R Canal became the primary transportation means for coal, stone and other commodities being shipped to and from the bustling port cities of New York and Philadelphia. The canal itself, constructed mainly by Irish immigrants earning under a dollar a day, stretched 44 miles from Bordentown to New Brunswick, New Jersey. In addition, a 22-mile long feeder canal, running from Bull’s Island at Stockton south to Trenton, was constructed alongside the

Delaware River to supply water at the canal’s highest point. The scenic Byway runs immediately parallel to this feeder canal through its entirety.

For nearly a century after it opened, the D&R Canal was one of America’s busiest navigation canals. In order to transport cargo boats along the canal and feeder canal, mules, stationed along a towpath, were employed to pull boats. In addition, sailboats, steam tugs, barges, freight boats, luxury yachts and naval vessels passed through the D&R Canal during its prime years. The evolution of trains as both freight and passenger vehicles led to the demise of canals throughout the United States. The D & R Canal ceased reaping profits in 1892, operating mostly as a throughway for yachts and other personal watercraft until its closing in 1932.

Fortunately, the State of New Jersey recognized the canal as a water supply resource, acquiring the canal and its banks in 1934. Today, the canal and its feeder remain a water supply, as well as historical and cultural landmarks. In 1973, the canal and its remaining structures were entered on the National Register of Historic Places, in addition to the New Jersey State Register of Historic Places.

**Washington Crossing State Park**

*“On December 25, 1776, the icy waters of the Delaware River provided the setting for one of the pivotal events of the American Revolution. The Continental Army had little to celebrate that Christmas and seemed beat by hunger and cold. After crossing the rough winter river at night, General George Washington and the Continental Army landed at Johnson’s Ferry. At 4 am, they began their march to Trenton where they defeated the Hessian troops in an unexpected attack.”*

~NJDEP



The 1719 William Trent House  
photo: [www.williamtrenthouse.org](http://www.williamtrenthouse.org)



The Johnson Ferry House  
*photo: NJDEP*



Windmill at the Farmstead  
*photo: Holcombe-Jimison Farmstead Museum*

A ferry crossing between Pennsylvania and New Jersey was established at this spot, located about eight miles north of Trenton, around the year 1700. On that a bitter Christmas night in 1776, General George Washington chose to cross at this particular point on the Delaware because few people knew of its existence. The subsequent battles of Trenton and Princeton are often labeled the turning point of the Revolution.

Attractions at the Washington Crossing State Park include:

- The Washington Crossing Visitor Center Museum emphasizes the Revolutionary War military strategy of "The Ten Crucial Days" – December 25, 1776 through January 3, 1777. Open year round, the exhibits depict the actual crossing of the Delaware, along with the Battles of Trenton and Princeton.
- The Johnson Ferry House, with its colonial style home and tavern, was actually a stopover on the Christmas Night 1776 route of General Washington and his army. The home has been furnished to resemble a typical late-1700s style and history events can be viewed most weekends.
- The Swan Historical Foundation Collection contains more than 700 original objects dating back to 1745-1789; each object somehow relates to the American Revolutionary War.

#### Prallsville Mills

In 1794, John Prall bought property on which to construct a linseed oil mill. The mill would remain in operation for 40 years, before being transformed into a plaster-milling factory. In 1874, the original mill burned down, but was reconstructed in 1877.

Today, the Delaware River Mill Society operates the nine buildings on this historic site, including a large 4-story gristmill and grain silo, linseed oil mill and sawmill. Located near Stockton, Prallsville Mills offers cultural, educational and social events to the public.

#### Holcombe/Jimison Farmstead

This museum presents life on a family farm from 1825-1925. The site hosts several buildings, which aim to depict the effects that modern technology has had on daily life. The main building, the Bank Barn, was ingeniously built into the side of the hill so the farmer could house both his livestock and crops in the same building. Thus, on a stormy day, the cows would not have to leave the barn. The barn also includes exhibits such as:

- Deats plows
- Wood-burning stoves
- Farmer's tools
- Flax break, hatchel, beam loom, spinning wheel
- Lard cooker
- Butter churns
- Canning equipment

Recently, other attractions were added to the site:

- Print Shop
- Woodworking Shop
- Blacksmith's Shop
- Doctor/Dentist Office
- Timber Working Tools
- The Dairy Exhibit

**Recreational Intrinsic Quality Resources**

The following list includes recreational resources, along the Delaware River Scenic Byway.

**STACY PARK**

- Stacy Park
- Mercer Waterfront Trail

**BOULEVARD**

- Delaware & Raritan Canal Multi-use Path
- Stacy Park
- Mercer Waterfront Trail

**YARDLEY OVERLOOK**

- Delaware & Raritan Canal Multi-use Path
- Trenton Country Club

**INTERCHANGE**

- Delaware & Raritan Canal Multi-use Path

**WASHINGTON CROSSING**

- Delaware & Raritan Canal Multi-use Path
- Delaware & Raritan Canal Boat Launch
- Washington Crossing State Park
- Washington Crossing Boat Launch
- Howell Living History Farm

**TITUSVILLE**

- Delaware & Raritan Canal Multi-use Path

**BALDPATE MT/GOAT HILL**

- Delaware & Raritan Canal Multi-use Path

**CITY OF LAMBERTVILLE**

- Delaware & Raritan Canal Multi-use Path
- Shad Fishing Area & Festival

**US RT 202 INTERCHANGE**

- Delaware & Raritan Canal Multi-use Path

**CANAL NORTH**

- Delaware & Raritan Canal Multi-use Path

**STOCKTON**

- Delaware & Raritan Canal Multi-use Path

**BULL'S ISLAND**

- Delaware & Raritan Canal Trail
- Bull's Island Park

**CLIFFS**

- Delaware & Raritan Canal Multi-use Path

**FRENCHTOWN BORDER**

- Delaware & Raritan Canal Multi-use Path
- Kingwood Fishing Access

The following include some examples of recreational resources.

**Bull's Island Park**

Named after original owner, Richard Bull, this campground and visitor's center lies within the D&R Canal State Park. It contains 69 campsites and is the only area in the park where camping is permitted. Open from April 1 to October 31, Bull's Island offers many outdoor activities to its visitors. Boat access to both the Delaware River and the D&R Canal is available for canoes, rowboats and motorboats. In addition, excellent fishing opportunities, for trout,



Trail sign at Stockton



Fishing at Bull's Island



Bicycle Touring



Winter on the D&R Canal Towpath



Nelson House at Washington Crossing State Park

bass, catfish, shad, eel and sunfish, exist at both the canal and river. As part of the Delaware River Floodplain, Bull's Island also provides a supporting habitat for several species of birds and mammals. It boasts one of the nation's largest ostrich fern stands. A unique feature of the park is the beautiful historic steel suspension pedestrian bridge, which links the park to recreational and historic features on the Pennsylvania side of the river.

### Delaware & Raritan Canal State Park

Seventy linear miles, linking the fields and forests of western New Jersey, comprise the D & R Canal State Park, running along both the canal and feeder canal. The Byway abuts 24 miles of the feeder canal's former towpath, now a multi-use path that caters to many activities, from hiking and biking to bird watching and fishing.

### Washington Crossing State Park

This park offers extremely well-rounded opportunities for outdoor experiences throughout the entire year; it has been recognized for its outstanding trails through an unspoiled wildlife habitat. The park's stream and ravine offers several prospects for bird watching, including both migrating and winter birds. Specifically, the great-horned owl, screech owl, red-tailed hawk, red-shouldered hawk and Eastern bluebird inhabit the park. The park also has a wide variety of plants, from winter trees of spruce and pine to spring and summer wildflowers, the vegetation appears beautiful year round. Its 15 miles of trails are also used as prime cross-country skiing runs in the winter, with picnicking spots in the summer, spring and fall. The following attractions are also housed in the park:

- Open Air Theatre. Open during the summer months, this stage hosts various musical and dramatic performances.

- Interpretive Center. Here, nature education programs are offered for schools, youth groups, community organizations and other visitors.
- Washington Crossing Natural Area (140 acres). Trails that leave the Interpretive Center lead right to this natural area, consisting of hardwood forests, young woodlands and fields. The natural area provides a comfortable atmosphere to observe plants, trees, flowers, birds and other animals.

## Archaeological Intrinsic Quality Resources

The following are archaeological resource sites by location along the Delaware River Scenic Byway.

### CITY OF LAMBERTVILLE

- Lambertville Archaeological Site

### FRENCHTOWN BORDER

- DeRewal Prehistoric Site

### DeRewal Prehistoric Site

*"The story of this site is one of paradox and irony that seems too odd to be true. As excavation began to remove the toxic substances on the site, treasure was found under the poison of corporate irresponsibility. This treasure provided concrete evidence of the ancient Lenape history of Frenchtown and Kingwood Township NJ."*

~The Frenchtown



Located in Kingwood Township, this archaeological site was named after the DeRewal Chemical Company, which occupied the site prior to 1989. As part of standard EPA procedures for site clean up, a cultural resources survey was done to ensure that

remediation of the site would not damage unique cultural, historic or archaeological amenities. The cultural resources survey paid off, as artifacts from the Lenape Native American Tribe were discovered near the creek.

An in-depth excavation was conducted by a team of archeologists and geologists, which began in 1996 and spanned several years. In 1999, over 3,000 Lenape objects had been located including stone tools, ceramics and food remains over 2,800 years old. Today these artifacts, which made significant contributions to the knowledge of Native American culture along the Byway, can be found at the Kingwood Township Building.

**Cultural Intrinsic Quality  
Resources**

The following list includes locations of cultural intrinsic resources along the Delaware River Scenic Byway.

**WASHINGTON CROSSING**

- Howell Living History Farm
- Washington’s Crossing Re-enactment

**BALDPATE MT/GOAT HILL**

- Lambertville Antique Market

**CITY OF LAMBERTVILLE**

- Shad Fishing Area & Festival

**Shad Fishing Area/Festival**

*“The abundance of shad in spring reminds us again how fortunate we are to have in our midst the largest free flowing river in the East, one that has eagerly*

*responded to conservation and clean up efforts. Nowhere is this thanks better expressed than at the annual Shad Festival at Lambertville.”*

~njskylands.com

In Lambertville, the economic importance of shad fishing goes back more than a century. The tradition began with the Lewis family, who took over the Holcombe Island shad fishery in 1888. Before the inception of the Shad Festival in 1981, the Fred Lewis’ annual shad haul had become a community event. Today, that shad haul has evolved into one of the year’s most exciting times, with the Lewis family still participating.

**Did you know...**  
**On April 13, 2000, an estimated 200,000-  
fish pulse of shad  
moved through  
Lambertville? (ESPN)**

The Shad Festival, held every April, includes shad seining, a shad bake and several opportunities to showcase other local culture, such as cuisine, artwork, music, crafts and activities. During shad seining, festival-goers stand along the banks of the Delaware to watch boats manipulate huge nets across the river bottom to the shore to capture shad.

This traditional food fish has recently become more popular as a game fish, attracting many out-of-town enthusiasts to the festival each year.

**Howell Living History Farm**

*“I am offering the farm as a gift to Mercer County in memory of Charley. To be used as a Living History Farm, where the way of living in its early days could not only be seen but actually tried by the public, especially children - milking a cow, gathering eggs in a homemade basket- helping to shear sheep, carding wool, spinning and weaving.”*

~Inez Howell, 1974



Hauling Shad at the 2004 Shad Festival  
photo: www.newhopepa.com



2004 Shad Festival Arts & Crafts  
www.newhopepa.com



Howell Living History Farm



View of the Delaware River

Living history involves re-enactments of events, activities and practices that were associated with a specific site. In this case, the Howell Living History Farm seeks to preserve farm history by showing visitors how New Jersey family farmers lived and worked between the years of 1890-1910. This involves such activities as planting, cultivating and harvesting crops without the use of machinery; and making soap, butter and ice cream. These types of activities aid in demonstrating just how different family farms were – minus gasoline engines – a century ago.

The 130-acre farm uses a standard layout from the time period it represents. It has 45 acres of tillable land, 35 acres of pasture, 30 acres of woods and five acres for house and barns. The remaining 15 acres, formerly pasture and woods, are now used for a visitors center and maintenance facility.

Both the main barn and farmhouse were built in the early 1800s and are listed on both the New Jersey State and National Register of Historic Places. All the farming tools and horse-drawn equipment are modeled after ones used from 1890-1910 and allow staff to demonstrate methods of farming that represent the time period. Even the animals housed at Howell Farm represent the site's history, as they are all modern-day descendants of the breeds raised in the Delaware River Valley during the turn of the twentieth century.

### Natural Intrinsic Quality Resources

Virtually all of the Natural Intrinsic Qualities are in some way linked to the Delaware River itself and its tributaries, making it one of the most important Intrinsic Natural Resources influencing the quality of the Scenic Byway. This section of the river was designated by Congress as part of the “Wild and

Scenic River” program in recognition of its “outstandingly remarkable” resources, including exceptional scenery, recreational opportunities, historic and cultural resources. These attributes are also essential requirements for Scenic Byway designation.

The Delaware River Scenic Byway includes natural habitats that support a wide variety of species of plants, animals, birds and fish. With a diverse topographic mixture of hills, valleys and cliffs, the lower Delaware River corridor's natural intrinsic qualities provide scenic interest throughout the year's four seasons: lush greenery in the summer; beautiful red, yellow and orange colors in the fall; natural ice sculptures formed on snow-covered cliffs in the winter and many large and small migratory birds whistling their tunes in the spring. The following list includes key locations exhibiting natural intrinsic qualities along the Delaware River Scenic Byway.

#### TRENTON SKYLINE

- Assunpink Creek
- Delaware River-Trenton Falls
- Trenton-Hamilton Marsh

#### WASHINGTON CROSSING

- Jacobs Creek

#### TITUSVILLE

- Fiddlers Creek

#### BALDPATE MT/GOAT HILL

- Baldpate Mountain
- Moore Creek
- Delaware River Rapids

**CITY OF LAMBERTVILLE**

- Swan Creek

**US RT 202 INTERCHANGE**

- Alexauken Creek

**STOCKTON**

- Wickecheoke Creek

**BULL'S ISLAND**

- Eagle Island
- Bull's Island Natural Area
- Lockatong Creek

**CLIFFS**

- Rock Outcrop
- Tumble Falls
- Devil's Tea Table
- Warford Creek
- Rush Island
- Treasure Island
- Shyhawks Island
- Pinkerton Island
- Copper Creek

**Geology**

The dominant visual landscape for the lower Delaware River Valley includes four geological provinces – a division that geologists use to note differences – resulting in a diverse array of geological attractions, which are visited by local schools to demonstrate examples of rock formations. While the various rock types contained in the cliffs

**Did you know...**

**The "Devil's Tea Table," an eroded triassic rock perched atop a cliff in Kingwood, is a legendary American Indian Site. Chief Big, Big Mountain used the rock as a lookout over his land. (NJ Dept of State)**

**Bull's Island, near Stockton, has a flood-plain habitat that supports several rare species... As a result, it is one of New Jersey's prime bird-watching destinations. (NJ Audubon Society)**

**The Hamilton-Trenton Marsh, spanning 1,200 acres is the most northerly tidal marsh on the Delaware River... The wetland is home to over 1,000 species of plants and animals. (Princeton University)**

provide aesthetic beauty, mineral resource extraction of fluxistone, iron ore, stone and basalt provided an economic resource. Today, several trap rock quarries along the Byway still mine the rock for building material.

**Vegetation**

A great variety of plant life flourishes throughout the Byway corridor. Trees range from majestic specimens of American Sycamore, American Beech, oaks and maples, birch and dogwood, which provide a valuable habitat for birds and shade for fish in the many streams that cross under the Byway. Especially along the northern, rural sections of the Byway, the landscape is dominated by vegetation typical of northern hardwood forests, including forested wetlands. The Delaware River cliffs provide unique habitat for rare flora. For example, the south-facing, New Jersey-side cliffs, because of constant exposure to sun and wind, offer an arid, desert-like setting where plants, like the prickly pear cactus, can survive.

Recognizing the importance of preserving these natural habitats, the states of New Jersey and Pennsylvania, along with the Nature Conservancy, have identified critical habitats along the Delaware River corridor in an effort to alert people to the negative effect continued development has on plant species.



The Devil's Tea Table  
photo: [www.abovetheriver.com](http://www.abovetheriver.com)



Sycamore



Wildlife Center Sign



Soaring Raptor

**Wildlife**

While various reptiles, amphibians and mammals – such as frogs, turtles and beavers – make their homes along the Lower Delaware River corridor, birds and fish comprise the majority of wildlife in the area. The diverse fish population includes both migratory and resident species. Most notable from an economic and recreational standpoint are the American Shad that migrate to the area each spring. Other migratory fish include the striped bass and the river herring, while resident species include bass, catfish, perch, sturgeon and others.

Many birds, including endangered and threatened species, also inhabit the Lower Delaware River Valley. The river and its banks offer prime locations for breeding and support for migrating birds, which explains its strategic location along the Atlantic Flyway, one of four major water fowl routes in the United States. Endangered bird species along the Delaware include the peregrine falcon, bald eagle and osprey. Owls, hawks, sparrows, woodpeckers and songbirds also grace the region.

**Water Quality**

Six highly protected Category One (C-1) streams flow under the Byway into the Delaware River. This designation by NJDEP provides enhanced protection and wide buffer areas, which benefits native wildlife, endangered species and popular recreational species such as trout. C-1 streams include:

<b>Category One Stream</b>	<b>Location</b>
Alexauken Creek . . . . .	Lambertville
Tributaries, Delaware River . . . . .	Titusville
Little Nishisakawick Creek . . . . .	Frenchtown
Lokatong Creek . . . . .	Kingwood
Warford Creek . . . . .	Kingwood
Wickecheoke Creek . . . . .	Stockton

Based on water quality data collected from 2000 through 2004, the Delaware River Basin Commission temporarily designated the 76-mile stretch of the Delaware River between the Delaware Water Gap and Trenton as “Special Protection Waters (SPW)”. The temporary designation remains in effect through September 30, 2007 when final rules will be promulgated. SPW regulations provide a higher level of water quality from point and non-point pollutant sources.

**NJDEP Natural Heritage Priority Sites**

Ten Natural Heritage Priority Sites, identified by NJDEP, exist in the Lower Delaware River region. These sites include officially listed endangered species from the Federal Endangered Species Act, the State Endangered Species Act, the State Endangered Plant Species List Act, the NJ State Endangered and Non-Game Wildlife Act, and additional rare species that have not been listed officially. They include:

<b>NHP Site Name</b>	<b>Location</b>
Brookville Hollow . . . . .	Delaware
Bulls Island . . . . .	Delaware/Kingwood
Byram . . . . .	Kingwood
Devils Tea Table . . . . .	Kingwood
Goat Hill . . . . .	West Amwell/Hopewell/Lambertville
Holcombe Island . . . . .	Lambertville/Delaware
Raven Rock . . . . .	Delaware
Strawberry Hill . . . . .	Hopewell
Titusville . . . . .	Hopewell
Treasure Island . . . . .	Kingwood

**Scenic Intrinsic Quality Resources**

The following list includes examples of scenic sites, which define the corridor’s intrinsic scenic qualities along sections of Delaware River Scenic Byway.



### TRENTON SKYLINE

- Trenton Falls

### STOCKTON

- Wickecheoke Creek
- D & R Canal Weir

### CLIFFS

- Rock Outcrop
- Tumble Falls
- Devil's Tea Table
- Rush Island
- Treasure Island
- Shyhawks Island
- Pinkerton Island

### Wickecheoke Creek

This creek, and accompanying greenway, begins in Kingwood Township, runs through Delaware Township and meets both the D&R Canal and Delaware River at the Prallsville Mills in Stockton. In Delaware Township, the Green Sergeant Bridge – the only covered bridge in New Jersey (originally built in 1872) – crosses over this creek. This historic amenity, along with the geological attraction of layered shale that lines the surrounding cliffs, make Wickecheoke Creek a prime destination for tourists and hikers.

### Tumble Falls

Between Stockton and Frenchtown, along the many streams that cross under the Byway in their descent to the Delaware River, one can find a series of waterfalls. The falls run as small bubbling streams during the dry season but become forceful during the spring or after a rainfall. While none of the Tumbles can be

viewed directly from Route 29, each is accessible from nearby trails. Tumble #1 falls 20 feet, Tumble #2 LOWER falls 15 feet and Tumble #2 UPPER – and perhaps the most impressive – falls over 30 feet.

## Summary of Physical/ Visual Surveys

The Scenic Byway Management Plan, August 1997, included an extensive inventory and assessment of scenic resources along Route 29, summarized in this Chapter. A physical and visual survey of the Route 29 scenic corridor had been performed by a team of two raters, one from the New Jersey Department of Transportation, Landscape and Urban Design unit, and the other from the New Jersey Department of the Treasury, Office of State Planning, during January 1994. The Route 29 corridor was divided into fifteen segments based on similarities in character. Two different surveys, a physical and a visual survey, were performed by the NJDOT to determine existing scenic qualities and to support their management strategies for the corridor.

The physical survey was completed for each segment by identifying significant features that impact the visual experience of the traveler. Forty physical landscape features were used with five broader categories: landform, water, vegetation, man-made features, and landscape composition and effects. For physical features that enhance the scenic corridor, positive values (1 to 5) are used. In contrast, for those features that detract from the scenic values of the corridor are given negative values (-5 to -1).

Visual Surveys were performed, in a manner similar to physical survey, using three visual elements: unity, intactness, and vividness. These visual elements were



Wickecheoke Creek

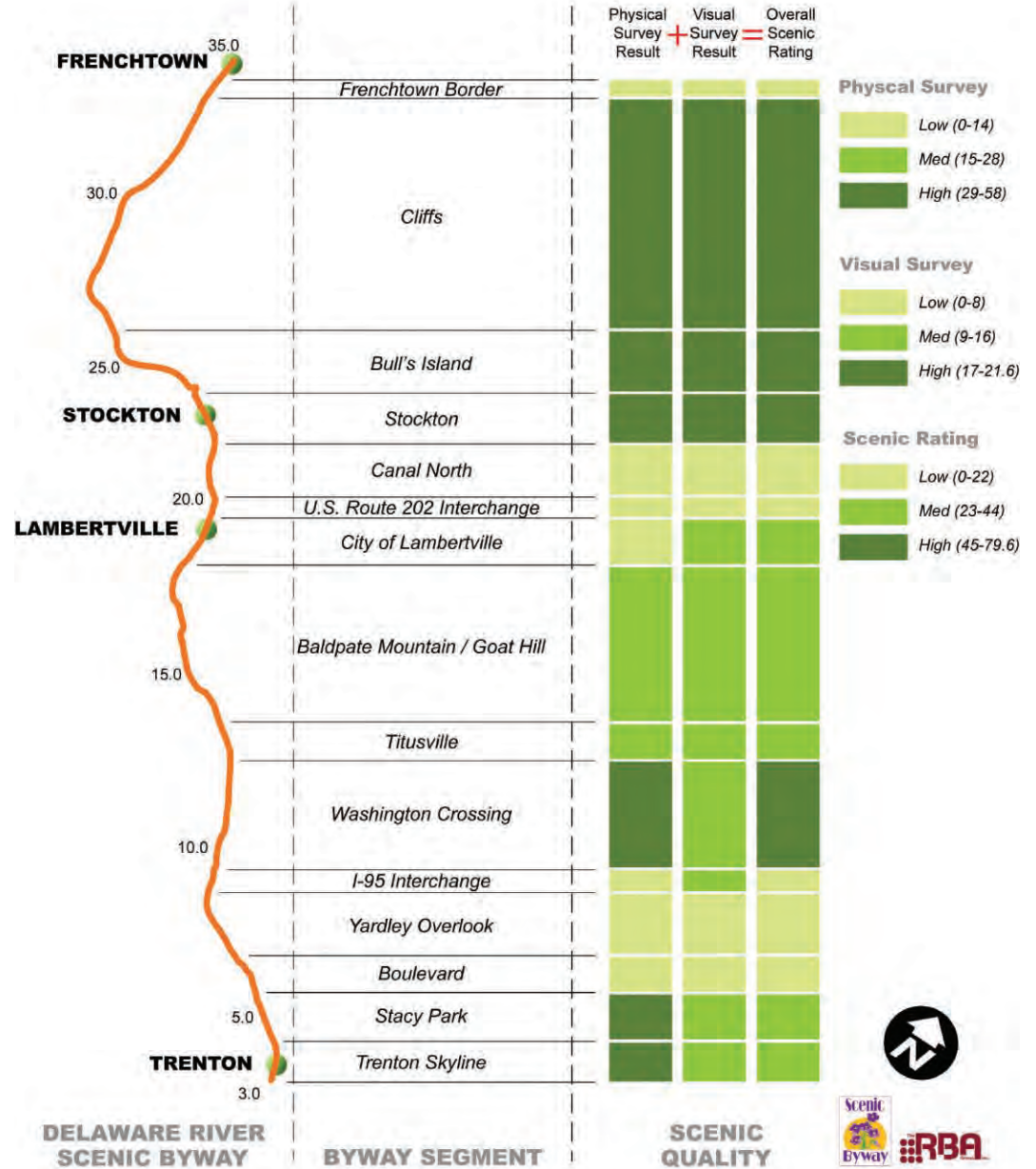


D & R Canal weir

Physical and Visual Surveys conducted in 1994 illustrate the diversity of landscape character represented in The Byway.

**SUMMARY OF PHYSICAL/VISUAL SURVEYS**

1997 Scenic Byway Management Plan for U.S. Route 29  
Oct 2004



rated for each segment on a scale of zero (least) to five (highest) to indicate the quality of the visual experience.

The diagram compiles the results of both the physical and visual surveys from the 1997 Plan, showing a graphic interpretation of the rating of the 15 byway segments. Therefore, on the diagram, a segment assigned with darker green in overall scenic rating would have rated higher because of physical features and visual elements that increase the overall scenic quality.

### Highest Rated Scenic Byway Segments

1. **Bulls Island** was rated quite high with a total score of 79.6. The major factors that influence the score, quantifying the attractiveness of a view along the corridor, are as follows:

- Forested state park land
- Dynamic landforms – tall foothills and steep slopes with gently sloping farm valleys
- Attractive agricultural landscape dotted with historical houses
- Daniel Bray Highway – in honor of a Revolutionary War patriot
- High rates for visual survey (unity, intactness and vividness)

2. **Cliffs** was also identified as a highly rated segment with a total score of 68.6. Several key features that enhance the scenic quality include:

- Predominantly forested lands with vistas of hills and ridges in the Delaware River Valley
- Ice formations on the cliffs in winter
- Frequent view of the Delaware River
- High rates for visual survey (unity, intactness and vividness)

3. **Washington Crossing** is rated relatively high with a total score of 55. The key factors are:

- Views of the Delaware River and of the historic truss bridge
- Water features – river, canal and creeks
- Historic features – the D&R Feeder Canal, the Jacobs Creek Grist Mill, etc
- Medium rates for visual survey (unity, intactness and vividness)

### Lowest Rated Scenic Byway Segments

**Canal North, Boulevard and U.S. Route 202 Interchange** were rated low compared to the other segments. According to the surveys, these segments contain features that interfere with or degrade the overall scenic quality of the corridor. The common features that give negative scenic values are incompatible industrial and commercial structures, landfills and quarries, utility lines, walls and fences, and intersecting roadways.

## Visual Quality and Byway Management

Landscape management and land use along Route 29 can enhance or detract from the scenic quality of the Byway. Some examples of elements that potentially detract that were mentioned in the 1997 Plan are utility lines and cell towers. Other examples are improper or inadequate vegetation management along the roadway, which can also negatively impact visual quality. Improper or inadequate vegetation management can also increase the prevalence of invasive species, which displace the native flora and fauna. Flooding can impact visual quality as well,



Entrance to Bull's Island



Pedestrian overpass along D & R Canal, Washington Crossing State Park.



Tree lined roadway

and although the weather is beyond our control, measures to prevent flooding can be taken and applied in ways that protect – or detract – from the scenic quality of the corridor. It is important to consider how these elements of landscape management and land use relate to the Delaware River Scenic Byway.

## Canal and River Flooding

Because the Byway is situated along the Delaware River, the risk of flooding has been a historic reality for low-lying sections of the road itself and adjacent land, towns and villages. However, the intensity of flooding in the watershed is on the rise. Since the near record flood of April 2005, followed in magnitude by June 2006 and three floods in 2004, a major effort by New Jersey, Pennsylvania and New York was launched to determine the cause and identify measures to provide relief. Initial findings indicate that development in the upper watersheds may be a significant contribution to the problem. While aggressive management strategies to control runoff from new development have recently been put in place through promulgation of new NJDEP Stormwater Management Regulations, additional efforts will be required to provide mitigation to residents from increased flooding impacts.

The risk to the Byway involves not only damage to property and intrinsic recreational, historic and natural values from the floodwater itself but also from poorly conceived and designed future flood control infrastructure such as stream bank stabilization, levies, pumping stations etc. While it is clear that protection of communities from increased flood damage is of critical importance, careful and thoughtful design of mitigation measures will minimize impacts to the Byway's scenic, natural and historic values.

It should also be noted that ongoing efforts to preserve open space and stream corridors along the Byway should receive added impetus as flood control strategy, in addition to scenic, ecological and recreational benefits gained.

## Vegetation Management

Natural and managed vegetation along the Byway is a principal scenic asset, which requires careful stewardship. Routine management of vegetation within and along the Rt. 29 right of way involves:

- Removal of vegetation that obscures traffic control signs and interferes with guide rail and drainage features.
- Removal of trees (live and dead) that pose a collision hazard or threat from dropping or falling on the right of way.
- Maintaining clear sight distances along curves and for traffic control signs and signals.
- Tree trimming along utility lines by utility companies to eliminate damage to infrastructure and reduce risks posed by downed power lines.

Because significant sections of the Byway are very narrow and curvilinear, making it difficult to remove/ trim vegetation safely using manual methods by work crews, the application of contact herbicide is a last resort alternative. The CMC noted that alternatives to herbicide use should be more thoroughly explored, since concern exists over environmental and visual effects (long sections of brown vegetation, proximity to the D&R Canal and Tributaries to the Delaware River). Concern was also raised over intensive clearing and cutting of plants by utility companies in the corridor. Therefore, it is recommended that a workshop be convened, as a management strategy, among NJDOT maintenance,

regional utility representatives and interested CMC members to explore feasible vegetation management options, address misconceptions and promote a sense of shared responsibility for stewardship of this important visual and natural asset.

The 1997 corridor management plan recommended removal of vegetation at select locations to enhance the view from the road. To date, these recommendations have not been implemented. Because such clearing can produce fast growing understory species, which can quickly backfill the opened view and replace it with less desirable fast growing species, this strategy must be pursued only if there are significant scenic benefits which can be maintained by a long term commitment to keep growth under control.

Formal planting of roadside landscaping along the roadway, especially along urban sections in Trenton and Ewing Township is maintained by the Department. In addition, the planned conversion of the freeway by NJDOT to a landscaped boulevard in this area will present positive vegetation and scenic enhancement opportunity, especially since it is the Southern Gateway for the Byway. Therefore it is recommended that the Delaware River Scenic Byway Management Committee be consulted in the design and development of this project to promote the Scenic Byway Vision articulated in this plan.

The CMC also noted that overpopulation of deer along the corridor has a negative impact on the forest ecosystem by interfering with the natural succession process of understory plants. Affects of deer overpopulation also include safety, economic and aesthetic impacts associated with road kills. A management approach could include application by townships along the byway for a NJ Division of Fish and Wildlife **Community-Based Deer Management**

**Permit** (CBDMP) program. The program was created in 1995 to explore alternative methods of deer population control. A township resolution endorsing the CBDMP application must accompany the application. Individual property owners may not apply for a CBDMP.

Control of non-native and invasive plant species has also been identified as a potential risk to the Byway's natural intrinsic qualities, and generally acknowledged as a nationwide concern, which is being addressed at the Federal, state and local levels. Invasive plant species often form dense stands or thickets that crowd out native vegetation. Harmful invasive species not only threaten plant biodiversity but also affect wildlife that depends on the displaced native species for food. Invasive species alter and potentially harm the structure, composition and function of natural ecosystems. A common example along the Byway is purple loosestrife, one of the most widespread invasive plants in New Jersey, invading wetlands and posing a direct threat to several state and federally endangered species. It occurs abundantly in wetlands throughout the state, except in the Pine Barrens where it occurs only rarely, in ditches and recently disturbed wetlands.

At the federal level, Executive Order 13112 (February 3, 1999) on Invasive Species, established a nationwide strategy that directs agencies, including USDOT/ FHWA, to develop action plans to control invasive species.

In New Jersey, the Invasive Species Council was established in 2004 and charged to develop comprehensive measures to combat these dangerous invaders and protect the state's biological diversity. The Council is working towards a comprehensive approach by all affected state agencies (including



Tree lined multi-use path



Although in most instances burying utility lines is not feasible, relocating lines at scenic focal points could be explored.

NJDOT), as well as the horticultural, conservation and academic communities, to address this serious economic and ecological threat. NJDEP policy directives enumerate invasive plant species that have already been identified as unsuitable for planting. The list to date includes 20 tree species, 40 shrub species, 15 vine species, 66 herb species, and 16 grass and sedge species. While NJDOT does not have a specific policy to selectively control invasive plant species, use of native non-invasive species for new landscaping is the general policy. As part of its overall vegetation management approach, NJDOT should provide guidance to maintenance staff to identify and selectively destroy invasive plant species as part of routine maintenance activity along the Byway. An additional strategy could include public education along the Byway to build community support for control/ eradication of invasive plant species.

### Utility Lines

Since Route 29 is a State Highway linking several towns and municipalities along its length, the corridor right of way is shared by overhead utility services mounted on wooden poles including electric (low and high voltage), phone and cable television services. Since these facilities detract from natural, scenic and historic intrinsic qualities, it was suggested by the CMC that they be considered for placement underground. Underground placement would also eliminate the need for tree trimming to reduce service interference and safety concerns posed by tree branches contacting wires and cables. Due to the following considerations, this management strategy does not appear feasible:

- Because there are three to four separate utility companies co-located on the poles, all of them must agree to install their service below ground. If one company is unwilling, the poles must remain.

- The construction cost for placing all facilities underground is high, ranging from \$6 million to \$10 million per mile.
- Impacts to the corridor would not be completely eliminated, since large and visible above ground connection boxes would still be required along the road.
- Construction and traffic disruption impacts involving excavation along Rt. 29 right of way for placement of conduits and manholes would be substantial, possibly requiring closure of lanes along narrow sections. Avoidance of existing underground roadway drainage pipes and inlets would also require excavation trenching, which would disrupt traffic and negatively affect existing tree root systems.
- Extensive excavation on private property would also be required, with impacts to driveways and landscaping, to replace existing overhead connections with underground connections. This would likely result in overall public resistance to this initiative.

Although burying utility lines is not feasible, relocating lines where possible could be explored, targeting places that are scenic focal points.

### Cell Towers

To meet the ever-growing demand for quality communications within the corridor, the potential exists for placement of antennas, which can degrade the scenic qualities of the byway's viewshed. The quality of signal reception depends on a sufficiently dense grid of antennas. Placement of tall lattice and monopole antennas, which extend above tree canopies and their power, utility boxes/ sheds, access roads, etc., can adversely affect natural and historic intrinsic qualities of the Byway.

To avoid or minimize scenic impacts of this infrastructure, processes already exist for review and approval of these facilities in the corridor. Impacts to historic properties and districts are reviewed by NJDEP under Section 106 of the Federal Historic Preservation Act and under the State Historic Register Act when placement may affect historic districts or properties. Placement of antennas are also reviewed under municipal ordinances for changes in land use and zoning as well as by the Delaware River Canal Commission, when facilities are proposed in the primary review zone. Other NJDEP reviews can also be triggered if placement is proposed in wetlands or wetland buffer areas. Generally the review involves a demonstration of need, an alternatives analysis and solicitation of public input, especially when tall lattice or monopole antennas are proposed. A management strategy for the corridor should consider placement of several small “co-located” antennas on existing infrastructure as alternatives to single tall poles, or the use of architecturally integrated antennas which complement historic views. As an additional management strategy, use of existing NJDOT right of way along the corridor for communications antennas should be discouraged by the Department. It is recommended that NJDOT internal procedures be modified to route cell tower applications on Rt. 29 to the Landscape and Urban Design Unit for Scenic Byway Management Plan consistency review.

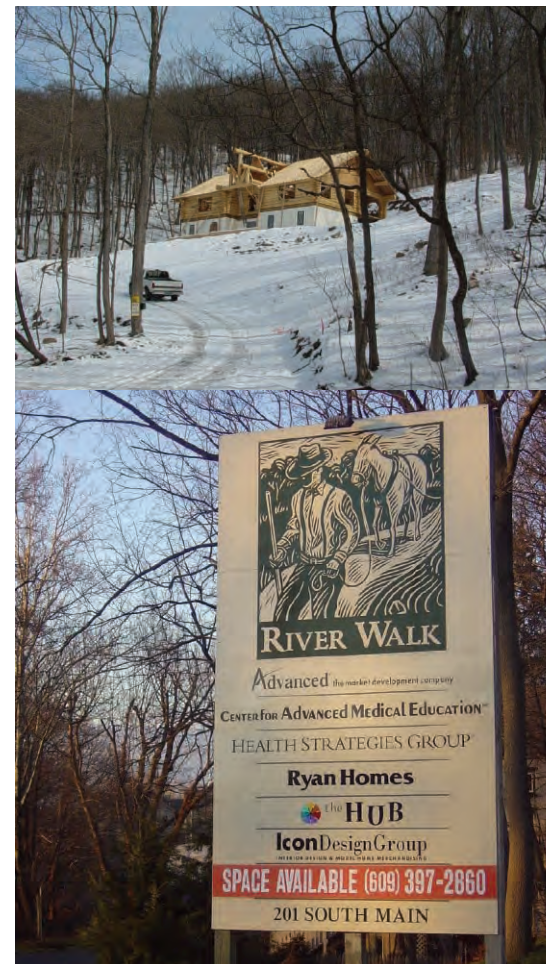
## Land Use and Future Development

The future of the Scenic Byway and the successful preservation of its intrinsic qualities are linked to the management of future land uses and development patterns surrounding the Byway’s viewshed and

buffer areas. To achieve the vision articulated by this Management Plan, the relationship between the Byway, its transportation links and land use context needs to be clearly recognized and actively managed through collaboration among State, county and municipal stakeholders. FHWA also requires management strategies to be described for enhancing and protecting existing development and for accommodating potential new growth.

Therefore, the ability to manage development is of significance to the scenic quality, economic viability and livability of the communities located along the Byway corridor. NJDOT, in partnership with the Office of Smart Growth and other state agencies, is addressing these issues through a program called “New Jersey FIT: Future In Transportation” ([www.state.nj.us/transportation/works/njfit/about](http://www.state.nj.us/transportation/works/njfit/about)). This initiative – a comprehensive and cooperative approach to transportation and land use planning – involves the integration of community building with the construction of transportation infrastructure through the formation of partnerships that coordinate development and redevelopment in municipalities. Since NJDOT has stewardship responsibility for the Byway, it is anticipated that any future traffic demands would be addressed using the principles outlined in the FIT program within the context of achieving the Byway vision.

The land use context and traffic characteristics of the Byway are influenced by the dynamics of population and employment trends. By the year 2025, the population of Hunterdon and Mercer Counties is projected to grown by up to 40 percent and 16 percent respectively, with similar trends in employment growth of 48 percent for Hunterdon and up to 24 percent for Mercer (NJDOT Long Range Transportation Plan). It is the perception of the Byway CMC that this projected growth will increase



Municipalities can guide development and minimize visual impacts.

# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

## BYWAY CONTEXT AND SIGNIFICANCE



Country homestead



Housing Development

traffic along the Byway and, if not managed appropriately, erode its intrinsic qualities.

An examination of zoning documents and land use plans of municipalities traversed by the Byway shows general consistencies with the existing character of the Byway as it extends from an urban landscape formed by Trenton and Ewing northward to rural landscapes and historic villages. It is also important to note that the State Plan, which has received “cross acceptance” by municipalities along the Byway, also reflects existing land uses. For example, most of the areas north of Ewing Township are shown as rural, rural/environmentally sensitive and environmentally sensitive planning areas.

Other significant land use regulatory programs, which can help preserve the scenic and historic integrity of the Byway, also exist in the corridor. These include large areas of regulated freshwater wetlands, regulated endangered species habitats, NJDEP designated Category One Streams with 300 foot preservation buffers, the D& R Canal Commission review zone and the recent elevated water quality designation of the Wild and Scenic Delaware River. The Lower Delaware Wild and Scenic Management Plan also provides a framework for protection that is strikingly congruent with the Byway Vision. Waterfront development guidelines are provided by the Delaware River Basin Commission’s “Water Resources Plan for the Delaware River Basin”.

Another important effort involves natural land preservation through voluntary acquisition along the Byway by municipalities (Hunterdon and Mercer Counties), non-profit organizations (Delaware River Greenway Partnership, Hunterdon Land Trust Alliance, Prallsville Mill Society, Delaware Raritan Canal Commission, Friends of Hopewell Valley

Open Space) and government agencies (NJDOT, NJDEP Green Acres, NJDEP Parks and Forestry).

As a management strategy to address development in the corridor and strengthen effectiveness of efforts already in the works, the CMC recommended that a well coordinated effort is needed among Byway Stakeholders, including an inventory of preservation needs and a forum for regular collaboration on preservation activities. The Scenic Byway Management Plan can serve as this framework. It is also recommended that the Delaware River Scenic Byway be included in county and municipal master plans. The Management Plan recommendations can then inform local and county land use decisions and build support for preserving and enhancing the Byway’s intrinsic resources.

In carrying out these efforts, a recently launched web based program called **Garden State Greenways** ([www.gardenstategreenways.org](http://www.gardenstategreenways.org)) can be a useful tool. Garden State Greenways provides a means to evaluate the environment surrounding the Byway. The main goal of the program involves open space conservation, farmlands, and historic areas. The web site allows users to identify hubs – larger areas of undeveloped land with important natural resource values – and linear connectors between these hubs.

Garden State Greenways offers:

- An interactive statewide map of undeveloped lands and potential connectors
- Information to assist in open space planning on local, county and regional levels
- Maps illustrating the Garden State Greenways concept and vision
- A database listing municipalities with open space plans



- Detailed maps and Geographic Information System (GIS)

Garden State Greenways can be used to:

- Create or update an open space plan
- Apply for Green Acres Planning Incentive (PI) grants
- Apply for a State Farmland Program Planning Incentive Grant (PIG)
- Provide regional context to local or municipal Open Space Plans
- Raise awareness and stimulate discussion about greenways and greenway partnerships
- Identify, target or prioritize tracts of land for preservation.



A Byway view worth painting



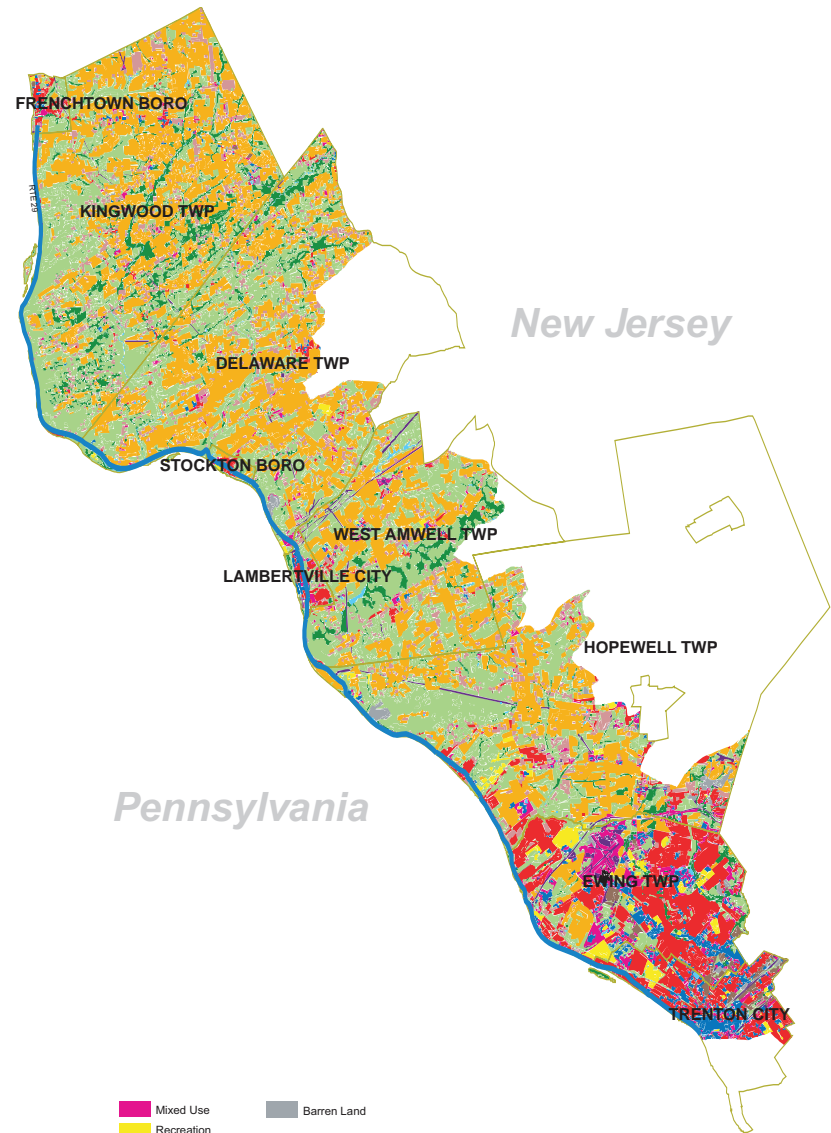
View of Bowman's Tower (PA) from the Byway



# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

## BYWAY CONTEXT AND SIGNIFICANCE

The future of the Scenic Byway and the successful preservation of its intrinsic qualities are linked to the management of future land uses and development patterns surrounding the Byway's viewshed and buffer areas.



### Legend

- |  |   |   |
|--|---|---|
| <span style="color: red;">■</span> Residential                             | <span style="color: magenta;">■</span> Mixed Use        | <span style="color: gray;">■</span> Barren Land |
| <span style="color: lightcoral;">■</span> Rural                            | <span style="color: yellow;">■</span> Recreation        |   |
| <span style="color: blue;">■</span> Commercial                             | <span style="color: orange;">■</span> Agricultural Land |   |
| <span style="color: brown;">■</span> Industrial                            | <span style="color: lightgreen;">■</span> Forest        |   |
| <span style="color: purple;">■</span> Transportation/Communication/Utility | <span style="color: green;">■</span> Wetlands           |   |

DELAWARE RIVER SCENIC BYWAY  
ROUTE 29 - LAND USE MAP



The Delaware River Scenic Byway should be included in county and municipal master plans and inform local and county land use decisions through complementary zoning ordinances.



- Legend**
- Business/Commercial
  - Parks/Conservation
  - Industrial/Warehouse
  - Heavy Industrial
  - Office
  - Mixed Use
  - R - High Density
  - R - Low Density
  - R - Medium Density
  - R - Multi-family



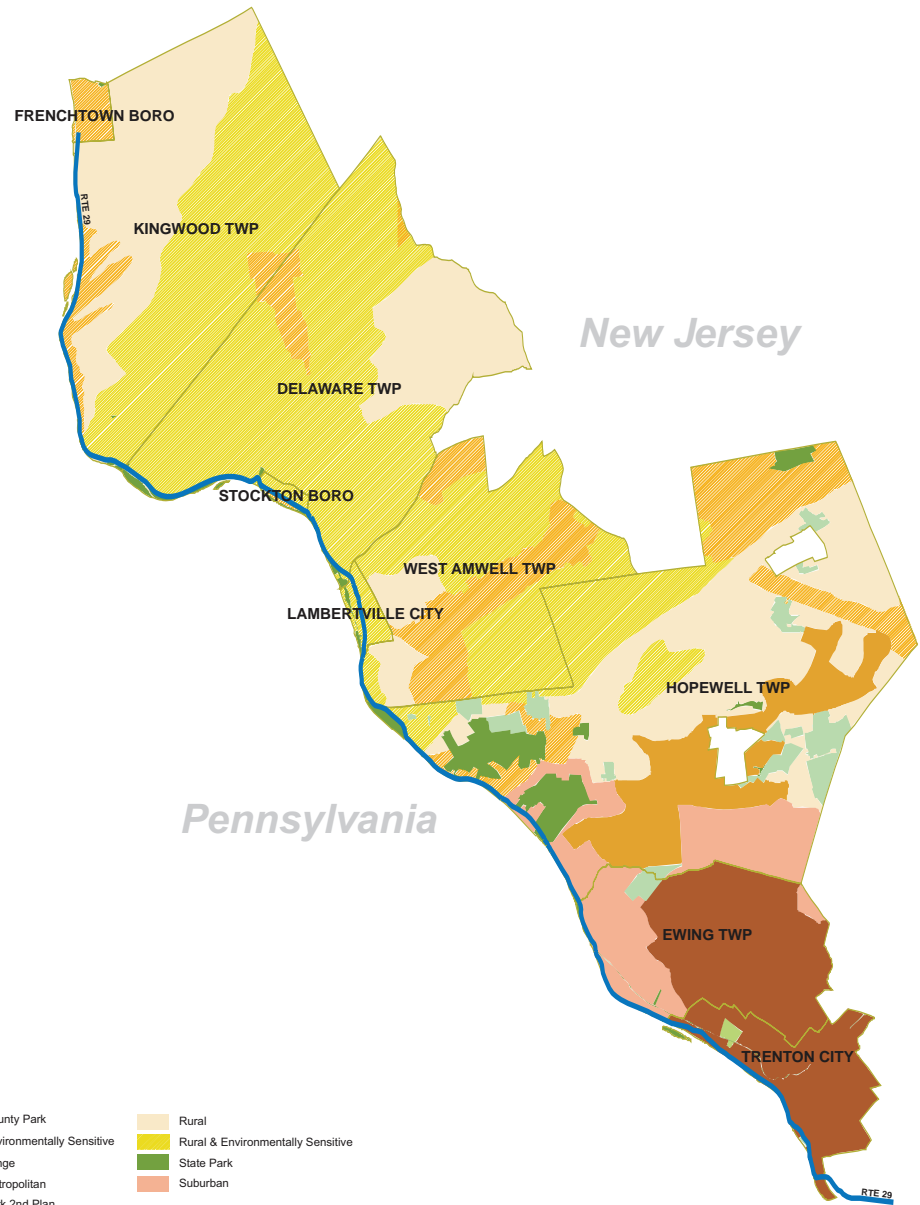
DELAWARE RIVER SCENIC BYWAY  
ROUTE 29 - ZONING MAP



# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

## BYWAY CONTEXT AND SIGNIFICANCE

The potential for recognition of The Delaware River Scenic Byway in The State Development and Redevelopment Plan should be explored.



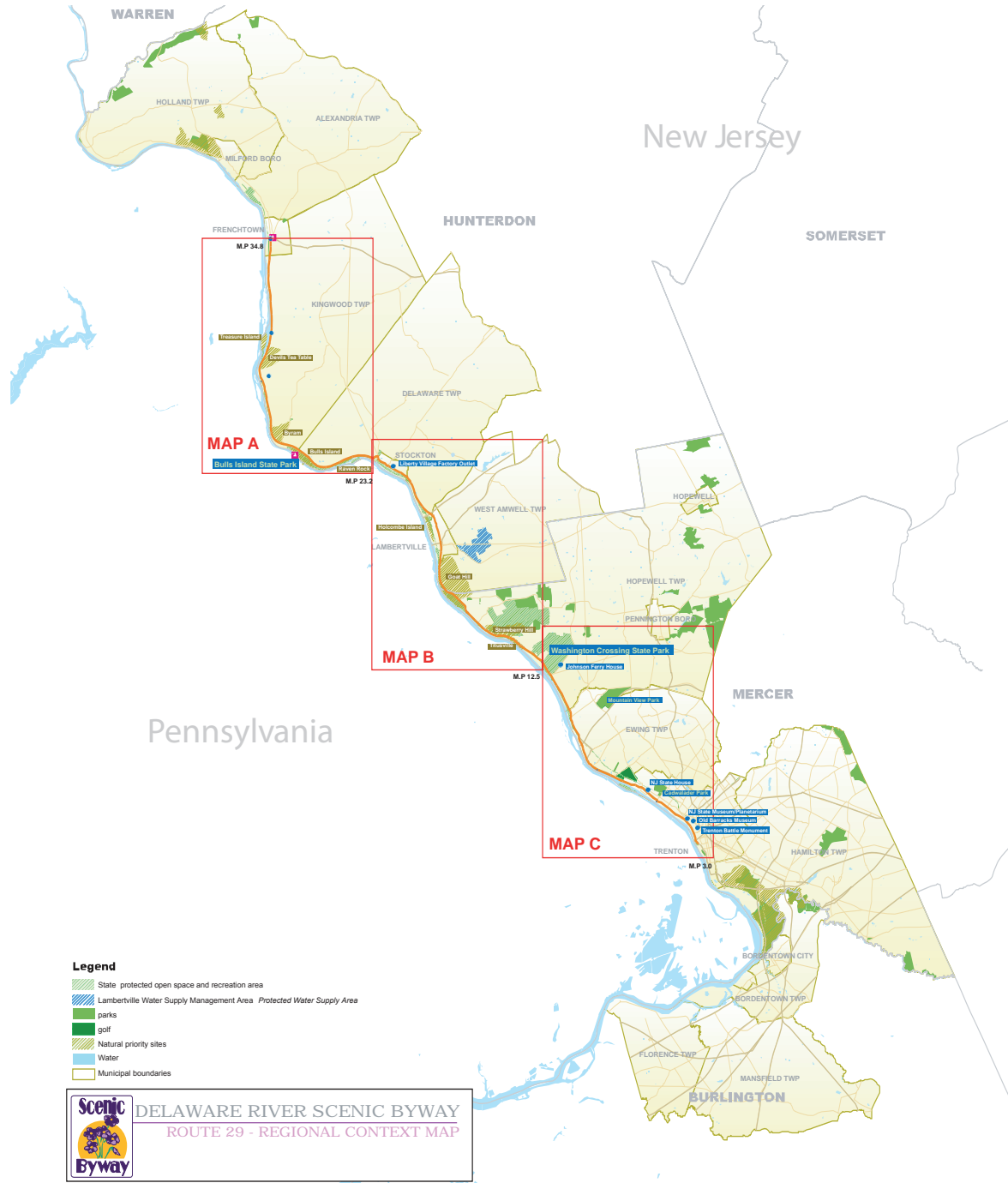
### Legend

- County Park
- Environmentally Sensitive
- Fringe
- Metropolitan
- Park 2nd Plan
- Rural
- Rural & Environmentally Sensitive
- State Park
- Suburban


**DELAWARE RIVER SCENIC BYWAY**  
 ROUTE 29 - State Plan Planning Area  
 JAN 2006



# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN



The following three maps show the location of many of the resources that contribute to The Byway's intrinsic qualities.

BYWAY CONTEXT AND SIGNIFICANCE

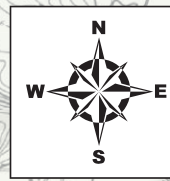




# DELAWARE RIVER SCENIC BYWAY

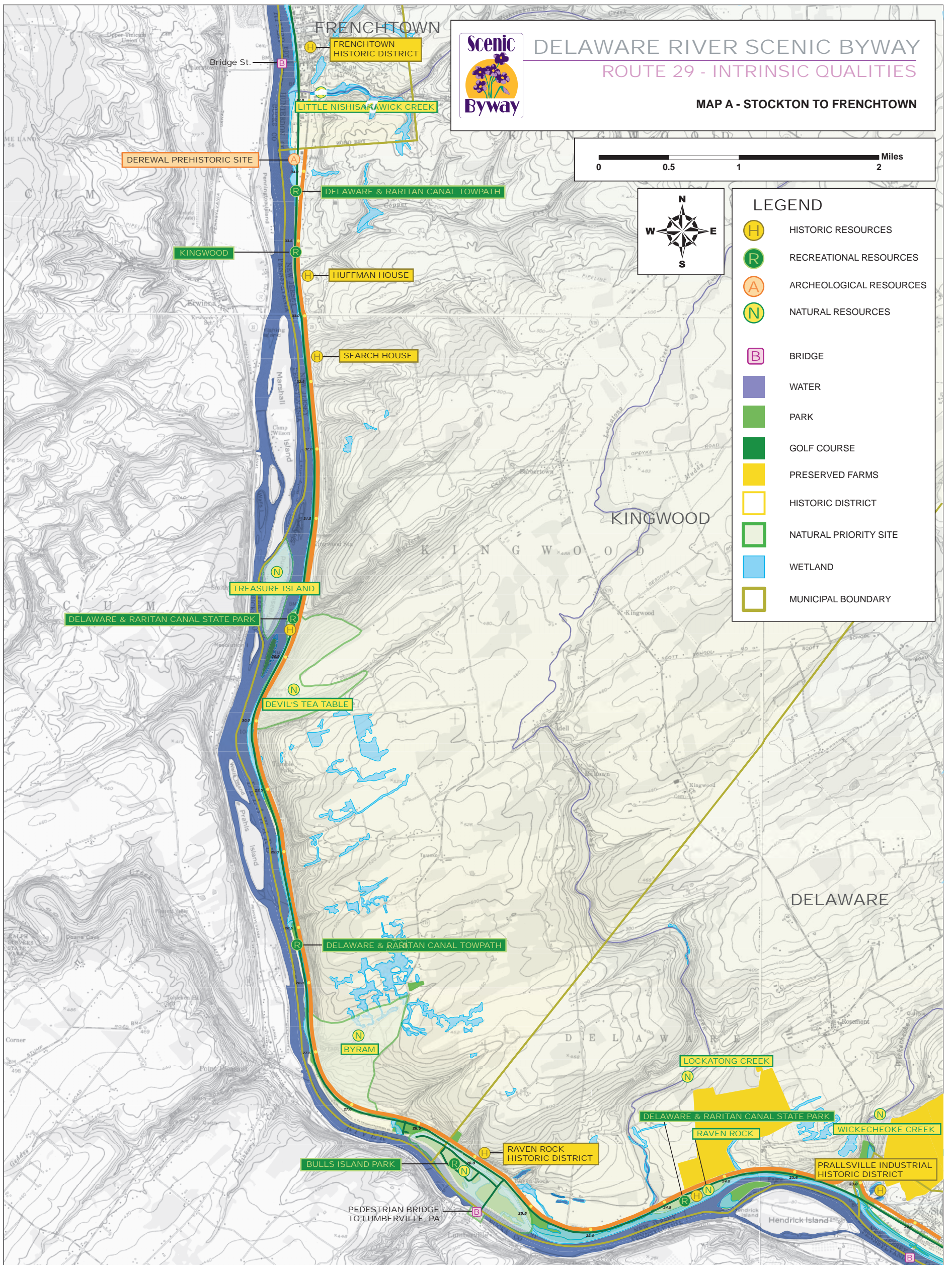
## ROUTE 29 - INTRINSIC QUALITIES

MAP A - STOCKTON TO FRENCHTOWN



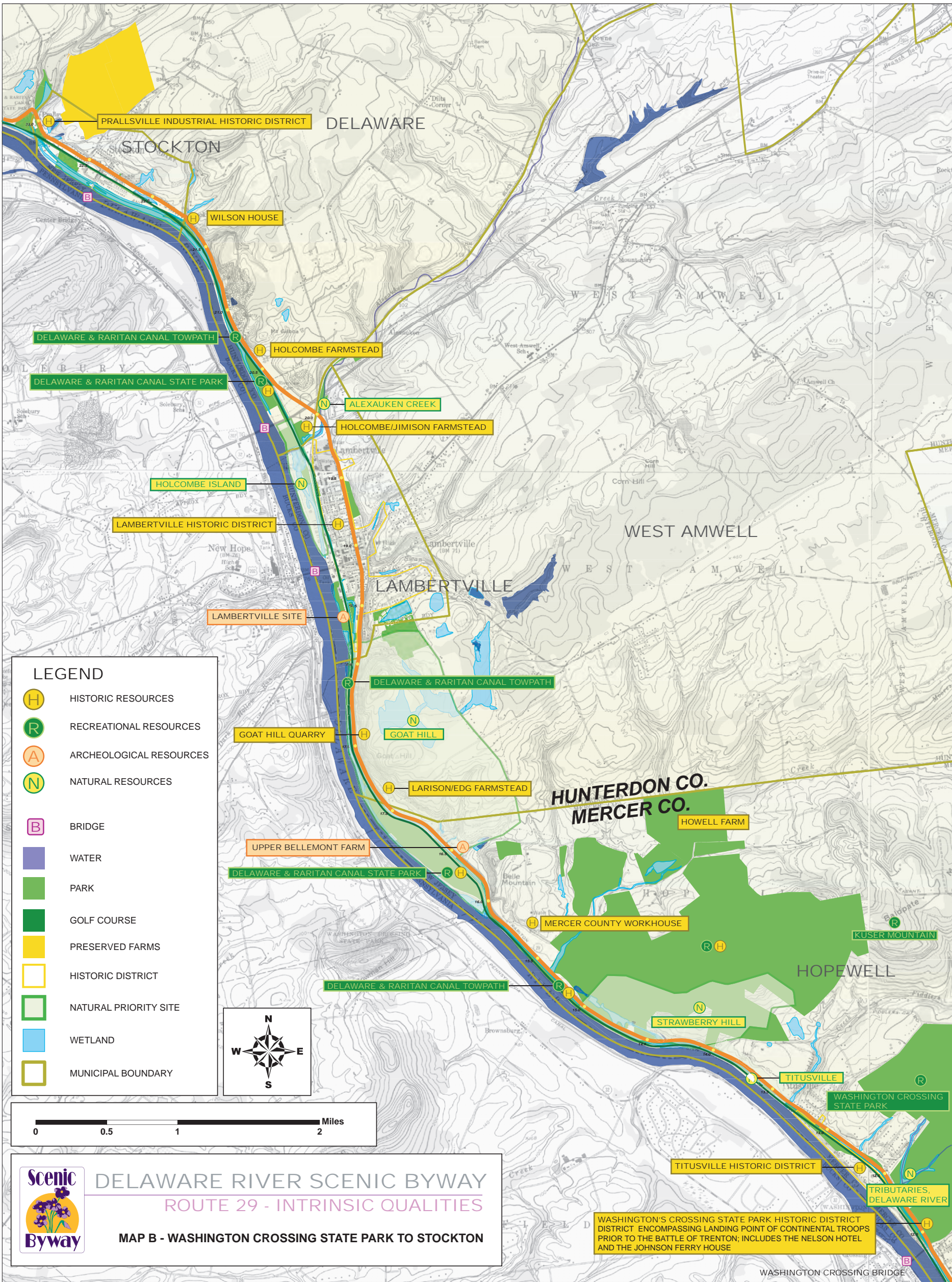
### LEGEND

- HISTORIC RESOURCES
- RECREATIONAL RESOURCES
- ARCHEOLOGICAL RESOURCES
- NATURAL RESOURCES
- BRIDGE
- WATER
- PARK
- GOLF COURSE
- PRESERVED FARMS
- HISTORIC DISTRICT
- NATURAL PRIORITY SITE
- WETLAND
- MUNICIPAL BOUNDARY







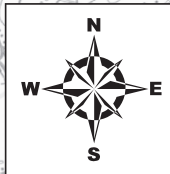






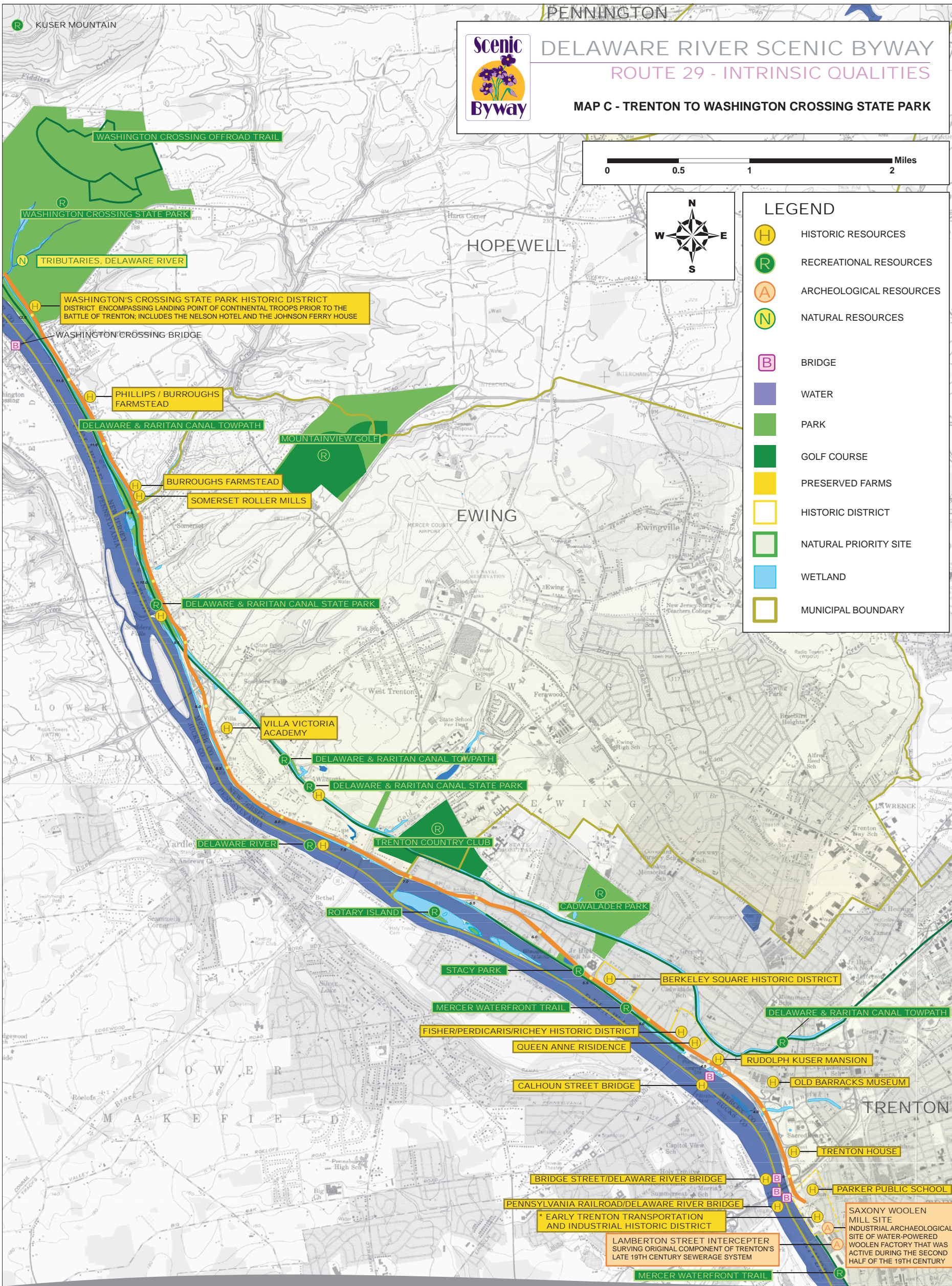
# DELAWARE RIVER SCENIC BYWAY ROUTE 29 - INTRINSIC QUALITIES

## MAP C - TRENTON TO WASHINGTON CROSSING STATE PARK



### LEGEND

- Ⓜ HISTORIC RESOURCES
- Ⓜ RECREATIONAL RESOURCES
- Ⓜ ARCHEOLOGICAL RESOURCES
- Ⓜ NATURAL RESOURCES
- Ⓜ BRIDGE
- WATER
- PARK
- GOLF COURSE
- PRESERVED FARMS
- HISTORIC DISTRICT
- NATURAL PRIORITY SITE
- WETLAND
- MUNICIPAL BOUNDARY



LAMBERTON STREET INTERCEPTOR SURVIVING ORIGINAL COMPONENT OF TRENTON'S LATE 19TH CENTURY SEWERAGE SYSTEM

SAXONY WOOLEN MILL SITE INDUSTRIAL ARCHAEOLOGICAL SITE OF WATER-POWERED WOOLEN FACTORY THAT WAS ACTIVE DURING THE SECOND HALF OF THE 19TH CENTURY



# CHAPTER 4



## BYWAY TRANSPORTATION



# Roadway Character

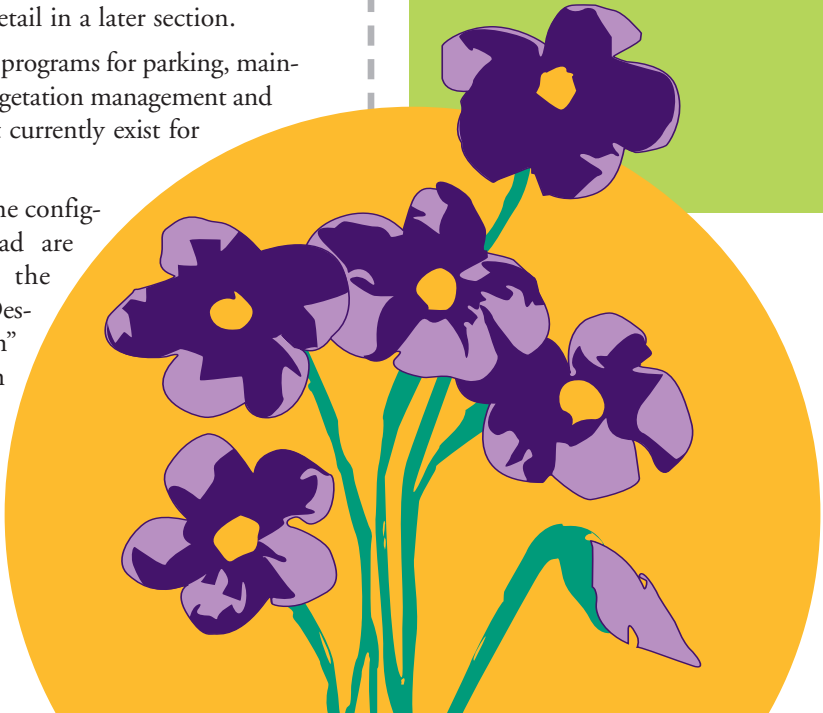
The general character of the road itself is presented to provide a framework for issues and opportunities involving the byway’s future management within its broader scenic corridor setting. Route 29 is a New Jersey State Highway that extends approximately 35 miles along the Delaware River at the western boundary of central New Jersey. The designated Scenic Byway Section begins near the Route 1 overpass in the City of Trenton, the State Capitol (milepost 3.2), and extends to the rural village of Frenchtown at its northern limit (milepost 34.3). The road passes through several municipalities, serving as a Main Street in Lambertville and Stockton. In Trenton, the Byway transitions from a busy four lane urban freeway to a four lane urban boulevard through Ewing Township. North of the I-95 interchange, it again transitions into a two lane rural roadway, which extends to the end of Rt. 29 (and the Byway) at the Frenchtown border. The road exhibits the following general characteristics:

- The alignment of the road is a blend of curvilinear sections, which respond to topographic and geological constraints of the Delaware River Valley and wide-open straight sections in the northern agricultural area of Kingwood Township.
- Shoulder widths vary from segment to segment. Widths include:
  - 10 to 12 feet from Trenton to I-95
  - 0 to 2 feet from I-95 to Stockton
  - 10 feet from Stockton to Frenchtown
- Three general traffic zones (from a 2002 study) exist along the Byway. They include:
  - Heavy (39,000 AADT) from Trenton to I-95
  - Moderate (14,000 to 10,000 AADT) from I-95 to Lambertville

- Light (5,000 to 2,000 AADT) from Lambertville to Frenchtown
- Speed limits also vary within the Rt. 29 corridor. They include:
  - 40 to 55 MPH from Trenton to Lambertville
  - 25 to 35 MPH in Lambertville
  - 45 MPH from Lambertville to Stockton
  - 25 to 30 MPH in Stockton
  - 50 MPH from Stockton to Frenchtown
- While the City of Trenton and Ewing Township are well served by public transit (rail and bus), no form of public transportation services the Byway.
- Nine road bridges, of which seven are historic, and one historic pedestrian bridge link Rt. 29 to Pennsylvania; they are under the jurisdiction of the Delaware River Joint Toll Bridge Commission.
- Sidewalks are generally provided only along sections traversing villages.
- Bicycle accommodations are variable; they are addressed in more detail in a later section.
- Special management programs for parking, maintenance, de-icing , vegetation management and litter pick-up do not currently exist for the Byway.
- The existing road lane configurations of the road are in keeping with the official NJDOT “Desirable Typical Section” (DTS) designations in the New Jersey State Highway Access Management Code (NJAC 16:47).

## Municipalities along the Scenic Byway

- Trenton City
- Ewing Township
- Hopewell Township
- West Amwell Township
- Lambertville City
- Stockton Borough
- Delaware Township
- Kingwood Township
- Frenchtown City (proposed)





Four lanes from Trenton (MP 3.2) to I-95 (MP 9.55)



Two lanes from I-95 to Lambertville (MP 18.1)



Two lanes in Lambertville (MP 18.6 to 19.6)

This includes:

- Four lanes from Trenton (MP 3.2 ) to I- 95 (MP 9.55)
- Two lanes from I-95 to Lambertville (MP 18.1)
- Four lanes in Lambertville (MP 18.1 to MP 18.6)
- Two lanes in Lambertville (MP 18.6 to 19.6)
- Four lanes in Lambertville (MP 19.6 to 20.3)
- Two lanes from Lambertville to Frenchtown (MP 34.26)

An excellent source of roadway information on this section of Route 29 is the NJDOT Straight Line Diagrams, which are available on the NJDOT web site at [www.state.nj.us/transportation/refdata/sldiag](http://www.state.nj.us/transportation/refdata/sldiag). These diagrams served as base mapping for the original Scenic Byway Management Plan.

## Historic Roadway Designation

Route 29 has also earned recognition as one of New Jersey’s Historic Roads. “The New Jersey Historic Roadway Study,” was undertaken by the Federal Highway Administration (FHWA) New Jersey Division Office, the New Jersey Department of Transportation (NJDOT) and the New Jersey Historic Preservation Office (NJHPO).

The study served to aid the individuals involved in highway projects, including planners, engineers, and local government officials, in defining roadways as historic resources. An excerpt from the draft study describes its scope as follows:

“This study focuses on identifying roadways that are significant from a statewide historical perspective. Evaluated within the context of the state’s roadway development history, those roadways that were truly important to the overall development of the state were identified as significant. Locally, significant roadways will be those within a regional context. It is not the intent of this study to identify roads locally significant within a smaller geographic area, such as a county or municipality”.

Recognition of the Delaware River Scenic Byway as a NJ Historic Road further endorses its regional significance, as local roads were not evaluated.

The Byway, then known as Delaware River Drive, was chosen as part of the “Good Roads Era (1870-1917).” Roadways chosen as significant in this era are attributed with the following characteristics:

- Contributed to the growth and development of the state
- Demonstrated regional or interregional importance
- Linked major population, recreation, military or political centers or destinations
- Exemplified progressive reforms and heightened interest in road improvements

The report explains the following about the Delaware River Scenic Byway:

“The Delaware River Drive is significant as an early route planned to promote and take advantage of New Jersey’s scenic beauty. It responded to the growing use of the automobile for recreational and pleasure touring...This road was planned to extend between Trenton and the New York State line (via Lambertville, Frenchtown and Milford), the



Delaware River Drive following, so far as practicable, the course of the Delaware River...The Delaware River Drive is significant...for associations with automobile-related recreational activities, its use to promote state tourism and for its early designation by the state legislature as a state highway”.

## Accommodating All Users

Bicycle and pedestrian transportation along the designated Route 29 corridor is a major component of the Scenic Byway. The Byway also provides important access links to recreational trails and bicycle paths. These modes serve as means of accessing, appreciating and partaking in the scenic byway experience. Both the facilities that accommodate bicycle and pedestrian travel and the travelers that use them are part of the character of the corridor. Bicycling and walking will continue to be a part of the experience and a means of enjoying the scenic qualities along the Scenic Byway. Bicycle and pedestrian access and safety should be facilitated and enhanced wherever possible.

### Corridor Assessment

Just as the scenic character of the Route 29 corridor varies significantly from place to place, so do bicycle and pedestrian issues, concerns, needs and opportunities.

Within Trenton, the Route 29 Scenic Byway corridor presents a nexus of existing and planned multi-use trails of major significance, both statewide and regional. These include:

- The D & R Feeder Canal Multi-use Path
- The western section of the East Coast Greenway

(uses the D & R Canal Main Stem towpath into Trenton from the north and roadway linkages from Mulberry Street to the East Coast Greenway crossing into Pennsylvania at the Calhoun Street Bridge)

- The Stacy Park multi-use trail (along the Delaware River; terminates just north of the Calhoun Street Bridge)
- Existing and proposed trails along the Delaware River waterfront (south of Calhoun Street; designated as part of the Delaware River Heritage Trail)
- A proposed greenway along the Assunpink Creek which would connect with the Delaware River Heritage Trail at the mouth of the Assunpink.

Bicycle and pedestrian traffic is regulated on the Byway within the limits of the City of Trenton. This prohibition extends northward into Ewing Township to the vicinity of the I-95 Interchange.

From the I-95 interchange north to the southern border of Lambertville, and from the northern Lambertville border through to Stockton (Prallsville Mills), bicycle access along Route 29 is problematic due to a combination of traffic conditions and the lack of sufficient pavement width to accommodate shared use by motor vehicles and bicycles. North of Prallsville Mills, Route 29 provides adequate accommodations for bicycle travel with wide, well-paved shoulders.

From the I-95 interchange north to the southern Lambertville border and from the northern Lambertville border through to Stockton (Prallsville Mills), pedestrian access along Route 29 is problematic due to a combination of traffic conditions and



Two lanes from Lambertville to Frenchtown (MP 34.26)



D & R Canal Multi-use Path



Assunpink Creek



Stacy Park

lack of sidewalks. North of Prallsville Mills, Route 29 provides minimal accommodations for pedestrian travel on its wide, well-paved shoulders. Within Lambertville and Stockton, there are segments of sidewalk that enable pedestrian travel along portions of the roadway.

Throughout much of the corridor, multi-use trails adjacent to the D&R Canal are heavily used for bicycle and pedestrian travel and can serve as an alternative to using Route 29, where access restrictions and lack of accommodations on the roadway create difficulties. Stockton hopes to develop pedestrian connections between Route 29 and the D&R canal trail.

Several roadways that are part of Hunterdon County's Bicycle Pedestrian Element link with Route 29. These include: Route 519, Route 523 and Route 518.

Bicycle and pedestrian access across Route 29, to the towpath or local facilities for instance, varies in quality and availability. In some cases, signals and/or crosswalks, marked and unmarked, are available; in other cases, facilities are needed, but not available.

Inconsistent wayfinding and interpretive signage provides patchy information to bicycle and pedestrian travelers about historic/cultural features, access to trails facilities, locations of local services and trail-head parking.

### Objectives for Bicycle and Pedestrian Accommodation

Gaps in bicycle and pedestrian facilities paralleling the Delaware River should be completed to provide a seamless bicycling and walking experience. This includes linkages between:

- The Stacy Park Path and the D & R Feeder Canal Multi-use Path
- The Wharf and Stacy Park, which would establish continuity of the Delaware River Heritage Trail through the scenic corridor and points south along the Delaware

A clear, well-marked connection should be provided between the D & R Canal Towpath and the Delaware River Heritage Trail/Stacy Park Waterfront Trail at or near the Calhoun Street Bridge. This would provide continuity to the East Coast Greenway.

Proposed projects along Route 29 within the limits of the Byway corridor should include bicycle and pedestrian accommodations that:

- Enhance bicycle access and safety along the road
- Improve safe access across Route 29 to parks and residential areas
- Maintain high quality bicycle access (north of Prallsville Mills)

This includes planned changes to the road, such as reconstruction of Rt. 29 as an Urban Boulevard in Trenton, which create opportunities to provide safe bicycle and pedestrian access along the roadway, eliminating the need for restricting bicycle and pedestrian traffic.

Along other sections of the roadway where bicycle and pedestrian access and safety are problematic, no restrictions to bicycle or pedestrian access currently exist. Through these sections, a project that aims to solely improve bicycle and pedestrian accommodations would probably not be warranted. However, future projects should include improved accommo-

ditions for bicycle and pedestrian travel, even if these improvements are marginal. In addition, a special effort should be made to provide or improve linkages from roadways that intersect Route 29 directly to the D & R Feeder Canal Multi-use Path. By providing these linkages, the trail could function better as an alternative to using the roadway itself.

Additional opportunities to enhance bicycle touring and hiking in the corridor involve developing connections across the Delaware River between the D & R Feeder Canal Multi-use Path and the Delaware Canal Multi-use Path in Pennsylvania, such as a pedestrian/bikeway across the I-95 Scudder Falls Bridge. This would allow for circuit tours involving both trails; other opportunities for circuit tours or hikes could be developed by providing trails on both sides of the D&R Feeder Canal.

The D & R Canal Multi-use Path, located along the Feeder Canal, and the Stacy Park Path should be maintained at a high level to insure the quality of these important resources. Provide stable funding source for post flood repair.

Improved trailhead parking, including bicycle-parking facilities at appropriate locations, should be provided throughout the corridor.

Improved interpretive and wayfinding signage should also be provided throughout the corridor.

As the Assunpink Greenway develops, efforts should be made to facilitate the linkage of the greenway with the waterfront multi-use trail that parallels Route 29 along the riverfront.

Several materials should be prepared as a means of initiating the projects to improve non-motorized access and safety. These include:

- A pedestrian needs assessment to identify problems and develop improvement concepts
- A signage study to develop a coordinated wayfinding and interpretive signage plan
- A Scenic Byway corridor map and brochure to inform travelers on foot and bicycle of the history and scenic features of the corridor

### Safety and Accident Review

The *Roadway Character* section of this chapter describes the road characteristics of the Byway, which, in combination with traffic volumes, roadway geometry (curves and elevations), pavement conditions, weather conditions and road user response (vehicular, bicycle and pedestrian), establishes the safety context.

A review of 1993-1995 crash data was conducted in 2000 (Rt.29 – Scenic Byway Data Collection Summary, report to NJDOT, 2000, The RBA Group) and updated for this Management Plan using data collected between January 2001 and December 2003, for the entire length of the Scenic Byway (milepost 3.2 to 34.1) and compared to 2003 statewide averages. The results indicated the following:

- The most prominent accident types are same-direction, or rear-end, collisions, followed by accidents with fixed objects.
- Most accidents occurred during dry surface and daylight conditions.
- Two accidents involved bicycles.
- One accident involved a pedestrian fatality.



D & R Canal Multi-use Path



Pedestrian overpass to Stacy Park

# DELAWARE RIVER SCENIC BYWAY

## CORRIDOR MANAGEMENT PLAN

### BYWAY TRANSPORTATION



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Traveling south to the capitol complex in the Stacy Park byway segment.

- Five out of the six accidents involving fatalities were associated with fixed objects.

It should also be noted that traffic patterns along the Route 29 Scenic Byway corridor have been modified during periods when Delaware River bridges have been closed.

The following locations experienced the highest number of accidents:

Byway Segment	Intersection	MP	No. Accidents
Stacy Park	CR 653	4.36*	79
Boulevard	CR 579	6.2	23
Trenton Skyline	Market St. Ramp	3.65	22
Trenton Skyline	Warren St.	3.22	20
I-95 Interchange	Rt. 95 Ramp	9.15	16
Washington Crossing	CR 546	11.97	16

\*Data from 1993-1995 also indicated this area had the highest accident rate along the Byway

Byway areas experiencing the highest number of accidents are located between Trenton and I-95 where the corridor exhibits the following characteristics: four lanes, wide shoulders, heavy traffic and high-posted speeds. Other observations along the corridor include:

- Most accidents in the Lambertville area involved vehicles attempting to pass other vehicles
- Eight accidents in Hopewell Township (between MP 16 and 16.62) involved water puddles.

As part of the strategy to improve the safety and transportation/ scenic quality of the Byway, several studies have been conducted, many resulting in specific improvement projects being undertaken, some of which are described later. Examples of significant studies include:

- Route 29 – Scenic Byway, Trenton to Frenchtown Data Collection Summary** This report included Accident Data, Sign Inventory, Cultural Resources and recommendations for next steps. (The RBA Group, 2000, for NJDOT)

- Downtown Bicycle/ Pedestrian Improvement Recommendation Plan (Lambertville)** Included in the report is an inventory of existing conditions, city wide and target area planning issues, opportunities and constraints and preliminary recommendations for improvements for streetscapes, traffic circulation and parking (including remote parking with links to downtown), signing, gateways, historic character and recreation/ tourism. (Local Bicycle Pedestrian Planning Assistance, The RBA Group, 2000, for City of Lambertville)

- Rainy-Day Survey- Route 29 Scenic Byway, Trenton to Frenchtown** The report provides empirical information on locations where drainage problems were observed during a high frequency storm event as well as "Drainage/ Icing Site Evaluation" reports prepared by others for locations in Stockton Borough and Kingwood Township. (The RBA Group, 2000, for NJDOT)

- NJ Route 29 Scenic Byway 'Landscape Vision'** The document provides an overall landscape vision for the Byway, including short and long term recommendations for consideration as future projects. (The RBA Group, 2002, for NJDOT)

- **Route 29 Scenic Byway Roadside Enhancement Recommendations** The report listed fifty seven site- specific recommendations involving debris removal, wall repair, vegetation clearing, rock fall repair, road appurtenance repair, etc. Corridor wide management recommendations were also made including vegetative overgrowth removal, shoulder cleaning, drainage inlet/ gutter cleaning, gravel truck operations, fallen rock mitigation and gravel pull off areas. (The RBA Group, 2002, for NJDOT)
- **Sign Reduction Recommendations** In support of the management strategy to reduce roadside clutter and enhance safety, a comprehensive inventory was performed resulting in the identification of 905 signs, which mostly included mile post markers, no stopping or standing signs and “business signs”. Recommendations were made for the removal of regulatory/ warning signs and non-regulatory signs. (The RBA Group, 2002, for NJDOT)
- **Route 29 Scenic Byway Guiderail Replacement Recommendations & Preliminary Environmental Screening** Recommendations for aesthetic guide rail treatments are made to replace existing guide rail and for new guide rail placement or removal based on engineering warrants. Three guide rail alternative types were evaluated and site-specific recommendations made. The report also includes comprehensive information and mapping of natural, historic, recreational and other features which, documents intrinsic quality details along the Byway. (The RBA Group, 2004 and 2005, for NJDOT)
- **I-95/ Scudder Falls Bridge Improvement Project (study in progress)** This study, which includes an Environmental Impact Statement and preliminary design, evaluates the safety and

capacity of the Scudder Falls Bridge which operates at the worst level of service (LOS F) during peak rush hours and two interchanges that are poorly configured -- the Route 29 Interchange in New Jersey and the Taylorsville Road Interchange in Pennsylvania. The lanes in these interchanges are not adequate to handle the current volume of traffic. (Delaware River Joint Toll Bridge Commission)

## Context Sensitive Solutions and Corridor Improvement Opportunities

As a matter of official Department Policy and legislated intent, all NJDOT projects are developed using the principles of Context Sensitive Solutions (CSS). Context Sensitive Solutions is an approach to planning and designing transportation projects based on active and early partnerships with communities and resource management agencies. While CSS is not a new concept for the New Jersey Department of Transportation: it was formally incorporated into its procedures in 1999. CSS involves a commitment to a process that encourages transportation officials to collaborate with project stakeholders so the design of the project reflects the goals of the people who live, work and travel in the area as well as environmental stewardship and regulatory programs. Such collaboration results in creative and safe transportation solutions. The Congestion Relief and Transportation Trust Fund Renewal Act signed into law in July 2000, requires the New Jersey Department of Transportation to have a CSS program. NJDOT engineers, planners, project managers and community relations representatives, as well as consultants and community leaders have been trained in its techniques: flexible design, respectful communication,



Traffic Calming Sign



The Scudder Falls Bridge passes over The D&R Canal and multi-use path.



New guiderail along Route 29



Lambertville – four lanes to two

consensus-building and community participation, negotiation and conflict resolution.

A key consideration of CSS is a principle called “traffic calming,” that includes design measures, which create conditions, causing motorists and other road users to reduce speeds to match the roadway context. Traffic calming measures are generally combined with landscaped streetscape designs, which are intended to enhance both visual quality and safety. Examples of traffic calming devices are shown on the following exhibit:

Since NJDOT has a strong commitment to the application of CSS for all new projects, the development of a specific scenic byway design guide is not recommended. Since the first step in the CSS process is to establish the context, any project study along the Byway would identify the Scenic Byway Designation with its attendant Management Plan as a key context and, as required by NJDOT policy, use appropriate design and public involvement tools to achieve design outcomes consistent with the Management Plan’s Vision and Objectives. Another key design influence (Context) along the Byway involves reviews by the Delaware River Canal Commission. Since the Byway is so close to the Canal, virtually all new project initiatives must undergo strict reviews by the Commission for impacts to water quality, aesthetics, historic resources and recreation. To facilitate Context Sensitive Solutions along the Byway, it is therefore recommended that appropriate Corridor Management Committee members be included as stakeholders in development of future Byway project designs.

A fuller explanation of CSS can be found on the NJDOT web site.

## Managing Safety

As traffic along the Byway grows or is redistributed, safety issues may arise. Therefore, changes that improve safety are ongoing and should be pursued in full support of the goals and objectives of the Byway Vision. Designing a wider, straighter and faster road to move traffic quickly along the Byway is not an objective. Considerations of pedestrians and bicyclists who share the road with motorized vehicles must also be addressed. By lowering travel speeds at sensitive locations through traffic calming, accidents and injuries can be reduced.

In response to studies referenced above, several projects have been initiated along the corridor, which are intended to address safety “hot spots” and corridor-wide safety/operational issues using principles of Context Sensitive Solutions. Examples include:

- Trenton Area Urban Boulevard Project
- Guiderail Replacement/Removal Project
- Safety Improvements at the Washington Crossing Bridge Intersection (DRJTBC)
- Safety and Capacity Improvements (widening of I-95 bridge/ramps at the Byway intersection)
- Lambertville and Stockton Traffic Calming
- West Amwell Drainage (Sheet Flow) Project
- Rockfall Mitigation Project

### Urban Boulevard Project

The three areas experiencing the highest number of accidents are all located within the boundaries of the Urban Boulevard Project, which proposes to convert a three-mile stretch of Route 29 into an Urban Boulevard. The goals of this project are to improve access to the Delaware River waterfront, enhance

safety through traffic calming, promote redevelopment and provide environmental enhancements. The boulevard itself, which will run through the heart of Trenton instead of along the river, is planned for a 25 mph speed limit with traffic signals, traffic calming measures, street trees and other treatments to create a safe and comfortable urban transportation environment. A network of streets, sidewalks, and crosswalks will accompany the project, providing access between the boulevard and the rest of the city. The freeway in its present condition discourages most forms of multimodal transportation. Pedestrians and cyclists are prohibited on the freeway, and since this is a limited access facility, there are also no transit services. The boulevard concept will encourage pedestrian use by providing parking lanes and sidewalks. A proposed waterfront park will provide the missing link connecting the existing bike-ways, which converge on the City of Trenton. The locations for urban boulevard improvements can be described as follows:

- The Trenton Skyline segment at CR 653 to the Stacy Park segment near the Market Street Ramp
- The Boulevard segment at CR 579

This project presents an exceptional opportunity to advance Byway Goals and Objectives. The Corridor Management Committee should participate in the planning and design processes and collaborate to ensure that the Byway is advanced as part of the roadway and landscape transformation.

**Guiderail Replacement and Environmental Screening**

To enhance the roadside appearance and safety, this project recommends aesthetic guiderail treatments and identifies locations where new guiderail is warranted or can be eliminated along the Route 29

Scenic Byway from Trenton to Frenchtown. It will be a Context Sensitive Solution that will not only enhance the visual quality of the corridor but minimize environmental, right-of-way and utility impacts. NJDOT is advancing this initiative, which can proceed directly into the design phase.

**Lambertville and Stockton Traffic Calming**

Often, communities ask NJDOT to reduce posted speed limits in areas of actual or perceived speeding. Speed limits along the Route 29 Scenic Byway corridor range from 25 to 55 mph. Nationally recognized studies have shown that simply reducing the posted speed along a roadway segment and stricter enforcement will not effectively reduce the speed of drivers. Traffic calming roadway improvements that change the ability or desire to speed through an area are important traffic management strategies, which NJDOT is proposing along sections of the Byway, including Lambertville and Stockton, to improve safety and enhance quality of life.

In Lambertville, responding to excessive speeding, recent accidents and a desire by the community to improve multi-modal access, increase pedestrian safety, slow traffic speed, incorporate gateway concepts, increase parking along the corridor and enhance the City’s unique characteristics, the Lambertville Gateway Project was initiated by NJDOT. This ongoing feasibility assessment study is exploring alternatives for reducing the four-lane section to a two-lane boulevard as well as creative traffic calming intersection solutions. Preliminary recommendations have already generated a 1.25-mile Main Street (Rt. 29) Reconstruction project to rebuild pavement, curbing, sidewalks and create traffic calming “bump-outs.”

In Stockton, Route 29 is Main Street. It is a narrow two-lane road, essentially without shoulders and ade-



Prallsville Mill Area pedestrian concept



EIS Alternative 3 for I-95/ Rt.29 interchange



Truck Traffic

quate sidewalks. A feasibility study is underway to reduce speeding, especially at the Stockton Elementary School, the oldest schoolhouse still in use in New Jersey; improve pedestrian access along Rt. 29 to the school and business center; enhance access to the D&R recreation path and connections to other trails; improve pedestrian and vehicle access and parking at the Prallsville Mill complex for recreational and cultural activities.

#### West Amwell Drainage Project

This project will aid in improving traffic safety at specified locations along Route 29 between Old River Road and Lambertville. Drainage deficiencies along this stretch cause flooding/icing and debris collection to occur frequently. Improvements to the roadway will include shoulders, inlets, piping and trench drains.

#### Traffic Safety and Capacity Improvements at I-95 Scudder Falls Bridge

Because the traffic demand along I-95, from Bear Tavern Road in New Jersey to PA State Highway 332, and its interchanges have exceeded the highway's capacity and begun to degrade the safety characteristics, the Delaware River Joint Toll Bridge Commission (DRJTBC) is evaluating alternatives to improve safety and capacity. An Environmental Impact Statement (EIS) is being prepared and will serve as the process for selecting the preferred project alternative. Modern roundabouts are being evaluated at the Byway intersection and a bridge facility for bicycle/ pedestrian crossing is also under consideration.

#### Route 29, Delaware River Pedestrian/ Bike Path, Stacy Park to Assunpink Creek

A bicycle/ pedestrian path is proposed along the Delaware River from Stacy Park to Assunpink Creek in the City of Trenton from Rt. 29 Mile post 3.25 to 3.90.

#### Rockfall Mitigation Project

A study by NJDOT is underway to make recommendations to mitigate falling rock debris along cliffs adjacent to Route 29 within the Byway limits.

#### Truck Traffic

Truck traffic is restricted on Route 29 through two regulations. A permanent restriction on trucks exceeding 13 tons was placed on Route 29 from its intersection with I-95 to its northern terminus at Route 12 through P.L. 2001, Chapter 45, effective on May 31, 2001. The New Jersey Department of Transportation also issued a traffic order on December 11, 2002, to restrict trucks over 13 tons from using the Route 29 tunnel and restrict trucks over 13 tons from using Route 29 between I-95 and Route 129. Vehicles and combinations of vehicles exceeding 13 tons gross registered vehicle weight or gross vehicle weight rating, regardless of vehicle dimensions are prohibited. Emergency and government vehicles are exempt from this restriction. In addition, the following types of vehicles are exempt from restriction on the section of Route 29 between Route 1 and I-95:

- Vehicles which have an origin or final destination within three miles of Route 29;
- Vehicles engaged in the commercial transportation of rapidly setting concrete mixtures;
- Vehicles making a pickup, delivery or providing services at locations on or within three miles of the prohibited section.

Both State Police and local police can enforce these restrictions. Violations can result in a fine and the assessment of two points to a driver's motor vehicle record.



Since there are two active stone quarries, located north of Titusville (MP-15) and south of Stockton (MP-21), with direct access to the Byway, the movement of gravel filled and empty dump trucks servicing the quarries are permitted along Rt. 29. The impacts of this traffic was identified as an issue of concern by the CMC, especially along narrow sections of the Byway, adjacent to sensitive land uses such as residential, schools, places of worship and recreation, which receives unavoidable negative impacts of truck traffic to scenic, recreational and historic intrinsic values. Strict maintenance of speed limit, and adherence to hauling regulations for control of dust, loose gravel falling from trucks, and exhaust noise are the few approaches to address this issue. The distribution of truck traffic is also constrained by weight restrictions on bridges across the Delaware River. Continued efforts by the CMC will be required to engage quarry owners to seek creative collaborative solutions to reduce operational impacts of this traffic, which must share use of the Byway with commuters and tourists.

### Signage and Outdoor Advertising: Reducing Roadside Clutter

To understand the processes for the control and removal of signs, current local and NJDOT sign regulations/procedures must be reviewed. Since New Jersey is a home rule state, each community has their own signage ordinances. As a result, signage along the Byway is currently regulated by NJDOT and the nine municipalities along the road. Following are some of the issues that are generally addressed by local sign ordinances:

- Number of signs per location
- Dimensions of sign

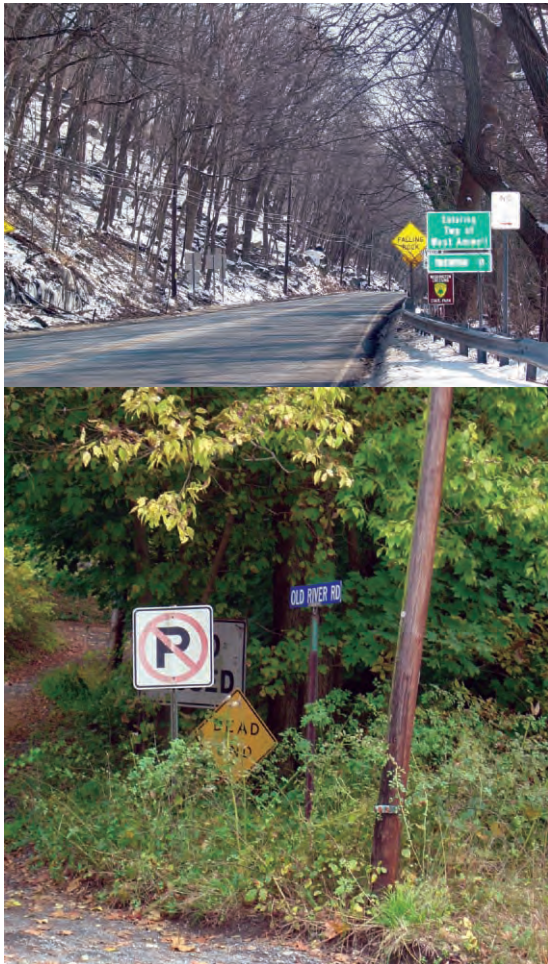
- Percentage coverage of windows
- Means of attachment to structures
- Illumination
- Defining temporary sign

The type of signage allowed at specific locations is also determined by existing land use and zoning ordinances.

NJDOT has a straightforward approach to signage along a State Highway. Business signs are not allowed within a State right-of-way without approval. If a business owner wants to erect a sign within a State right-of-way they must submit a request in writing to the NJDOT. Since there is no formal application procedure per se, each case is handled independently.

Non-business signs (Lions Club, Rotary, Religious Institutions) are not officially allowed along a State Highway, but as seen throughout the state and the Byway, the Department does not regularly enforce this restriction. The type of signs that direct a driver to public facilities (Hospitals, Police Stations, Ball Parks, Airports, etc.) are handled separately from non-business signs.. NJDOT has a procedure to determine where and how many public use signs are needed based upon a certain radius calculation around these uses.

Although federal regulations apply to all state- and national-designated scenic byways, the state has the power to enforce more stringent standards if they so desire. Federal statute 23 U.S.C. 131 (c) states that, “Nothing in this subpart shall be construed to prevent a State from establishing more stringent outdoor advertising control requirements along Interstate and Primary Systems than provided herein.” New Jersey



Sign clutter detracts from the scenic byway experience.



Welcome sign in Kingwood Township

specific statutes can be found in the NJ Administrative Code Title 16, Chapter 41C. Roadside Sign Control and Outdoor Advertising.

Federal signage regulations apply to all areas adjacent to a federally designated Byway, except in urban areas. They apply only within 660 feet of the nearest edge of the right-of-way, regardless of whether federal funds were utilized.

The State must mandate standards, which have been approved by the National Scenic Byway program, regulating the size, lighting and spacing requirements for signs along the Byway. Signs adjacent to the Byway shall be limited to the following directional and official signs and notices:

- Signs advertising the sale or lease of property upon which they are located
- Signs advertising activities conducted on the property on which they are located
- Signs located on property that is zoned industrial or commercial under State law
- Signs located on property (determined by agreement between State and Federal programs)

It is the state's responsibility to enforce all signage regulations, including removal of illegal signs.

Although the federal statute prohibits most forms of outdoor advertising on scenic Byways, the on-property advertising signage is allowed under the stipulation that the sign consists solely of the establishment's name and/or the products/services offered on the property itself. Signs that consist mainly of the brand name, bring rental income to the property owner, or advertise products/services not conducted on or related to the site on which it is located will not be permitted.

### Gateway Signage: NJ Welcome Sign Program

Scenic Byways are encouraged to implement gateway signage for municipalities along the corridor. The New Jersey Welcome Sign Program can aid in this process. The program, housed in NJDOT's Maintenance, Engineering and Operations Division, allows municipalities to fabricate, install and maintain signs welcoming visitors. To be accepted into the program, the municipality must provide an official resolution, along with specific information, such as the route, milepost number and direction for sign location, and other measurements, including:

- Clear sight distance to proposed Welcome Sign
- Distance to nearest regulatory signs – front and back
- Horizontal distance to curb
- Horizontal distance to road shoulder

In addition, municipalities must meet other maintenance requirements, such as mowing, landscaping and trash removal. Regulations regarding signs include:

- Signs shall contain no logos or banners
- Signs shall be constructed of metal or wood
- Signs shall not be illuminated at night
- Signs shall be no larger than 36" High x 60" Wide
- Signs shall not be placed in median areas
- Signs shall be approved by NJDOT prior to placement

Byway communities should incorporate at least some common element as part of their gateway to improvements to communicate their participation in the Delaware River Scenic Byway.

## Signage Objectives

Control of signage through regulation/ordinance enhances the Byway visitors' experience by preserving intrinsic qualities along the corridor. To bring signage along the Byway in conformance with the Byway Vision and signage requirements, the NJDOT conducted a Signage Reduction Study in May 2002. This work identified signs that can be considered for removal through a detailed inventory along the Byway, which identified a total of 905 signs. The most prevalent signs are: Mile Post markings, No Stopping/ Standing signs and "Business" signs.

The section of Route 29 that had the most signage, based on an inventory conducted in November 2001, was within Lambertville between mile post 17.5 to 20 with over 24% of the total corridor signage or 220 signs. Other sections with high percentage of sign totals were in Stockton and the Flea Market area in mile post area 10 to 12.5. Recommendations for the removal of signs to improve the appearance of the corridor is summarized into the following sign types: Regulatory / Warning Signs and Non-Regulatory Signs.

Regulatory sign reduction recommendations were based upon the following criteria:

- Signs placed where no regulations apply were considered to be illegal and eligible for removal.
- Signs enforcing regulatory zones can be reduced in number (if possible), and at times modified in accordance with Manual on Uniform Traffic Control Devices (MUTCD) criteria.
- Parking signs located along very long regulatory zones should be removed and replaced with modified signs at the beginning and end of the city/corporate limits. Additional signs can be

placed at cross streets for traffic entering Route 29 to alert motorists of parking restrictions along sections of Route 29 at cross streets.

A total of 122 regulatory/warning signs are recommended for removal, and 12 new signs added. An additional 35 new signs are also recommended for placement on cross streets. A total of 40 warning signs will require further engineering investigation of accident history, sight distance, and/or roadway drainage conditions to determine if they are still warranted. NJDOT will review the results and recommendations of this study prior to removal of any regulatory signs.

Non-Regulatory signs have been summarized into the following three (3) categories:

- Government Signs (total 33 signs)
- Non-Profit Signs (total 15 signs)
- Business and/or site signs (total 71 signs)

Short Term Preliminary Recommendations for non-regulatory signs include:

- All non-profit signs (Lions Club, Rotary, Religious Institutions) should be removed from the corridor. These signs have not received approvals from NJDOT for placement.
- Designated gateway area could be used as a location for the local non-profit signs.
- Business signs located in the right-of-way should be removed or moved back.
- All welcoming/gateway signs should be standardized along the corridor for the nine communities.
- "Leaving" signs should be removed.
- Historical markers should be reevaluated for significance or possibly consolidated at gateways.



Non regulatory signs

# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN



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Regulatory signs

- Sovereign Bank Arena signs more than three miles from its location should be removed.
- No littering signs should be removed
- Drug Free School Zone signs should be removed

Long-Term Preliminary Recommendations for non-regulatory signs include:

- Create a corridor-wide signage plan including improved directional informational signage, improved historic/cultural signage or any other type of cluttered signage. This plan should integrate the NJDOT Scenic Byway Logo sign.
- Collaborate with municipalities along the byways to adopt consistent sign ordinances.

The process for reduction of non-regulatory signs must be done in cooperation with property owners, municipal officials, consistent with local ordinances and respectful of private property rights. Once local ordinances have been reviewed and the status of sign affiliations determined, coordination efforts can begin reduce and/or modify signs.

## Maintaining the Byway

Keeping the byway in good condition is not only important for maintaining good transportation and mobility service but also essential to preserving and enhancing the Byway's Intrinsic Qualities, especially scenic, natural and historic. Since NJDOT has stewardship responsibilities for the road, a commitment to preserve and enhance its intrinsic qualities through a proactive maintenance program is recommended. Given the limited funding availability for maintenance, a specific list of specific maintenance actions is not recommended. Instead, an Annual "Spruce Up" Maintenance Activity could be initiated

by NJDOT, in consultation with the CMC to focus on high priority issues to address. Opportunities for partnerships for implementing specific maintenance related tasks can also be explored. Specific examples of maintenance issues include:

- Litter removal
- Clearing pavement, including shoulders of debris
- Vegetation management/weed control using environmentally benign methods
- Retaining wall repairs
- De-icing material application
- Improve surface condition at "informal" turnouts along the road
- Other repairs, as needed to maintain Route 29 as a Scenic Byway.

The benefits of this effort can include enhanced Byway appearance, environmental benefits and building of positive relationships and partnerships between NJDOT maintenance staff and CMC members as well as possible cost savings through collaboration.

# CHAPTER 5



# BYWAY RECOGNITION



# Opportunities for Byway Tourism

*“The Corridor Management Plan” should provide for the conservation and enhancement of the byway’s intrinsic qualities as well as the promotion of tourism and economic development.”*

~Federal Register

Scenic Byways are recognized by both the national and state Scenic Byways Programs as places that attract visitors because of their unique intrinsic qualities and the important stories they tell about our history, heritage, recreational opportunities and scenic beauty. Among the criteria for scenic byway designation outlined in the Federal Register (FHWA National Scenic Byways Program, May 18, 1995) is regional recognition of the significant features that contribute to the distinctive characteristics of the corridor. Promotion of the byway for tourism is an important component of the Scenic Byways Program and the potential for economic benefit to the region should be recognized in the Corridor Management Plan (CMP).

The CMP should also include “a description of plans to interpret the significant resources of the scenic byway,” and “a narrative describing how the National Scenic Byway will be positioned for marketing.” Actions for both interpreting and marketing the Delaware River Scenic Byway are proposed in this Chapter.

As with the actions recommended for Byway Improvement and Protection, those for Recognition are intended to reflect the priorities and concerns of the stakeholders and communities along the Byway.

The Corridor Management Committee (CMC), generally agreed that the Management Plan Update should emphasize the need for tourism management and coordination, rather than the need for increasing volume of visitors. An important objective of Recognition activities is to achieve a balance between the interests of residents and tourists. A high priority involves demonstrating the economic benefits of tourism to local residents, so that Byway Recognition is seen both as a benefit to the communities and a solution to perceived conflicts between visitors and residents.

## Current Levels and Types of Tourism

Although no studies have been done to quantify the level and types of tourism that currently exist, the Delaware River Scenic Byway currently enjoys a significant amount of tourism as a result of the many attractions along its length. The DRSB, as part of the larger Delaware River region, attracts visitors from around the country and has received acclaim from international travelers. Following the Delaware River and the D&R Canal and passing through historic towns, Route 29 provides primary access to venues for outdoor recreation, Culture, history, shopping and nightlife on the New Jersey side. The proximity of the Byway to popular destinations on the Pennsylvania side of the Delaware River, along with the convenient access for vehicles, bicyclists, and pedestrian across seven bridges, have likely influenced the level of tourism.



Whitewater kayakers take advantage of the Scudders Falls Recreation Area.





Fishing and Canoeing at Bull's Island

The Byway overlaps with of New Jersey's identified tourism regions: the Delaware River Region and the Skylands Region. The Mercer/Hunterdon County boundary marks the transition between the two. New Jersey's tourism promotion is organized by these distinct regions. Consequently no tourism data specific to the DRSB exists. However, the levels and types of visitation can be surmised from the types of current attractions within the corridor. Based on discussions with the CMC, tourism, which is currently a three-season business in the corridor, includes: Outdoor Recreation; Historic Sites; and Shopping, Dining, Arts and Culture.

### Outdoor Recreation

Outdoor recreation is a significant draw within the corridor.

- Bicycling: primarily off-road on the D&R Canal Towpath, although on-road bicycling attracts many especially along the northern stretch of the Byway in Hunterdon County
- Hiking: primarily in the state parks
- Fishing: along the Delaware River and its many tributaries, as well as in the D&R Canal
- Boating: along the Delaware River and in the D&R Canal
- Camping: primarily at Bull's Island State Park

### Historic Sites

Visitor attractions highlighting historic events and places can be found along the entire corridor. Highlights include:

- The Statehouse,
- Old Barracks Museum,
- William Trent House,
- Washington Crossing State Park,

- Holcombe Jimson Farmstead,
- Prallsville Mills,  
Historic areas of Stockton, Lambertville and Frenchtown,
- Howell Living History Farm,
- Delaware and Raritan Canal State Park, with exhibits displaying the Canal's importance to America in the 19th century.

### Shopping, Dining, Arts and Culture

These activities are centered in the City of Trenton and in the historic river towns along the Byway, such as Lambertville, Stockton and Frenchtown. Like their neighboring Pennsylvania towns, Lambertville, Stockton and Frenchtown have become known as visitor destinations. As noted in earlier chapters, the intrinsic qualities that most characterize the DRSB are related to History and Outdoor Recreation. The Corridor already has a strong tourism base on which Recognition strategies for the Byway will build to strengthen and enhance the quality of visitor experience.

## Key Issues

To further identify the range of issues and opportunities for Byway Recognition, representatives of visitor attractions, tourism industry professionals and tourism support organizations met in a Tourism Focus Group in June 2005. The following key issues were raised:

1. Information about the corridor, its history and its attractions is fragmented and incomplete.
2. Few brochures, products, signs or wayfinding strategies exist to effectively display the Byway and communicate its destinations and activities.



3. Coordination among the various levels of government and private sector businesses that are interested in promoting tourism is necessary to both implement Recognition strategies and develop Byway tourism products.
4. Minimal data is available addressing the economic impacts of tourism and/or the markets within the Byway region.
5. Tourism promotion is currently organized around broad regions that are not meaningful to potential visitors, and that lack the identity necessary to inform and inspire potential visitors.
6. The supporting infrastructure for visitors, such as parking and lodging, is sporadic along the length of the Byway and information about available services is uncoordinated and difficult for visitors to access.
7. In general, visitor sites within the Byway corridor conduct advertising and promotion independently, rather than as a region.

Ideas and solutions generated by the Tourism Focus Group and the CMC inspired the strategies for Byway Recognition presented in this Chapter.

## Priorities for Advancing Byway Recognition

Both the CMC and the Tourism Focus Group recognized that the Delaware River Scenic Byway offers rich opportunities for Byway tourism that build on the region's existing tourism base. The intrinsic qualities associated with outdoor recreation and history are already recognized and featured within the corridor. Most importantly, the Byway offers an opportunity for coordination among organizations that promote and manage

visitor destinations. Byway Recognition may also present a convenient platform for partners to realize efficiencies in tourism promotion and marketing.

Byway Recognition can also include opportunities to enhance tourism support services and infrastructure, such as parking, restrooms, food and lodging. Because Byway Recognition encompasses many individual attractions, from Trenton to Frenchtown, a regional approach can be adopted to ensure that both adequate tourism support and effective communication regarding the availability of services exist.

Better management of the tourism support infrastructure could also potentially alleviate tension between residents and visitors. For example, competition for parking in peak tourist season causes problems for residents, contributing to residents' negative attitudes towards tourism. A potential solution involves proactively locating and publicizing additional visitor parking where and when there are deficiencies. Managing tourism collaboratively on a regional, rather than site-by-site, basis can generate solutions that benefit residents as well as visitors.

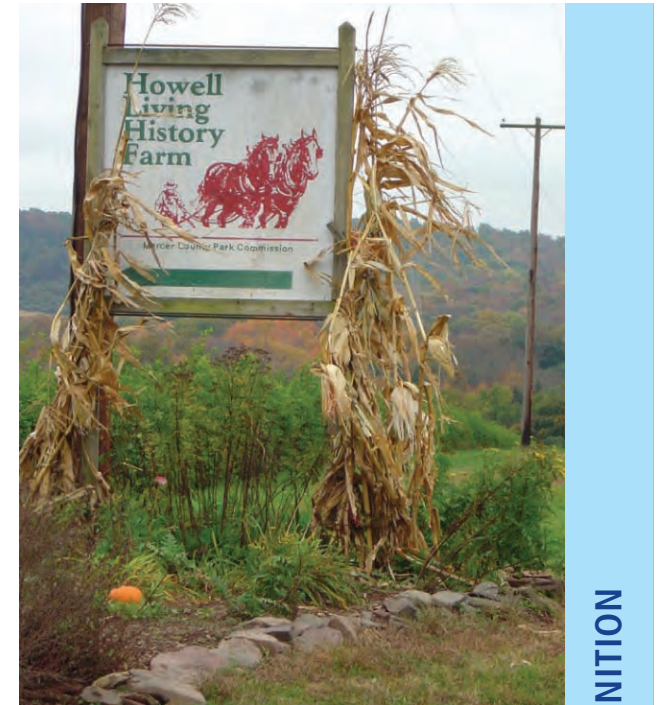
When asked to prioritize Byway Recognition objectives, the CMC voted for the following:

### First:

- Promote existing byway tourism opportunities around interpretive themes
- Establish wayfinding for all users (vehicles, bicyclists)

### Second:

- Develop byway identity and interpretive themes (i.e. history of transportation)
- Strengthen visitor support services/business



A Wayfinding Sign Promoting the Howell Living History Farm

# DELAWARE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

## BYWAY RECOGNITION



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Visitors find services and activities in Byway towns (Frenchtown).

### Third:

- Increase Byway visitation through promotion

These priorities reflect the CMC's perspective that the emphasis of Delaware River Scenic Byway promotion should be on enhancing existing tourism and on addressing current needs for improved tourism management along the corridor.

## Raising the Visibility of the Delaware River Scenic Byway

There are a wide variety of opportunities to raise public awareness of the Delaware River Scenic Byway and its nearby visitor destinations. Use of a common logo on way-finding and gateway signs, brochures, websites and other venues for promotion helps to establish a public identity. Note that an identifying logo can be used discretely and in conjunction with existing signs and printed materials. For example, the logo can be integrated into gateway signs at town boundaries or on entrance signs at visitor sites. The logo can also be provided to restaurants and bed and breakfast establishments that participate in Byway tourism through targeted promotional programs.

### Byway Brochure/ Map

An important action for early implementation identified by the Corridor Management Committee is the need to publish a Resource Guide Map for the corridor. The map would provide visitors with information about the Byway's heritage and its many attractions, orient visitors to locations of interest and establish a broader public appreciation for the Byway. Bicycle routes, intersecting trails, boat ramps, and outdoor recreation destinations and activities could be featured, along with information about parking, restrooms, and available in-town services. Copies

of the map could be distributed at public facilities, visitor centers and kiosks along the Byway.

Developing a Byway brochure and map is an important first step in creating an identity and raising awareness of this regional designated corridor. The process of developing a Byway map will also raise awareness among the stakeholders along the length of the Byway through outreach and information sharing.

### Visitor Centers

Byway visitor centers would offer information about destinations along the Byway and supporting services and facilities, such as restrooms, restaurants, accommodations, and bicycle repair shops. They need not be independent facilities, but can be integrated into existing sites where tourist information and maps are already distributed.

Specific sites where Byway visitor centers can be designated and integrated into planned or existing facilities include:

- Trenton proposed Capital Park (Milepost 3.5). Currently under preliminary design development, this urban park will integrate a planned conversion of the Route 29 Freeway into a boulevard concept and provide access to river resources and historic sites.
- Washington Crossing State Park (Milepost 12).
- Holcombe/ Jimison Farmstead (Milepost 20). Located just north of Lambertville, this site also provides bicycle and pedestrian access to the city along the D&R Canal Multi- Purpose Path.
- Prallsville Mills (Milepost 23). Located just north of Stockton, this site already includes a recently designated visitors center, which could include Byway tourism information.

- Bull’s Island State Park (Milepost 26). The visitor center at this site has direct access to the Byway, the pedestrian bridge across the Delaware River, the D&R Canal Multi-Purpose Path.

**Kiosks**

In addition to visitor centers, outdoor kiosks can be located at select visitor destinations along the Byway, in visitor site parking areas, boat launches and trailheads, for example. Kiosks are useful at places where people would benefit from specific information about the Byway, such as interpretative stories about the site, and should include location maps. They should be placed at strategic locations where visitor parking is encouraged. Kiosk design should be similar from place to place, to help establish the Byway’s unique identity. Complementary indoor exhibits at visitor centers noted above can also be developed.

Specific locations for possible placement of kiosks include:

- South Riverwalk Park, Trenton (on top of the Rt. 29 Tunnel) - Milepost 2.5, just south of the formally designated southern limit of the Byway (Mile Post 3.3).
- Stacy Park – Milepost 4.5
- Mercer Waterfront Trail – Milepost 5
- Scudder Falls Boat Access lot – Milepost 9.5
- Washington Crossing Park (near riverfront entranceway) – Milepost 12
- Moore’s Station parking lot adjacent to the D&R Canal, and site for proposed pedestrian swing bridge – Milepost 15.2
- Lambertville Antique Market – Milepost 17
- DeRewal Archaeological Site (just south of Frenchtown) – Milepost 34

**Interpreting Significant Byway Resources**

As a critical component of meeting and exceeding visitor expectations of the Byway, interpretation refers to a specific communication strategy for expressing the unique story of the Byway in a way that visitors can appreciate and enjoy. A well developed interpretive strategy expressed in a variety of ways and venues helps to build visitors’ perception of the Byway as place to visit from end to end – a place to go “to” and not “through.” Chapter Three suggests themes of the Delaware River Scenic Byway, including stories that tell of the history of transportation and the transformation of the river, canal and railroad into a coordinated network of outdoor recreation opportunities. The Delaware River, the historic river towns, and the D&R Canal represent both themes and venues for the Byway. It will be important to identify Byway themes, subthemes and venues for display during the product development stage – before marketing the Byway – so that a consistent story can be told.

The Tourism Focus Group recommended the following as components of an Interpretive Plan for the Delaware River Scenic Byway:

- Define the limits of the Delaware River Scenic Byway and provide guidance to visitors on ways to access and experience the Byway.
- Identify themes that are relevant to the entire corridor, and which provide a unifying framework for interpretation.
- Develop a comprehensive approach to interpreting the history of the corridor, coordinating venues for telling the story.

**What is an interpretive theme?**

A theme is the central or key idea of any presentation. When communication to your visitors has been completed (via exhibits in a visitor center, self-guiding tours, live programs, or other means), the audience should be able to summarize the main point of the communication in one sentence. This sentence would be the theme. Development of a theme provides organizational structure and clarity of understanding to the main message of the site or facility.

~American Scenic Byways Toolbox



Outdoor exhibits can display Byway themes.



The Lumberville-Raven Rock Pedestrian Bridge across the Delaware River at Bull's Island



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Exposed rock walls are both a scenic feature and an opportunity to tell the story of the region's geology.

- Develop partnerships that include the New Jersey Historic Trust and the Historic Commission; engage volunteers and historical societies in developing an Interpretive Plan.

Nine interpretive themes are suggested for telling the story of the Delaware River Scenic Byway through a variety of venues. They can be developed as individual projects or as part of other related initiatives. The general recommended approach is to build on existing efforts, and promote shared funding which not only saves time and money but also enhances partnerships among key Byway stakeholders.

### D&R Canal Story: History of Transportation Theme

Because the history of the D&R canal is inextricably linked to the history of the Byway, a collaborative and mutually beneficial project can be undertaken by the D&R Canal Commission, NJDEP Parks Department and the NJDEP Historic Preservation Office to integrate the comprehensive history of transportation along the Byway into a common interpretive venue. It can highlight the recognition and interpretation of remnants of the D&R Canal and related infrastructure through brochures and exhibits.

### DRSB Interpretive Audio Tour: The Byway Story

Listening to details and highlights of the Byway Story while stopping at locations of interest can be a convenient and enjoyable means for visitors to learn about the Byway. Using a guide map, with specific locations linked to audio segments, CD or Ipod technology can serve as an interesting audio

guided- tour of the Byway. Consideration could be given to possible collaboration (and possible funding sponsorship) with communications technology companies to develop and produce the project.

### The Changing Landscape – Ecotourism Theme

The rich and diverse natural resources in the Byway corridor and the variety of existing initiatives and programs that preserve and showcase them provide an exciting opportunity to develop a project of collaboration for establishing ecotourism venues. By strengthening public appreciation for intrinsic natural resources, greater support is derived for protecting and enhancing the Byway's qualities. The project can be initiated by identifying groups with programs/activities that have common ecological goals (trail development, stream corridor protection, wildlife management issues, bird watching, etc.). Using the Scenic Byway as the framework for primary access, a variety of ecotourism programs can be developed that includes mapping of resources, trail guides and interpretive materials, building additional trails and kiosks.

### Geology of the Byway – Geology Theme

Geological features of the corridor define its natural, historic and scenic context and present an excellent opportunity to interpret this theme to the general public. The presence of many exposed geological formations and the long history of stone quarrying activities can be interpreted to “tell the geological story” about the evolution of the Delaware River Valley, the value of its geological resources and the history of quarry stone extraction, which continues to be an important economic activity. Many of the

stone houses along the Byway, including examples at Prallsville, were built of stone quarried along the Byway. A potential partnership project could involve local quarries, state/ federal geological agencies and historic societies and organizations groups to develop a brochure or other interpretive materials, including “geological tours” to provide educational opportunities for schools and promote public awareness and appreciation for this important theme.

## Trails – History of Transportation Theme

The evolution of the Byway itself began as Native American trails, which were transportation links to settlements, food, natural resources and social/ trade centers. Development of a historically annotated regional trail map which integrates historic trails and existing recreational trails that intersect or lie near the Byway can provide valuable interpretive experience to Byway visitors. By engaging historians and archaeologists, this theme can be developed to showcase prehistoric and historic human lifestyles as they were shaped by the Byway’s natural resources.

## Rivers and Streams –History of Transportation/ Recreation Theme

Development of an interpretive theme highlighting the historic uses– namely transportation and food – of the Delaware River, the Canal and its tributary streams can serve to enrich the recreational experience offered by the recent establishment of the “Delaware River Water Trail”, which extends from Hancock to Trenton. This theme could also be included in interpretive materials for promotion of the “West Coast of New Jersey” by Tourism agencies. The evolution of use from resource harvesting, water power generation and transportation to recreation can also be featured.

## Organized Tours – Byway Overview

A theme which develops opportunities for guided public touring of the Byway should begin with identification of existing organizations which offer land and water based tours along the Byway corridor. Information on these can be made available at visitor centers, kiosks and available tourism promotion venues. Additional opportunities for touring can also be identified, such as ecotourism initiatives developed by interested public or private entities. The Delaware River Steamboat Floating Classroom is a recent example ([www.steamboatclassroom.org](http://www.steamboatclassroom.org)).

## Story of Route 29 – History of Transportation

The evolution of Route 29 itself, as it exists today, presents an interesting theme for interpretation which can include road and bridge building techniques, information about the changing land use patterns along the corridor and the physical remnants and ruins of bygone structures that still accent the Byway viewshed. Historic research can qualify the Byway as a Historic Road and add additional interpretive information for sharing with the public.

## Bridges – History of Transportation

Bridges, present and past, on Route 29 and across the Delaware River, canals and streams are important features on the Byway. Many have historic, architectural and scenic importance and are associated with famous bridge designers. In conjunction with historic and architectural research for Historic Road designation, research can be compiled to tell the story of bridge building, the evolution of designs, materials and construction methods and the lives of



Byway tours and interpretive themes can be promoted through visitor centers.



The Steamboat SPLASH, is a floating classroom where participants learn how Indian villages, mill towns and great cities grew up along the Delaware River. The Steamboat docks at Lambertville, NJ, and New Hope, PA.  
*photo: [www.steamboatclassroom.org](http://www.steamboatclassroom.org)*



Delaware River Access in Kingwood

## Chambers of Commerce along the DRSB

- New Jersey Statewide
- Hunterdon County
- Mercer Regional
- Hopewell
- Lambertville
- Trenton

the people associated with them. This material can be used to develop a bridge tour, complementing other tour concepts discussed previously.

## Marketing the Byway

Marketing the Delaware River Scenic Byway as a fully developed “product” should take place after the identity and interpretive themes have been developed. Generally, the Marketing Plan objectives for the Delaware River Scenic Byway will include:

- Identify the position of the DRSB in the tourism market
- Identify target markets and how to reach them
- Develop slogans, logos and a brand-building strategy
- Develop strategies to inform the public

Marketing of the Byway should be undertaken in two separate “phases.” The first phase is to reach out to the various stakeholders, whose participation will be critical in further developing the Byway concept and making it a reality for Byway visitors and residents. The second phase will involve the general public, or more specifically, individuals and groups who may be interested in exploring the Scenic Byway.

Byway Recognition will require a regional cooperative approach, to identify, manage, and coordinate Byway tourism. Outreach to stakeholders should include all the organizations that currently have a stake in tourism in the region, including the managers of visitor attractions in the Byway, municipal and county government and business interests. Other Byway partners who are playing a role in implementing Byway strategies should also be kept informed of progress. Outreach to stakeholders can begin soon, starting with the CMC Membership and the Focus Group participants.

A Byway Recognition Task Force could be formed as a standing committee of the CMC. In addition to the expertise available through tourism partners, the Federal Scenic Byway Program has developed web-based resources for use by Byway groups around the country. FHWA’s National Scenic Byway Program conducted marketing studies and prepared a “Toolbox” to assist individual Byways in promotion. Much of the information they have gathered is relevant to DRSB promotion efforts.

## Summary of Findings and Recommendations

The CMC and the Tourism Focus Group identified a wide range of actions to increase recognition of the Scenic Byway and address issues:

### Issue: Research and Education

Little research has been done to quantify the economic impacts of tourism or to qualify the markets within the Byway region.

### Solutions:

1. Conduct a study to identify the economic impact of tourism in the Byway region and to quantify returns to the local economy.
2. Conduct a heritage tourism study to identify economic benefits and opportunities, potential tourism markets, and relevant niche markets such as the education community.
3. Conduct tracking studies to gain insight into where visitors originate; include the lodging industry as an important partner and resource.
4. Educate stakeholders about the economic benefits of tourism, including municipalities, residents and businesses.

**Issue: Coordination and Collaboration**

Coordination must occur among the various levels of government and private sector in order to implement promotional strategies, develop tourism products and receive funding.

**Solutions:**

1. Develop innovative public/private partnerships to maximize the use of under-utilized facilities and to support staffing and maintenance.
2. Involve the Chambers of Commerce to educate businesses about Byway marketing efforts and coordinate partnerships.
3. Work with the NJ Water Authority and NJDEP Parks & Forestry to participate in Byway recognition strategies.

**Issue: Byway Identity**

The Byway lacks the identity and structure necessary to inform and inspire potential visitors about the attractions offered.

**Solutions:**

1. Develop strategies to create geographic identity associated with themes; byway tourism has the potential to create a meaningful geographic identity.
2. Evaluate the types of activities and interests that are currently attracting people to the area and focus on viable markets, encouraging repeat visits.

**Issue: Visibility and Display**

Few opportunities to display the Byway and communicate its destinations, such as promotional material and wayfinding signage, exist along the corridor at this time.

**Solutions:**

1. Develop and display a Byway logo in many venues to strengthen identity.
2. Develop products to interpret Byway themes for those traveling in the corridor, such as audible media, i.e. CDs.
3. Develop a comprehensive website organized according to the interests and needs of visitors, with links to related sites, and logos of byway destinations and service providers.
4. Develop tourism brochures that are coordinated and suggest complementary itineraries that lay out activities for visitors, covering a range of trip durations, interest areas and seasons.
5. Develop Byway tourism “maps” that highlight towns, destinations for recreation and historic appreciation activities and inns and other lodging.

*Note: see the “cartoon” map currently available for Lambertville/New Hope and the Lambertville Visitor Guide and Street Map by Lambertville Area Chamber of Commerce.*

6. Develop Byway maps to support visitors using various transportation modes, such as bicyclists.
7. Generate revenue through the sale of Byway tourism products.
8. Recognize local businesses consistently throughout a range of promotional materials (brochures, maps, itineraries, products, etc.).
9. Use language that captures the attention of visitors in Byway recognition materials; emphasize visitor experiences like “scenic weekends” and “living histories”.



Prallsville Mills, a popular visitor destination.



The Byway provides a means to better support existing tourism and the local economy.

#### **Issue: Byway Venues and Opportunities**

Develop, improve and coordinate visitor attractions and activities.

#### **Solutions:**

1. Initiate plans to reclaim waterfront areas. Access to the Delaware River, especially in Trenton has become an urban re-development priority. By replacing the Rt.29 Freeway with a boulevard, which integrates new parkland and greenways with new residential and commercial uses, a new group of visitor amenities will be created at the southern gateway for the Byway.
2. Explore the potential and support opportunities for canal boat tours.
3. Promote Trenton as a corridor destination and highlight activities and destinations.
4. Establish welcome centers in the communities rather than along the Route. Locations can include public areas at Lambertville, Prallsville Mills, Holcombe Jimson Farmstead. Potential public private collaboration could also create mutually beneficial opportunities at established business locations along the River Towns.

#### **Issue: Visitor Services and Support**

The supporting infrastructure for visitors, such as parking and lodging, is sporadic; information about available services is difficult for visitors to access.

#### **Solutions:**

1. Conduct a study to identify missing visitor support services and initiate outreach strategies to communicate services to visitors.
2. Identify and market the amenities necessary to support visitors, such as food, lodging, etc.

3. Improve the visitor support infrastructure accommodations for all types of travel (example: provision of bicycle racks).
4. Establish “bike depots” and shuttles in support of bicycle tourism and to reduce traffic congestion.

Ideas for Byway Recognition activities generated by the Tourism Focus Group and the Corridor Management Committee cover a broad scope. An important finding is that the Delaware River Scenic Byway could leverage existing programs, funding sources and partners to shape tourism and economic development in the region.



# CHAPTER 6



## BYWAY MANAGEMENT AND PRIORITY ACTIONS



## Continuing The Partnership

The legal responsibility and stewardship for Route 29 and its Right of Way is vested with the New Jersey Department of Transportation (NJDOT); they are also the sponsoring organization for its designation as the Delaware River Scenic Byway, the development of the 1997 Scenic Byway Management Plan and this 2006 Management Plan Update. The Corridor Management Committee (CMC) members, consisting of State, county and municipal government officials and non-profit organizations, were invited to participate in development of the management plan because:

- Their jurisdictions bordered the Byway, or
- They had substantial influence or interest as stakeholders on the Byway's intrinsic qualities & resources

A guiding principle of both the national and state scenic byway programs is that it is the communities and stakeholders who will decide on Scenic Byway priorities and strategies. The Scenic Byway is a tool to achieve shared goals and objectives. The Vision, Goals and Actions articulated in this document are the result of a process of collaboration between the CMC and the NJDOT. Responsibilities of the CMC in relationship to the Byway are summarized in this section.

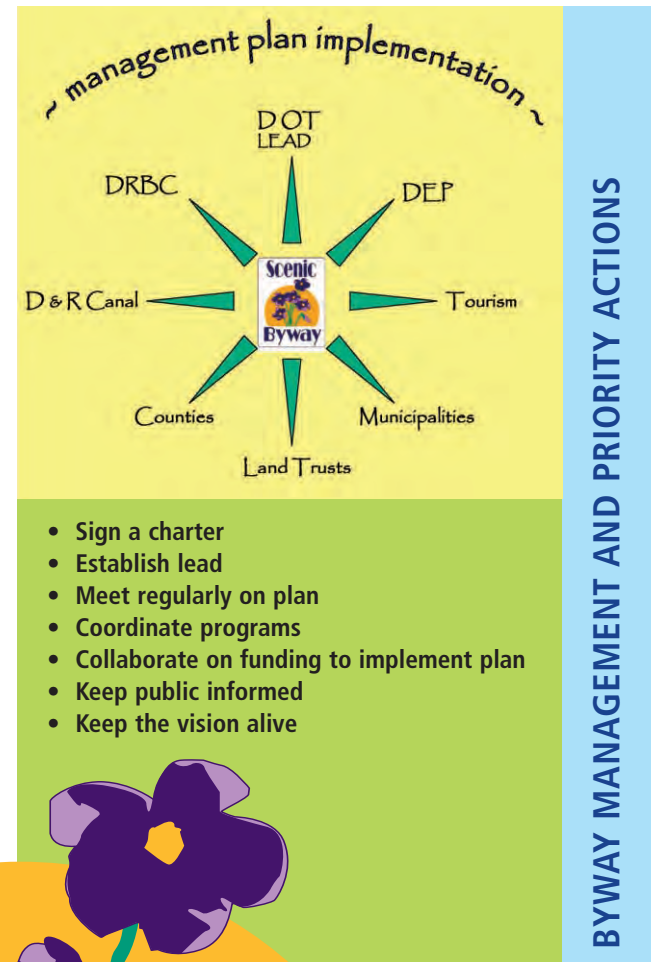
The development of the plan for the Byway was an intensely engaging process, driven by the optimistic vision and generous commitment of time offered by the Committee members. However, the plan itself has no value unless its vision is carried out. Therefore, alternatives were explored for a long term "governance" for implementation. The formation of a not-for-profit Delaware River Scenic Byway organization was considered, since it could receive/

administer grant funding to implement specific actions. However, there are several existing non-profit organizations in the corridor already with goals substantially congruent with the Byway Management Plan. Since formation of another non-profit would substantially increase competition for limited program funds, it was determined that a "federation" of existing organizations would be more appropriate and effective.

The proposed governance structure for implementing the Management Plan would include a lead entity with jurisdiction broad enough to cover the Byway limits and the existing CMC organizations, acting in a collaborative fashion to support the Plan.

To establish this relationship, a Plan Implementation "Charter" will be drafted and signed among CMC members, which outlines roles and responsibilities of the federation. The adoption of a Charter is a first priority action. Initially the lead responsibility for convening the group will rest with the Delaware River Scenic Byway Coordinator at NJDOT, although the Committee should designate other members to convene the Committee regularly in the future.

Because of the broad scope of the Plan, the Committee may choose to organize standing committees to concentrate on actions related to Protection, Improvement and Recognition respectively. The Committee as a whole may meet once or twice a year to review overall



**BYWAY MANAGEMENT AND PRIORITY ACTIONS**



*“Overall, the Committee structure should function as a forum to share ideas, exchange information and inspire collaboration among all participants”*

progress, while the Protection, Improvement and Recognition standing Committees may meet more frequently (two to four times a year, depending on the projects and activities undertaken).

This two-tiered approach would accommodate Committee expansion to include additional stakeholders and project partners. The following table identifies the current Committee membership and their roles, but there are many other organizations whose participation should be encouraged. Overall, the Committee structure should function as a forum to share ideas, exchange information and inspire collaboration among all participants.

Corridor Management Committee Members	Corridor Management Roles
NJDOT	Legal jurisdiction and stewardship for Route 29 and right of way; regulation of access to roadway; Management Plan implementation coordination.
NJDEP Green Acres Program	Planning/funding for parkland and open space; regulation of sale/ conversion of parkland.
NJDEP Division of Parks and Forestry	Management of D&R Canal Park, Bull Island Park and Washington Crossing Park
NJDEP Natural and Historic Resources Group	Protection of cultural and natural resources along the Byway
NJ Commerce & Economic Growth Commission – Travel & Tourism	Byway Recognition and development of tourism
Delaware & Raritan Canal Commission	Planning of improvements to D&R Canal and project review within designated review zone which parallels Byway
Delaware River Basin Commission	Planning and regulation of water quality and resource management
NJ Conservation Foundation	Protecting the critical components of the viewshed through conservation initiatives
NJ Water Supply Authority	Responsible for maintenance of D&R Canal (a potable water supply) infrastructure and water quality planning along canal corridor
Delaware River Heritage Trail	Developing 60-mile loop trail along the Delaware River corridor, from Trenton New Jersey in the north, to the Tacony-Palmyra Bridge in the south.
Delaware River Greenway Partnership	Promote stewardship of natural, historic, cultural, scenic and recreational resources along the Delaware River and its tributaries
Delaware Riverkeeper	Advocate for natural resource protection along the Delaware River

## Advancing Byway Initiatives

The New Jersey Department of Transportation and community partners advanced many of the recommendations identified in the 1997 Plan as stand-alone projects. Most of the activity has served to improve transportation elements in a manner consistent with the goals of the Plan. Projects that conserve land within the viewshed have also been advanced on a parcel by parcel basis. This means of advancing projects is effective and will continue, as projects that improve any segment and serve to protect Byway’s intrinsic qualities contribute to the overall integrity of the Delaware River Scenic Byway.

Corridor Management Committee Members	Corridor Management Roles
Hunterdon Land Trust Alliance	Protecting the critical components of the viewshed through conservation initiatives
*Hunterdon County, *Mercer County	Planning, land use, infrastructure
*Trenton, *Ewing Township, *Hopewell Township, *Lambertville, *Stockton, *Frenchtown, *Kingwood Township, *Delaware Township, *West Amwell Township	Land use, zoning and code enforcement

Clearly there are many projects taking place within the corridor that benefit the Delaware River Scenic Byway, regardless of whether this was an intended outcome. Projects within the corridor should be evaluated in terms of their impact and whether they support the Byway Goals for Protection, Improvement and Recognition.

Priority actions recommended in this Plan are organized categories of Improvement, Protection and Promotion. In general, the Improvement category addresses strategies that apply to the Route 29 roadway and right-of-way, the Protection category addresses those that apply beyond the roadway and within the wider viewshed, and the Promotion category addresses strategies relating to Byway identity, interpretation and display.

To advance the Delaware River Scenic Byway as a regional destination and to address all three Goal areas, there is a need for increased communication and coordination among all the communities and stakeholders. The Corridor Management Committee can continue to meet and identify projects, sponsors and funding sources to advance the DRSB, as well as to monitor the impacts of other activities within the corridor. By working together, the Committee’s broad base of stakeholders

can turn the DRSB designation into a powerful organizing tool for the region.

The following lists of projects summarizes some of the key recommendations for action that emerged from the planning process. The order in which they are initiated will depend on opportunities, sponsors and funding sources. It will be important for the Committee to first reach out to stakeholders in the region and build support for the Byway. With wider support, many exciting partnerships and opportunities will emerge, both including and beyond those listed here.

*“By working together, the Committee’s broad base of stakeholders can turn the DRSB designation into a powerful organizing tool for the region.”*



## Summary of Priority Actions

### PRIORITY ACTIONS FOR PLAN IMPLEMENTATION

*A FRAMEWORK FOR COLLABORATION*

#### Objectives

- Byway communities and stakeholders recognize and endorse the Delaware River Scenic Byway (DRSB)
- A standing committee representing communities and stakeholders meet regularly to oversee Plan implementation.
- Ad hoc subcommittees advance priority actions for Byway Protection, Improvement and Recognition.
- Extend the Byway Limits to include roadway segments and places that fit naturally with Byway goals.

**Goal:**  
The Byway Vision is advanced through a flexible partnership among Byway communities, non-profit partners and governmental organizations, each contributing to protect, improve and promote recognition of the Delaware River Scenic Byway.

#### Priority Projects (reference Chapters 1 and 6)

<i>PLAN IMPLEMENTATION PROJECTS</i>	<i>IMPLEMENTATION</i>	<i>STAGE</i>
Byway Corridor Management Plan Endorsement	Corridor Management Committee (CMC) solicits endorsements from municipalities, counties and other stakeholder organizations.	1st
Scenic Byway Corridor Management Committee (CMC)	The CMC assumes responsibility for advancing the Delaware River Scenic Byway and adopts a Plan Implementation Charter to formalize the grass-roots coalition, holding regular meetings (one or two annually) to coordinate implementation of Management Plan recommendations	1st
Ad Hoc Committees for Protection, Improvement, Recognition	Ad Hoc Committees are formed to implement selected priority projects, with membership and meetings scheduled based on project needs.	1st
Extension of Byway Limits	CMC coordinates with appropriate jurisdictions to formally request that NJDOT's Scenic Byway Program extends DRSB designation to South Riverwalk Park (southern terminus) and Frenchtown and Milford/Alexandria (northern terminus).	2nd
Federal Byway Designation	CMC should apply for Federal Scenic Byway designation with the assistance of NJDOT.	3rd

**PRIORITY ACTIONS FOR PROTECTION**

*Beyond the Roadway: Land Use and Preservation*

**Objectives**

- Establish a balance between development and preservation.
- Preserve historic places and structures.
- Promote environmental protection and environmental education.

**Goal:**  
The Byway’s wide-ranging landscape character is intact, from historic towns and places to natural features and open space. Coordinated land use measures protect the Byway’s intrinsic qualities and direct development appropriately to minimize impacts.

**Priority Projects (Reference Chapter 3)**

PROTECTION PROJECTS	IMPLEMENTATION	STAGE
Scenic Resources and Flood Protection Initiative	CMC launches a forum for Byway protection from Trenton to Frenchtown and expands inventory of preservation needs and strategies, prioritizing opportunities that also mitigate flooding.	1st
Coordination with Delaware River Basin Commission’s (DRBC) “Water Resources Plan”	CMC collaborates with DRBC and partners on projects and funding requests that serve both Byway and Water Resources Plan objectives.	1st
DRSB Recognition in County and Municipal Master Plans	Mercer and Hunterdon Counties and all municipalities along Byway incorporate the DRSB into comprehensive plans.	1st
Special Protection Area: State Development and Redevelopment Plan	CMC, Counties, Municipalities and Coordinating Council (established in grant from the National Fish & Wildlife Foundation) explore potential for Special Protection Area Status.	1st
Comprehensive Transportation/Land Use Study	CMC initiates a multi-agency study to recommend zoning changes/land use controls/preservation opportunities among NJDOT, counties, municipalities, and non-profit groups similar to studies done in Flemington and Spruce Run.	2nd
Vegetation Management Initiative	CMC, NJDOT, NJDEP, utility companies, and municipal representatives convene a working group to establish protocols for vegetation management along the Byway, addressing topics such as the use of herbicides, treatment of invasive species and deer control.	2nd
Education and Stewardship Program: Best Management Practices for Byway Water Resource Protection	CMC, NJDOT, Delaware River Basin Commission, New Jersey Water Supply Authority, NJDEP, Non-Profit Organizations, Delaware River Keeper collaborate to offer educational programs and demonstrate Best Management Practices for water quality protection and stormwater management along the Byway.	3rd
Cell Tower Controls	NJDOT and municipalities collaborate to review and recommend policy updates and ordinances to limit placement and guide design of cell tower installation within the Byway viewshed.	3rd



**PRIORITY ACTIONS FOR IMPROVEMENT**

*Along the Route 29 Roadway*

**Objectives**

- Improve traffic safety, discourage speeding and promote access to features and attractions.
- Improve multi-modal accommodation and bicycle and pedestrian crossings.
- Uphold a high standard of maintenance, control sign clutter and beautify.

**Goal:**  
The Byway’s scenic quality is consistently displayed and maintained. The Byway accommodates all users; driving, bicycling and walking are all a part of the scenic experience and a means of enjoying the scenic qualities of the corridor.

**Priority Projects (reference Chapter 4)**

<i>IMPROVEMENT PROJECTS</i>	<i>IMPLEMENTATION</i>	<i>STAGE</i>
CMC Participation in Related Roadway Projects	CMC members should participate in government-sponsored projects affecting the Byway corridor, such as the Urban Boulevard Project in Trenton, to ensure that proposed changes support the Byway concept.	1st
Byway Maintenance/ Adopt-a-Highway Initiative	NJDOT Regional Maintenance Unit should improve the level of maintenance where possible and work towards establishing a higher standard to apply to the designated Byway; municipalities and community partners should be made aware of NJDOT’s commitment and show support through volunteer “Adopt a Highway” Programs along the length of the Byway.	1st
Gateway Signage Program	NJDOT, CMC should collaborate with municipalities to implement gateway signage that helps to advance public recognition of the Byway through the New Jersey Welcome Sign Program.	1st
Traffic Calming & Enforcement Measures	NJDOT and Byway communities should collaborate to develop traffic calming elements. Byway communities should explore strategies to improve enforcement of traffic regulations – from speeding to hauling regulations. The CMC should approach quarry owners to seek collaborative solutions to issues related to trucks transporting stone.	1st
Route 29 Pedestrian Safety Study	NJDOT and Byway communities should collaborate to assess pedestrian needs and develop improvement concepts along the length of Route 29. Special attention should be given to improve safety at locations where trails intersect, at accesses to attractions and in business/shopping areas.	1st
“Clean Road” Program	NJDOT should collaborate with the Byway communities to develop a program to improve shoulder maintenance for bicycle safety.	1st
Local Flood Mitigation	NJDOT, local communities, and local Departments of Public Works should collaborate to investigate the funding sources and installation of backflow prevention devices and the retrofit of storm sewers.	1st
Bicycle Compatibility Improvements	NJDOT, NJDEP Parks & Forestry and partners should collaborate to improve bicycle compatibility along the Byway, eliminate gaps in bicycle accommodation and improve bicycle access to the D&R Canal multi-use trail and to other attractions (see improvements described in Chapter 4: Accommodating All Users). Special consideration should be given to incorporate bicycle and pedestrian access as part of the I-95 Scudder Falls Bridge Improvement Project, linking the DRSB to complementary bicycle and pedestrian facilities on the Pennsylvania side.”	2nd





<i><b>IMPROVEMENT PROJECTS</b></i>	<i><b>IMPLEMENTATION</b></i>	<i><b>STAGE</b></i>
Bicycle Amenities & Support	NJDOT, NJDEP Parks & Forestry and other community service providers should collaborate to improve the amount of amenities along the Byway that support bicycle touring, such as bicycle parking facilities and directional signs. Bicycle safety education could be offered to raise community awareness of safe bicycling along the Byway.	2nd
Bicycle Depot, Frenchtown	Frenchtown should consider incorporating a Bicycle Depot as part of a Park and Ride facility.	2nd
Byway Shuttle Pilot	Hunterdon County, Mercer County and NJ Transit could partner to launch a pilot project to address traffic congestion by offering a shuttle service that transports visitors among attractions along the Byway during times of peak visitation, such as weekends. The Byway bus should offer bicycle transport.	3rd
Commuter Shuttle	Major employers, Transportation Management Associations (TMAs) and NJ Transit should investigate the potential for a commuter shuttle to Philadelphia, New York City and other employee destinations as a means of reducing traffic congestion.	3rd
Signage Reduction Study Implementation	NJDOT and municipalities should implement, where possible, recommendations from this 2002 study, including updating the sign ordinances of all Byway municipalities to ensure consistency.	3rd
Byway Signage Plan	CMC, NJDOT and municipalities should collaborate to develop a corridor-wide signage plan to improve the visual impact of non-regulatory signage while improving directional and informational signage.	3rd

## PRIORITY ACTIONS FOR RECOGNITION

*Identity, Interpretation, and Display*

### Objectives

- Display the identity of the DRSB as a multi-faceted destination and provide wayfinding for travelers of all kinds – on foot, bicycles and in vehicles.
- Develop and communicate Byway interpretive themes in collaboration with partner visitor destination sites.
- Provide visitor support services with the participation of business and tourism partners.

### Priority Projects (reference Chapter 5)

**Goal:**  
The Byway is a visitor destination where the Byway’s stories, themes and places can be easily accessed and enjoyed. Visitors have a clear understanding of where to go and what to do. Byway tourism is well managed, benefits the local economy and contributes to the quality of life of Byway communities.

RECOGNITION PROJECTS	IMPLEMENTATION	STAGE
Byway Recognition Task Force	Corridor Management Committee (CMC) should establish a standing Committee of tourism-related organizations to advance Byway recognition and to manage and coordinate Byway tourism.	1st
National Scenic Byways Program Website	CMC and NJDOT should continue to update information on “America’s Byways,” the National Scenic Byways Program Website: <a href="http://www.byways.org">www.byways.org</a> .	1st Ongoing
Byway Brochure/Map	CMC, NJDOT, NJ Dept. of Commerce & Economic Development, Division of Travel and Tourism, Chambers of Commerce and other stakeholders should collaborate to develop a DRSB brochure and map that encompasses attractions, trails, bike/pedestrian services and history.	1st
Byway Interpretive Plan	CMC, NJ Division of Travel and Tourism, Historical Societies, Universities should partner to develop a Byway interpretive Plan to identify themes (see Chapters 3 and 5 for proposed themes).	1st
Byway Identity and Wayfinding Program	CMC, NJDOT, municipalities and tourism partners should collaborate to raise awareness of the Byway through signs, logos and awareness campaigns and to develop a wayfinding program for all users (automobiles, bicycles, pedestrians).	2nd
Byway Visitor Centers and Kiosks	CMC should collaborate with communities and other stakeholder organizations to “host” visitor centers and outdoor kiosks to distribute Byway information (see Chapter 5 for proposed locations).	2nd
Tourism Management Plan	NJ Division of Travel and Tourism, Chambers of Commerce and Destination Marketing Organizations should collaborate to develop a Tourism Management Plan to evaluate current conditions and needs and propose actions to improve visitor support services.	3rd
Byway Tourism Marketing Study	NJ Division of Travel and Tourism, Chambers of Commerce and tourism stakeholders should conduct a study to quantify the economic impacts and benefits of tourism to Byway communities and to evaluate the potential for and strategies to advance Byway tourism.	3rd
Byway Shuttle Pilot	Also listed under Improvement Priority Projects. Hunterdon County, Mercer County and NJ Transit could partner to launch a pilot project to provide a shuttle service that transports visitors among attractions along the Byway during times of peak visitation, such as weekends. The Byway bus should offer bicycle transport.	3rd

# Funding Projects and Improvements

Because of its unique setting, diverse intrinsic resources and extensive preservation/ enhancement opportunities, the list of funding sources to achieve the Delaware River Scenic Byway Vision is incredibly broad and diverse, reaching far beyond the scope of the FHWA National Scenic Byway Program. An important goal of this Management Plan is to help Scenic Byway stakeholders identify specific fundable projects which achieve overlapping objectives and therefore compete more effectively for available funds that support Byway Management strategies. The potential for achieving enhanced effectiveness through collaboration, makes it essential to establish and maintain an active Byway “council” which meets regularly to review Byway goals, progress on management strategies and coordinate efforts to fund and implement initiatives which address shared goals.

Target funding areas for achieving the Byway Vision include:

- Roadway repairs and improvements to the Byway (Rt.29), Delaware River Toll Bridge Authority bridges/ roads and county/ municipal roads at their Byway intersections
- Bicycle and pedestrian improvements
- Trail development and improvements
- Land preservation
- Watershed protection
- Farmland preservation
- Threatened habitat preservation
- Historic preservation

- Transit enhancement
- Resource interpretation
- Public education
- Land use planning
- Tourism management

A table of many potential funding sources follows.



Workers repair historic stone wall.



D&R Canal State Park interpretive exhibits



TITLE/ WEBSITE	DESCRIPTION
<p><b>FHWA National Scenic Byway Program</b> <a href="http://www.bywaysonline.org/grants/">http://www.bywaysonline.org/grants/</a></p>	<p>Provides resources to help better manage the intrinsic qualities within the broader byway corridor. Eight grant categories are available: State and Tribal Programs, Corridor Management Plans, Safety Improvements, Byway Facilities, Access to Recreation, Resource Protection, Interpretive Information and Marketing.</p>
<p><b>2005 Lower Delaware Wild &amp; Scenic River Incentive Grant Program</b></p>	<p>The Delaware River Greenway Partnership (DRGP) accepts applications for the Lower Delaware Wild &amp; Scenic River Incentive Grant Program, with funding from the National Park Service -- Wild and Scenic Rivers Program was established by the Lower Delaware Wild and Scenic Management Committee to encourage projects that further the goals of the Wild and Scenic River Management Plan. The program aims to provide assistance to local governments and not-for-profit organizations that operate within the federally designated sections of the Lower Delaware Wild and Scenic river corridor from the Delaware Water Gap to Washington Crossing. Contact the Delaware River Greenway Partnership at 908-996-0230.</p>
<p><b>Transportation Enhancements (TE)</b> <a href="http://www.fhwa.dot.gov/environment/te">www.fhwa.dot.gov/environment/te</a></p>	<p>Funds transportation-related projects that promote alternative modes of transportation while preserving and protecting environmental resources; fosters more livable communities, enhances the overall travel experience, and promotes new transportation partnerships, including watershed protection.</p>
<p><b>USEPA Section 319 (h) Clean Water Act, Non-point Source Management Program</b> <a href="http://www.state.nj.us/dep/watershedmgt/319grant.htm">http://www.state.nj.us/dep/watershedmgt/319grant.htm</a></p>	<p>The New Jersey Statewide Nonpoint Source Program is responsible for administering the federal Section 319(h) Grant Program. Each year, New Jersey publishes a Request for Proposals (RFP) to solicit applications for Section 319(h) funds for eligible projects. For state fiscal year (SFY) 2006, two specific project types were solicited: Watershed Restoration or Protection Plans and Watershed-based Plan Implementation Projects.</p>
<p><b>National Highway System (NHS)</b> <a href="http://www.fhwa.dot.gov/hep10/nhs">www.fhwa.dot.gov/hep10/nhs</a></p>	<p>FHWA highway funding available to NJDOT, which can also be used to include bicycle and pedestrian projects on roads, associated with the NHS. These improvements can include incidental improvements within larger projects including elements to improve bicycle compatibility (i.e. paved shoulders, drainage grating, signed routes) and pedestrian access and safety (sidewalks, signals, crosswalks). It also allows for the funding of independent bicycle and pedestrian projects when projects are along or within the right-of-way of an NHS roadway.</p>
<p><b>Surface Transportation Program (STP)</b> <a href="http://www.fhwa.dot.gov/tea21/factsheets/stp.htm">www.fhwa.dot.gov/tea21/factsheets/stp.htm</a></p>	<p>FHWA funding available to NJDOT for funding a wide variety of transportation activities. Bicycle and pedestrian facilities and walkways are specifically listed as eligible activities under this program. As with NHS, pedestrian and bicycle improvements can include <i>incidental</i> improvements within larger projects which enable bicycle compatibility (e.g., paved shoulders, bicycle safe drainage grates, etc., designated bicycle facilities (i.e., bikeways: signed routes, bike lanes, paths), and pedestrian accommodations such as sidewalks, signals, overpasses, crosswalks, etc. It also can include the funding of <i>independent</i> bicycle and pedestrian projects along (within the right of way) or in the vicinity of (associated with) roadways. Independent projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses.</p>

<b>TITLE/ WEBSITE</b>	<b>DESCRIPTION</b>
<p><b>Congestion Mitigation and Air Quality (CMAQ)</b> <a href="http://www.fhwa.dot.gov/environment/cmaqpgs/">www.fhwa.dot.gov/environment/cmaqpgs/</a></p>	<p>Under the Safe, Accountable, Flexible and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), both bicycle and pedestrian improvements are eligible for CMAQ funding just as they were under the TEA 21 and ISTEA legislation. Projects that reduce mobile source pollutants, including transit enhancement are also eligible.</p>
<p><b>National Recreational Trails Fund</b></p>	<p>Under this federally funded program, money is apportioned to the states for use in developing projects relating to trail creation and maintenance. NJDEP’s Office of Natural Lands Management administers the program.</p>
<p><b>Local Bicycle/Pedestrian Planning Assistance</b></p>	<p>The New Jersey Department of Transportation (NJDOT) has retained the services of consultant teams with expertise in bicycle and pedestrian planning. These consultants are available to provide bicycle and pedestrian planning assistance to counties and municipalities that are interested in the development of bicycle/pedestrian plans. This includes amendment or creation of circulation plans and assistance with other studies.</p>
<p><b>Section 402 Safety Funds</b> <a href="http://safety.fhwa.dot.gov/state_program/section402">safety.fhwa.dot.gov/state_program/section402</a></p>	<p>These are National Highway Traffic Safety Administration (NHTSA) funds administered by the states. These funds are used to subsidize programs that improve the safety of the general traveling public. In the past, pedestrian education programs have been funded by these means. Signing and striping of roads has also been funded with these funds.</p>
<p><b>Municipal Aid Programs</b> <a href="http://www.state.nj.us/transportation/business/localaid/municipaid.shtm">www.state.nj.us/transportation/business/localaid/municipaid.shtm</a></p>	<p>This program involves a competitive selection process. Independent bicycle or pedestrian projects could be funded under this program.</p>
<p><b>Locally Initiated Bicycle Projects</b> <a href="http://www.state.nj.us/transportation/business/localaid/bikeways.shtm">www.state.nj.us/transportation/business/localaid/bikeways.shtm</a></p>	<p>NJDOT’s Division of Local Aid and Economic Development administers this state funded program. These funds could be used for roadway improvements, that impact bicycle travel or for designated bikeways such as signed routes, bicycle lanes, or multi-use trails. NJDOT staff evaluates projects and the Commissioner determines the final selection.</p>
<p><b>Safe Streets to Schools</b> <a href="http://www.state.nj.us/transportation/business/localaid/safestreets.shtm">www.state.nj.us/transportation/business/localaid/safestreets.shtm</a></p>	<p>This program, administered by NJDOT’s Division of Local Aid and Economic Development, funds pedestrian access and safety projects along routes to schools. This program involves a competitive selection process. NJDOT Staff evaluates projects and the Commissioner determines the final selection.</p>
<p><b>Centers of Place</b> <a href="http://www.state.nj.us/transportation/business/localaid/centerplace.shtm">www.state.nj.us/transportation/business/localaid/centerplace.shtm</a> <i>Source:</i> NJDOT</p>	<p>The Centers of Place program is designed to assist municipalities who have formally participated in implementation of the New Jersey State Development and Redevelopment Plan (SDRP). The program provides an opportunity to apply for funds to support non-traditional transportation improvements to advance growth management objectives.</p>
<p><b>Main Street New Jersey</b> <a href="http://www.state.nj.us/dca/dcr/msnj">http://www.state.nj.us/dca/dcr/msnj</a></p>	<p>Communities selected to participate in the Main Street New Jersey Program receive ongoing, free technical assistance, including the following: In-depth volunteer and executive director training. Advanced training on specific downtown issues, including marketing, business recruitment, volunteer management, and historic preservation. Professional consultant visits to develop each community's strengths and plan for success. Small business development services for local business owners. Marketing and public relations services for local businesses and Main Street organizations. Architectural design services for business and property owners. Educational materials including manuals and slide programs. Links to local, state and national Main Street community networks.</p>



TITLE/ WEBSITE	DESCRIPTION
<b>FEMA Flood Mitigation Grant Programs</b>	<b>Funding is available to develop Flood Mitigation Plans which qualify impacted municipalities for Flood mitigation Assistance; Pre-Disaster Mitigation Grants and Hazard Mitigation Grants.</b>
<b>Corridor and Regional Planning Studies (including a TDM strategies component)</b>	The NJDOT Division of Transportation Systems Planning carries out studies pertaining to corridor and regional issues. It is standard practice to take a multi-modal approach in all planning activities.
<b>Pedestrian Safety Grants</b> <a href="http://www.nj.gov/lps/hts/grants/pedestriangrants.html">www.nj.gov/lps/hts/grants/pedestriangrants.html</a>	Funding is available to municipalities for pedestrian safety education and enforcement. The education component provides funding for materials to educate high-risk pedestrian groups. The enforcement component provides overtime funding to enforce traffic laws at high-risk pedestrian locations. Grants are typically given to police departments.
<b>Funding for County Traffic Engineers</b>	NJDLPS Grants are available to improve pedestrian signs and pavement markings; video roads to identify problem locations for elimination; purchase traffic counting and classifying equipment; facilitate training programs for police officers, public works employees and engineering staff; and hire summer interns to assist engineering staff with data collection.
<b>Comprehensive Traffic Safety Programs (CTSP)</b> <a href="http://www.nj.gov/lps/hts/grants/ctspgrants.html">www.nj.gov/lps/hts/grants/ctspgrants.html</a> <i>Source:</i> NJDLPS	Grants are available to initiate a comprehensive traffic safety program. Under the guidance of a steering committee at the county level, funds can address a variety of traffic safety issues including impaired driving, pedestrian/bicycle safety, school bus safety, work zone safety, aggressive driving, speed enforcement, occupant protection and child safety.
<b>NJDEP Green Acres Program</b> <a href="http://www.state.nj.us/dep/greenacres">www.state.nj.us/dep/greenacres</a> <i>Source:</i> NJDEP	Grants and loans to state, county, and municipal governments for land acquisition and facilities development. Includes open space preservation, public recreation, pedestrian projects such as multi-use trails and trailhead facilities.
<b>State Environmental Education Directory (SEEDS) - Grant Opportunities</b> <a href="http://www.state.nj.us/dep/seeds">www.state.nj.us/dep/seeds</a>	Seeds Grants can be used to cover projects related to recycling, pollution control and management, environmental awareness and action programs, natural resource protection, tree planting and community forestry programs, and watershed management and protection.
<b>Smart Growth Planning Grants</b>	NJDCA Smart Growth Grants provides \$3 million annually through the state budget to help develop plans that lead to Smart Growth and more livable and sustainable communities. Smart Growth means planning, designing, and building livable communities in ways that make more efficient use of land, infrastructure and natural resources.
<b>Municipal Development Impact Fee Authorization Act</b>	This bill authorizes municipalities to assess developers for the costs of public infrastructure expansions and improvements necessitated by their new development. Such impact fees are calculated and charged on an incremental basis, so larger developments are assessed for more.
<b>Private Foundations</b>	Not for profit land trust organizations.

# CHAPTER 7



## A VISUAL TOUR OF THE BYWAY

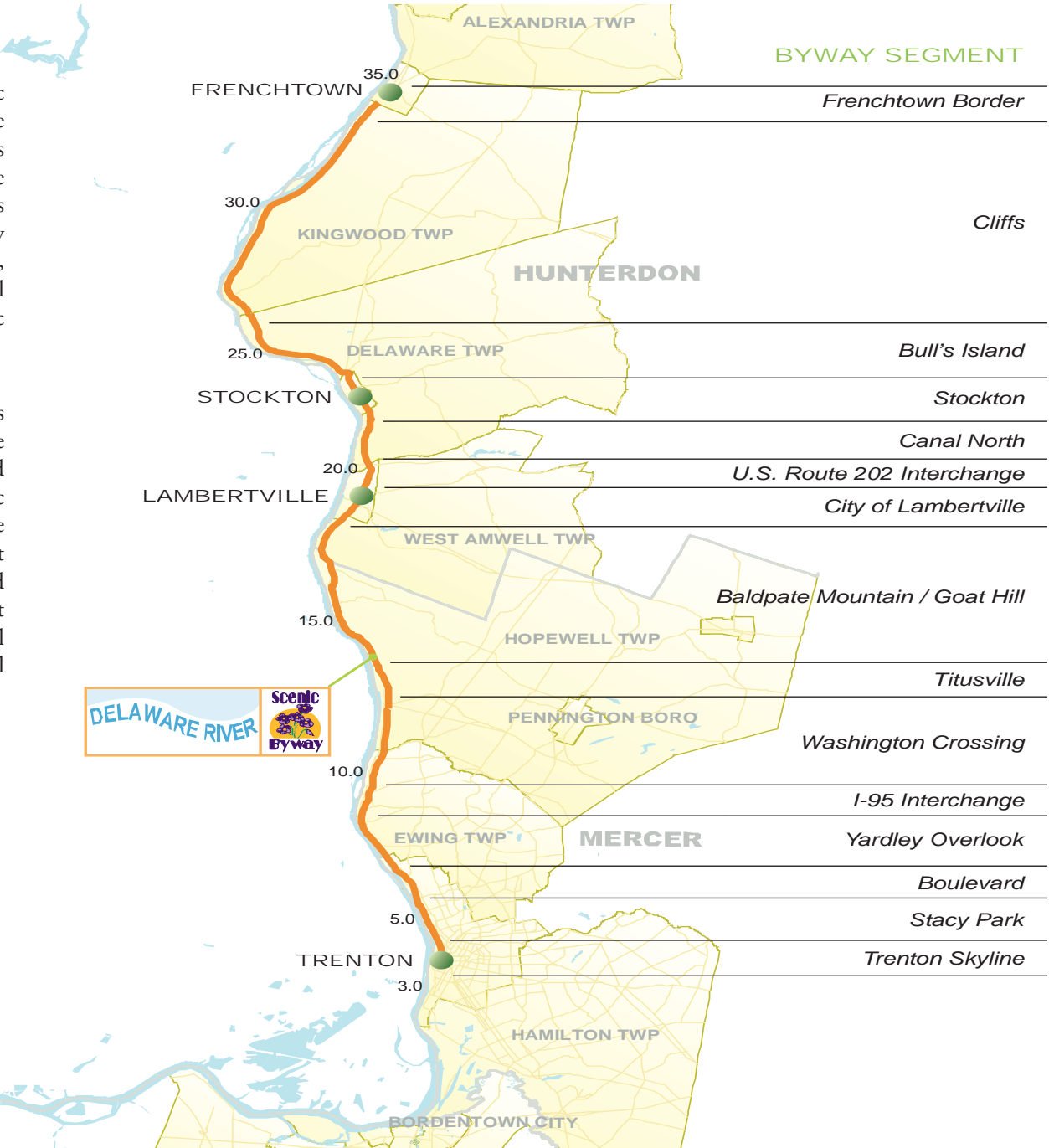




## A Visual Tour of the Byway

The Visual Tour presents the Delaware River Scenic Byway from south to north. The endpoints shown are based on the New Jersey Scenic Byways Program's original designation, although Riverwalk Park to the south and Frenchtown to the north are endpoints that fit naturally with Byway themes. The Byway is described in the fifteen segments shown here, based on contrasting landscape features and visual characteristics as defined in the August 1997 Scenic Byway Management Plan.

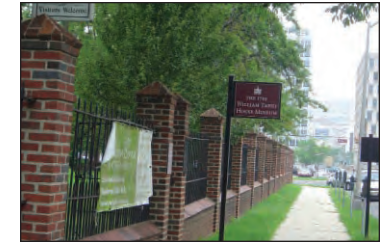
The Visual Tour introduces each of the segments with an overview describing the segment's unique character and with lists of Primary Issues and Significant Features that capture the intrinsic qualities of the Byway. Aerial photographs illustrate land use and character, the location of Significant Features and recommendations that are carried forward from the 1997 Plan. Pictures highlight experiences traveler's can expect to see, from seasonal views of the Delaware River and the D&R Canal to the streetscapes of historic river towns.



TRENTON SKYLINE: PRIMARY ISSUES

1. High traffic volumes and speeds
2. No parking or pull-off's to appreciate views
3. Little historical information displayed
4. Little visitor orientation

SEGMENT 1 - TRENTON SKYLINE



The Byway through Trenton displays the historic character of the area, evidenced by the architecture of the State Capitol complex, parks and bridge structures. It is also the gateway to access the many historic and cultural visitor destinations in New Jersey's State Capitol.



81

M.P. 3.0

M.P. 3.3  
BYWAY LIMIT

M.P. 3.5

CASS STREET

AMTRAK RAILROAD

ROUTE 1 TOLL BRIDGE

ALTERNATE ROUTE 1 TRUSS BRIDGE

MARKET STREET

ASSUNPINK CREEK

SIGNIFICANT FEATURES

1. Stone Railroad Bridge (Amtrak)
2. Alternate Route 1 Truss Bridge
3. Willam Trent House
4. Parker Public School
5. Assumpink Creek
6. Trenton Falls



SEGMENT 1 - TRENTON SKYLINE

SEGMENT 2 - STACY PARK

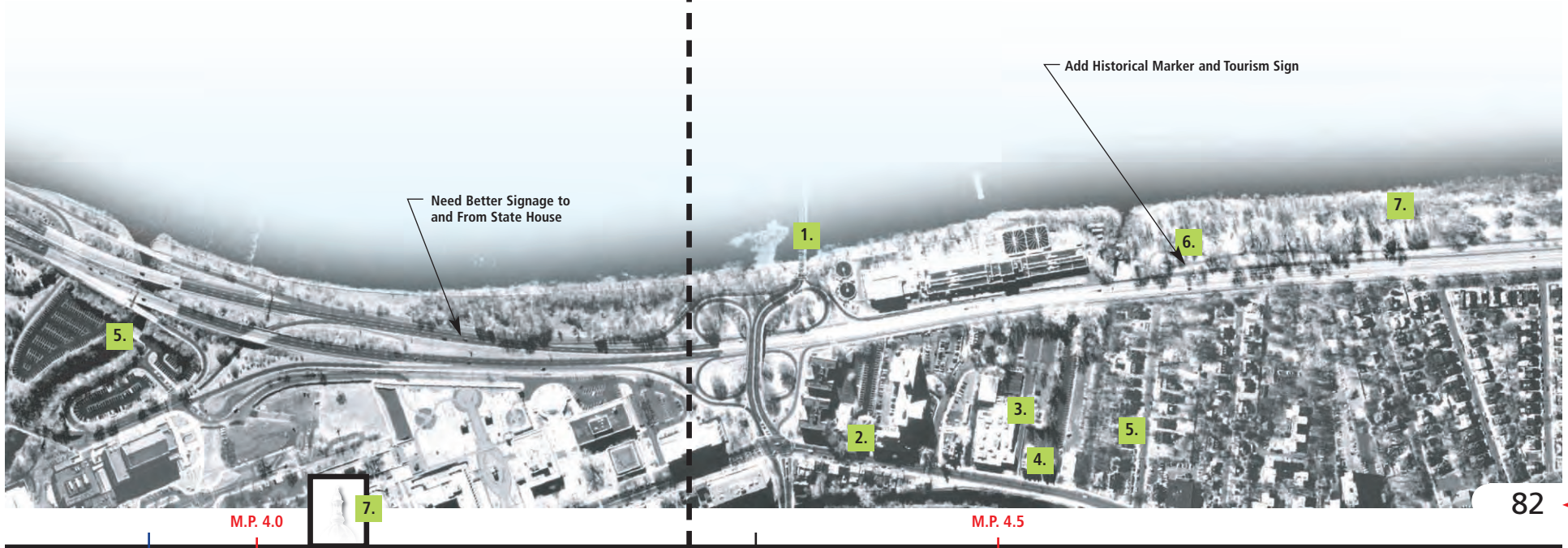
STACY PARK: PRIMARY ISSUES

1. High traffic volumes and speeds
2. No access to recreational amenities of Stacy Park
3. Rt 29 acts as a barrier between river, park and residential neighborhoods
4. Little visitor orientation



STACY PARK

A four-lane limited-access high-speed divided highway, this Byway segment, part of the John Fitch Parkway, serves as a transition between city and suburb. The character of the surrounding landscape is defined by historic Stacy Park, the Delaware River and Victorian residences.

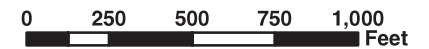


SIGNIFICANT FEATURES

5. Assunpink Creek
7. State House Dome

SIGNIFICANT FEATURES

1. Calhoun Street / Delaware River Bridge
2. Rudolph V. Kuser Mansion
3. State House Historic District
4. 379 West State Street
5. Fisher / Perdicaris / Richey Historic District
6. Stacy Park
7. Mercer Waterfront Trail

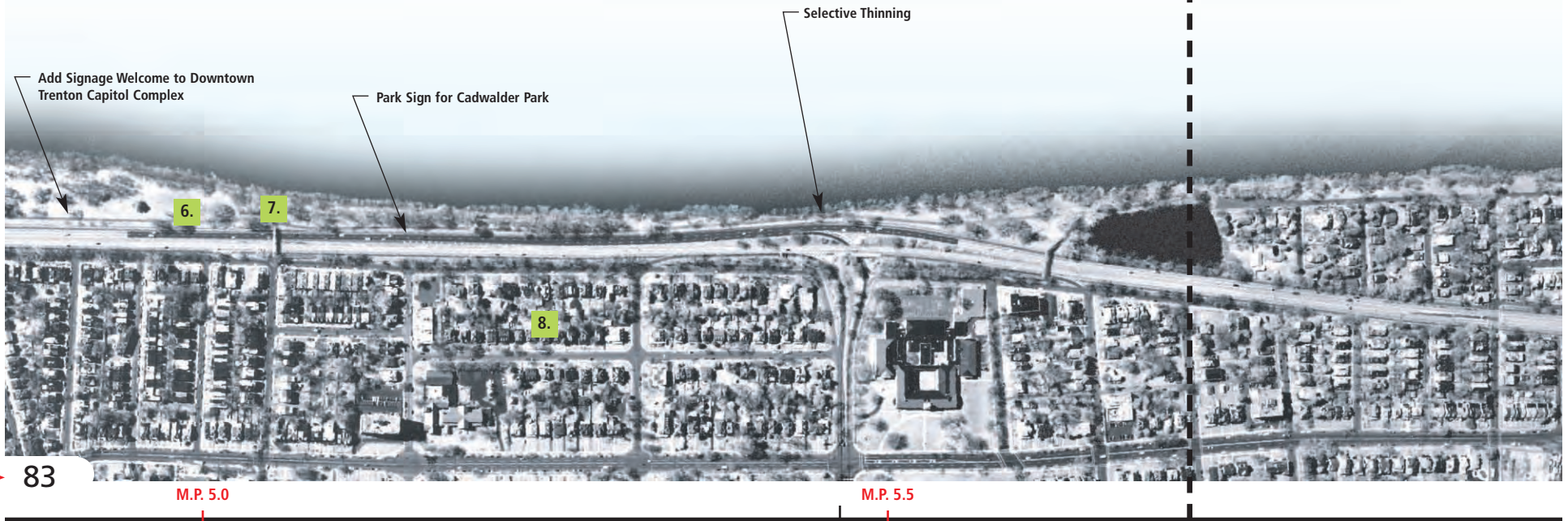
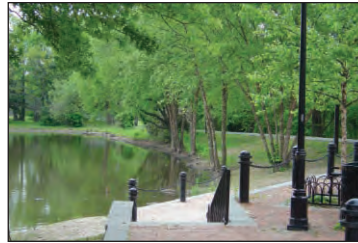


**DELAWARE RIVER SCENIC BYWAY**  
MERCER & HUNTERDON COUNTIES

SEGMENT 2 - STACY PARK

SEGMENT 3 - BOULEVARD

BOULEVARD



Add Signage Welcome to Downtown Trenton Capitol Complex

Park Sign for Cadwalder Park

Selective Thinning

6.

7.

8.

83

M.P. 5.0

M.P. 5.5

PARKSIDE AVENUE

SIGNIFICANT FEATURES

- 6. Stacy Park
- 7. Mercer Waterfront Trail
- 8. Berkeley Square Historic District

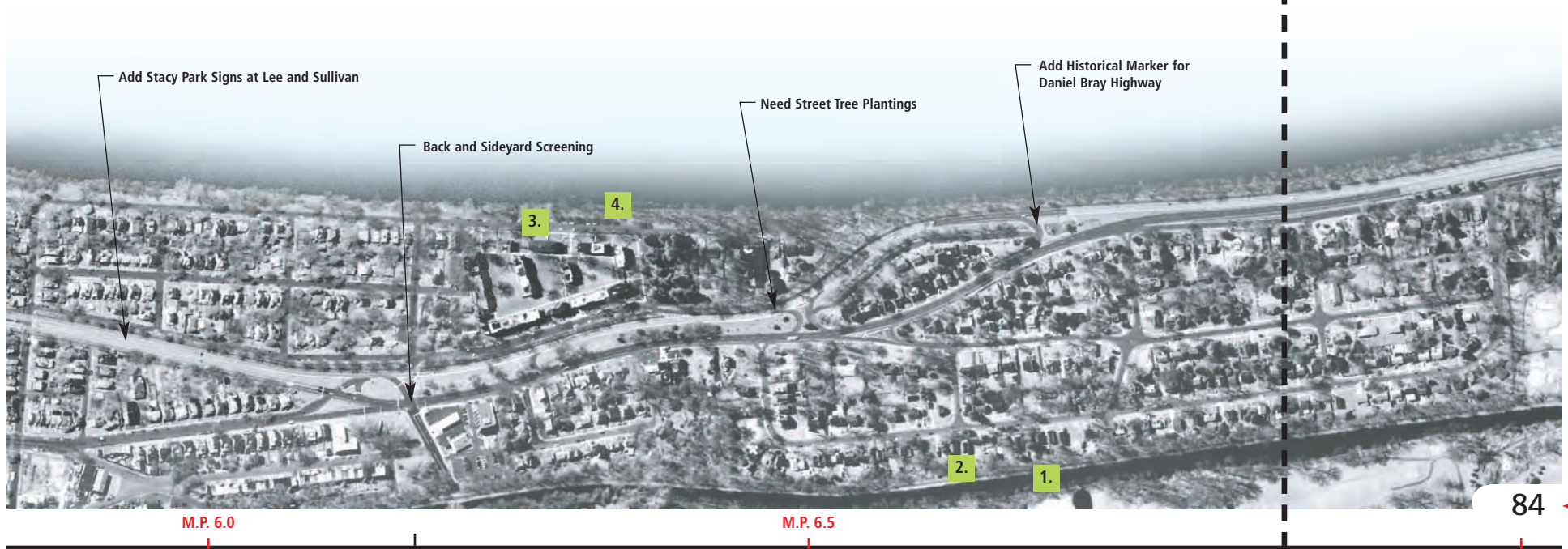


**BOULEVARD: PRIMARY ISSUES**

1. High traffic volumes
2. Visual clutter (billboards, signs, utilities)

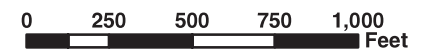


The segment of the Byway, which changes to a pair of one-way, two-lane boulevards, is characterized by the residential neighborhoods it bisects and, overall, has low scenic value. There are no river views and southbound Route 29 is isolated by fences.



**SIGNIFICANT FEATURES**

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
3. Stacy Park
4. Mercer Waterfront Trail



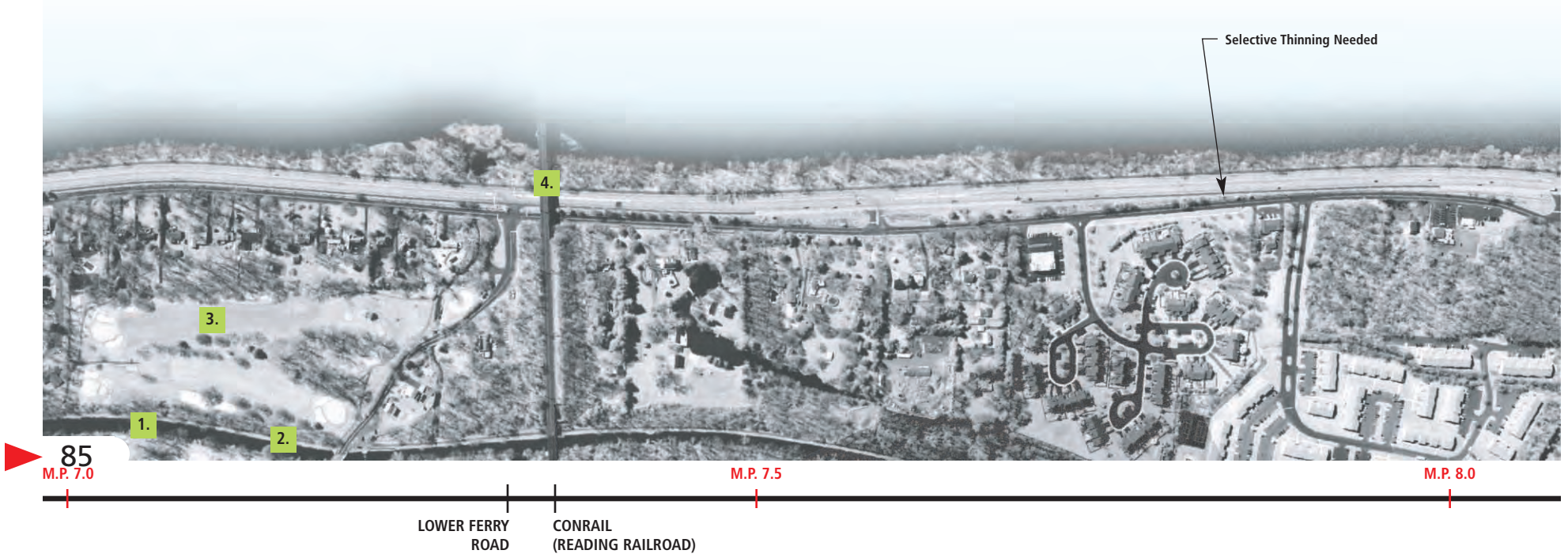
YARDLEY OVERLOOK: PRIMARY ISSUES

None



YARDLEY OVERLOOK

Designated the Daniel Bray Highway, this segment is a controlled access freeway that provides views of the Delaware River and the Pennsylvania shoreline, but is rated as otherwise having low scenic value.



SIGNIFICANT FEATURES

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
3. Trenton Country Club
4. Concrete Arch Railroad Bridge



**INTERCHANGE: PRIMARY ISSUES**

- 1. Confusing interchange



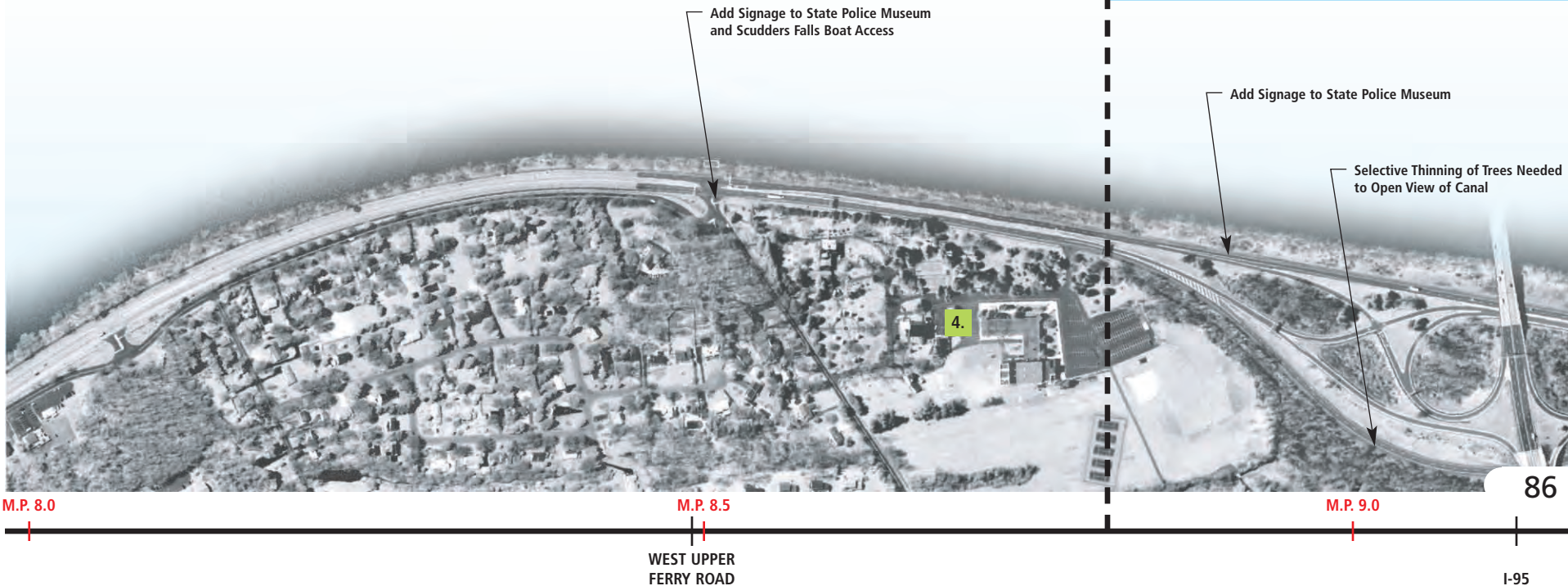
**SEGMENT 4 - YARDLEY OVERLOOK**

**SEGMENT 5 - INTERCHANGE**

INTERCHANGE

Although this segment, dominated by the interchange, provides views of the Delaware River and the D&R Canal, it is rated as otherwise having low scenic value.

\*Selective Thinning of Trees Needed to Open View of River Milepost 8.3 to Milepost 9.1



**SIGNIFICANT FEATURES**

- 4. Villa Victoria



**DELAWARE RIVER SCENIC BYWAY**  
MERCER & HUNTERDON COUNTIES

SEGMENT 5 - INTERCHANGE

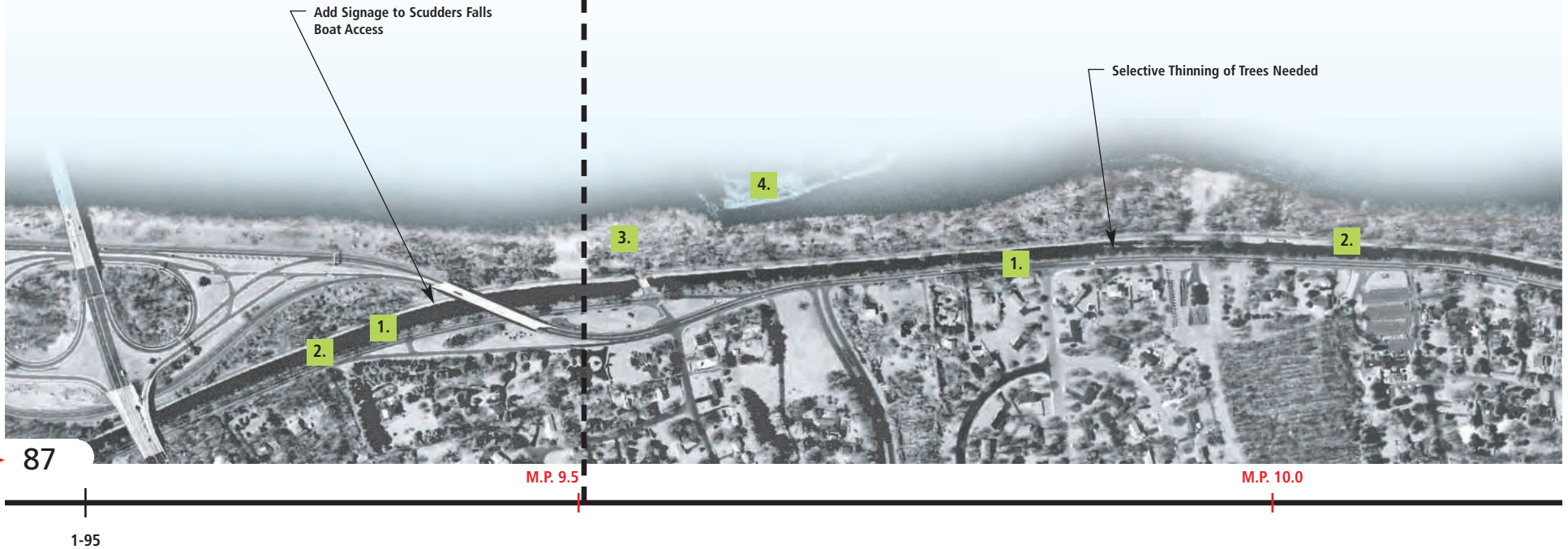
SEGMENT 6 - WASHINGTON CROSSING



WASHINGTON CROSSING

\*Selective Thinning of Trees Needed to Open View of River Milepost 8.3 to Milepost 9.1

This Byway segment, a two lane highway paralleling the D&R Feeder Canal, takes on a rural character as it passes by historic sites and the 19th century countryside village of Washington Crossing, and has high scenic value. It is also a major artery for commuter and truck traffic.



SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path

SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 3. Scudders Falls Boat Access
- 4. Trenton Power Canal Wing Dam



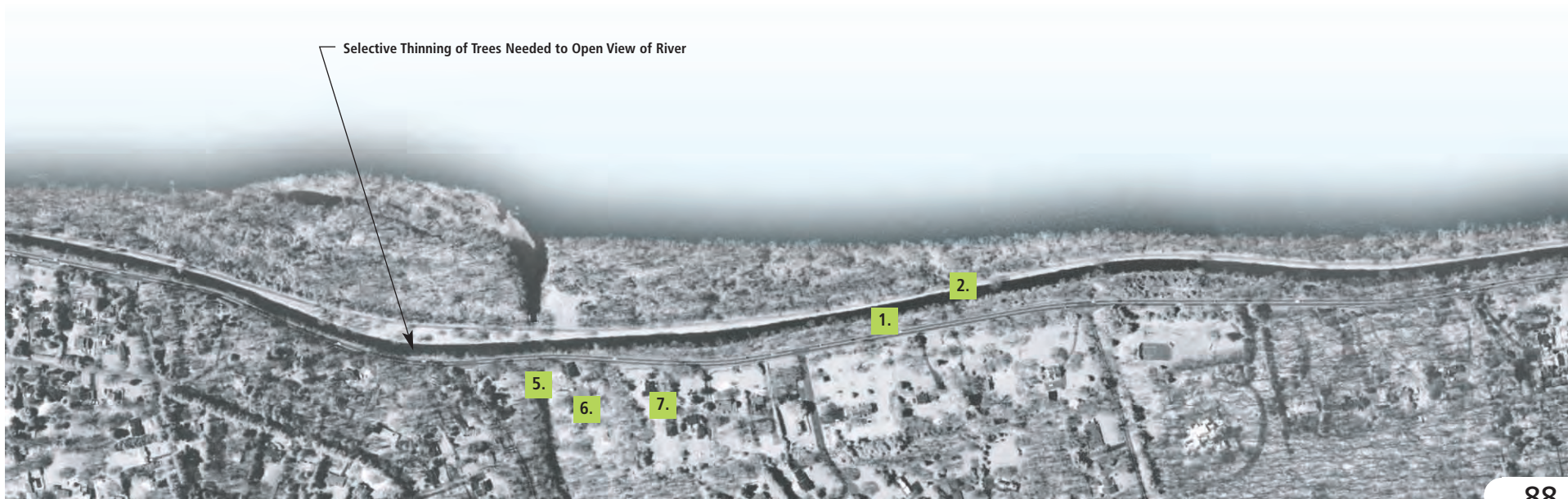


**WASHINGTON CROSSING: PRIMARY ISSUES**

1. High traffic volumes (trucks)
2. Limited opportunities to pull-off to appreciate views
3. Visual clutter (signs)



WASHINGTON CROSSING



Selective Thinning of Trees Needed to Open View of River

M.P. 10.5  
 JACOBS CREEK ROAD  
 JACOBS CREEK

M.P. 11.0

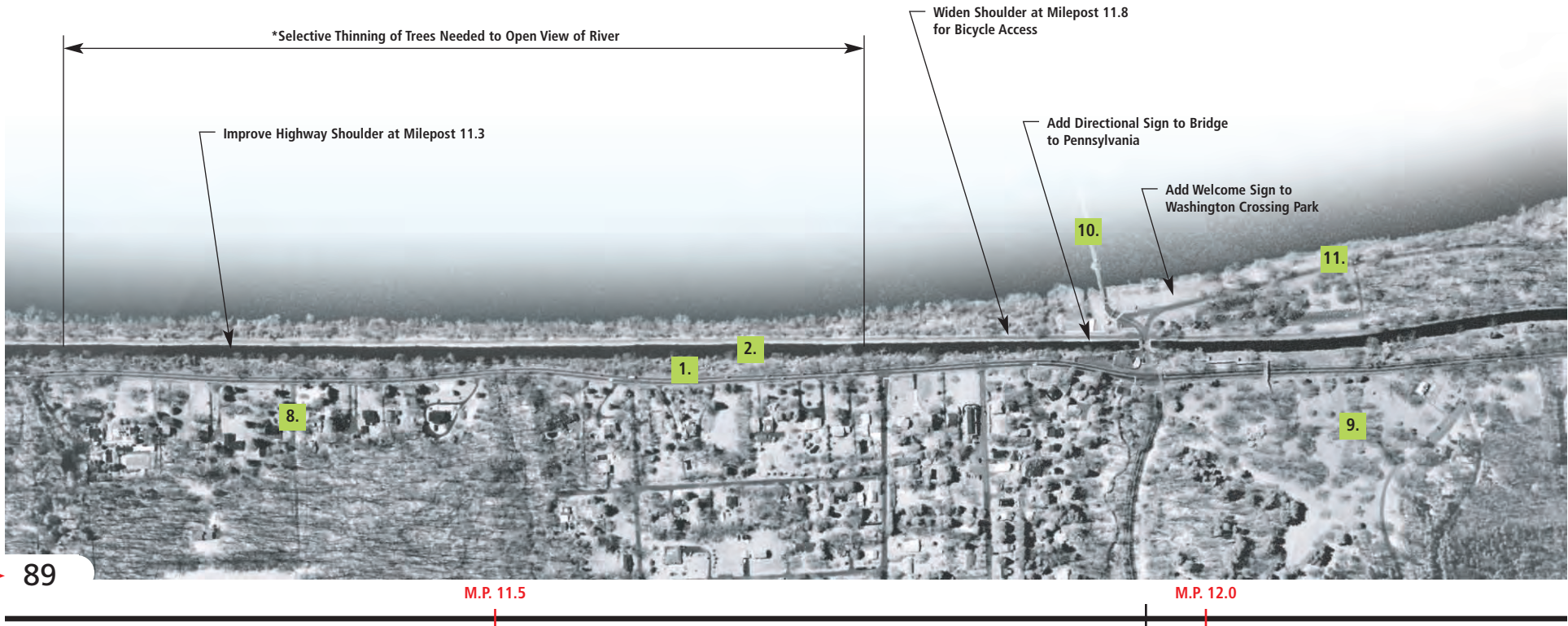
88

**SIGNIFICANT FEATURES**

1. Delaware & Raritan Canal
2. Delaware & Raritan multi use path
5. Jacobs Creek
6. Somerset Roller Mill
7. Burroughs Farmstead



**DELAWARE RIVER SCENIC BYWAY**  
 MERCER & HUNTERDON COUNTIES



M.P. 11.5

M.P. 12.0

WASHINGTON CROSSING ROAD

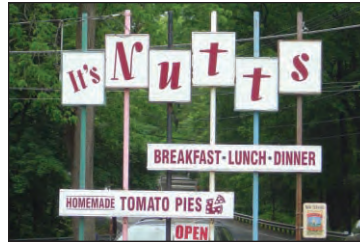
**SIGNIFICANT FEATURES**

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 8. Phillips / Burroughs Farmstead
- 9. Washington Crossing State Park
- 10. Washington Crossing Bridge
- 11. Boat Launch



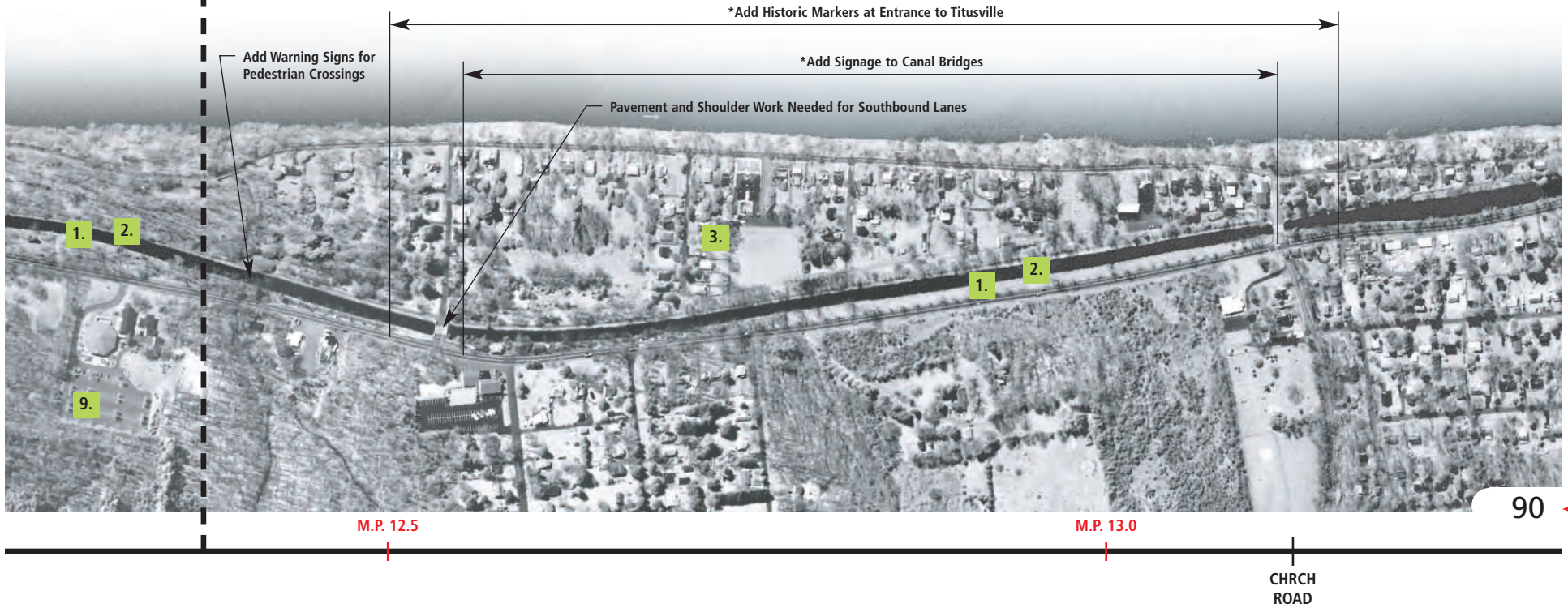
TITUSVILLE: PRIMARY ISSUES

1. High traffic volumes (trucks), congestion
2. Inadequate visitor information
3. Visual clutter (signs)



TITUSVILLE

This Byway segment serves as a bypass to the Titusville Historic District, with small scale commercial development along the roadway. The overall character is defined by the adjacent D&R Canal Park, Washington Crossing State Park and Titusville.



SIGNIFICANT FEATURES

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
9. Washington Crossing State Park

SIGNIFICANT FEATURES

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
3. Titusville Historic District



DELAWARE RIVER SCENIC BYWAY  
MERCER & HUNTERDON COUNTIES

BALDPATE MT./GOAT HILL: PRIMARY ISSUES

1. Truck traffic (quarry)
2. Visual clutter- utility poles, commercial signs
3. Historic bridge site, rest area
4. Rock crusher structure (historic value)



This Byway segment, a curving 2-lane roadway passing through a rural forested landscape, is characterized by stone retaining walls, the elevated embankment of the D&R Canal, extended views of the Delaware River to the Pennsylvania side and a succession of scenic views of mountains, the quarry and the D&R Canal.

\*Improve Drainage and Stabilize Slopes to Prevent Erosion



91

M.P. 13.5

M.P. 14.0

FIDDLERS CREEK

SIGNIFICANT FEATURES

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
4. Fiddlers Creek

SIGNIFICANT FEATURES

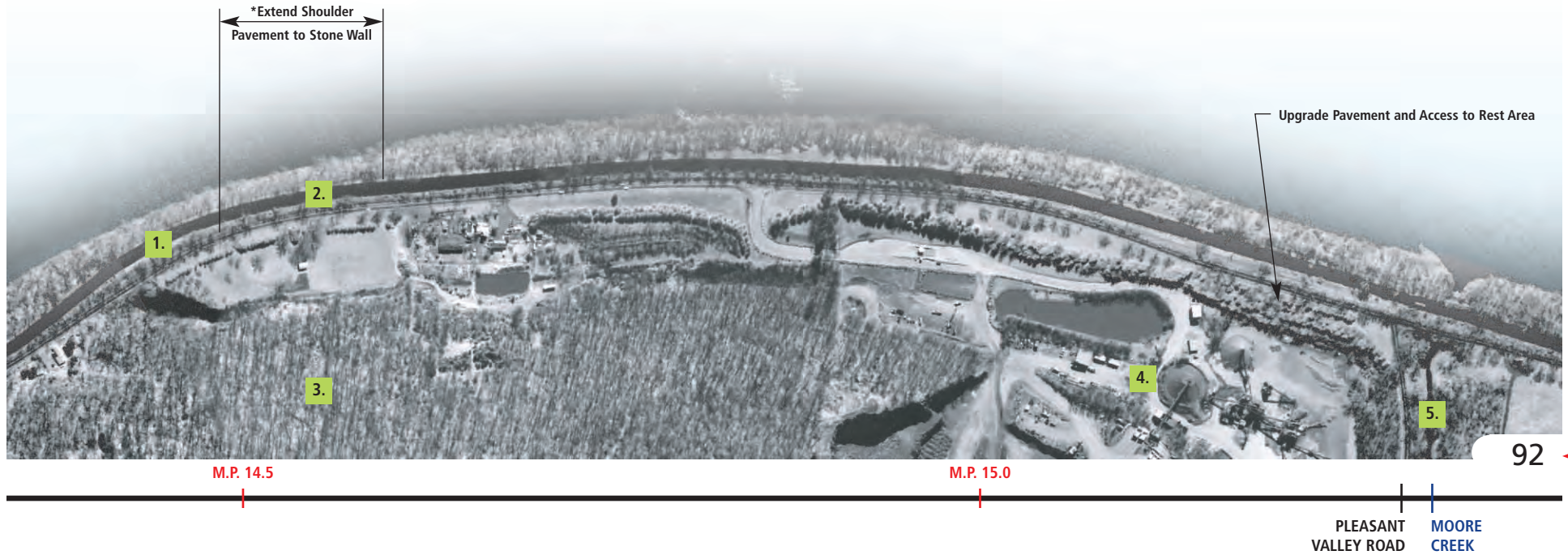
1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path





BALDPATE MT./GOAT HILL

\*Improve Drainage and Stabilize Slopes to Prevent Erosion



**SIGNIFICANT FEATURES**

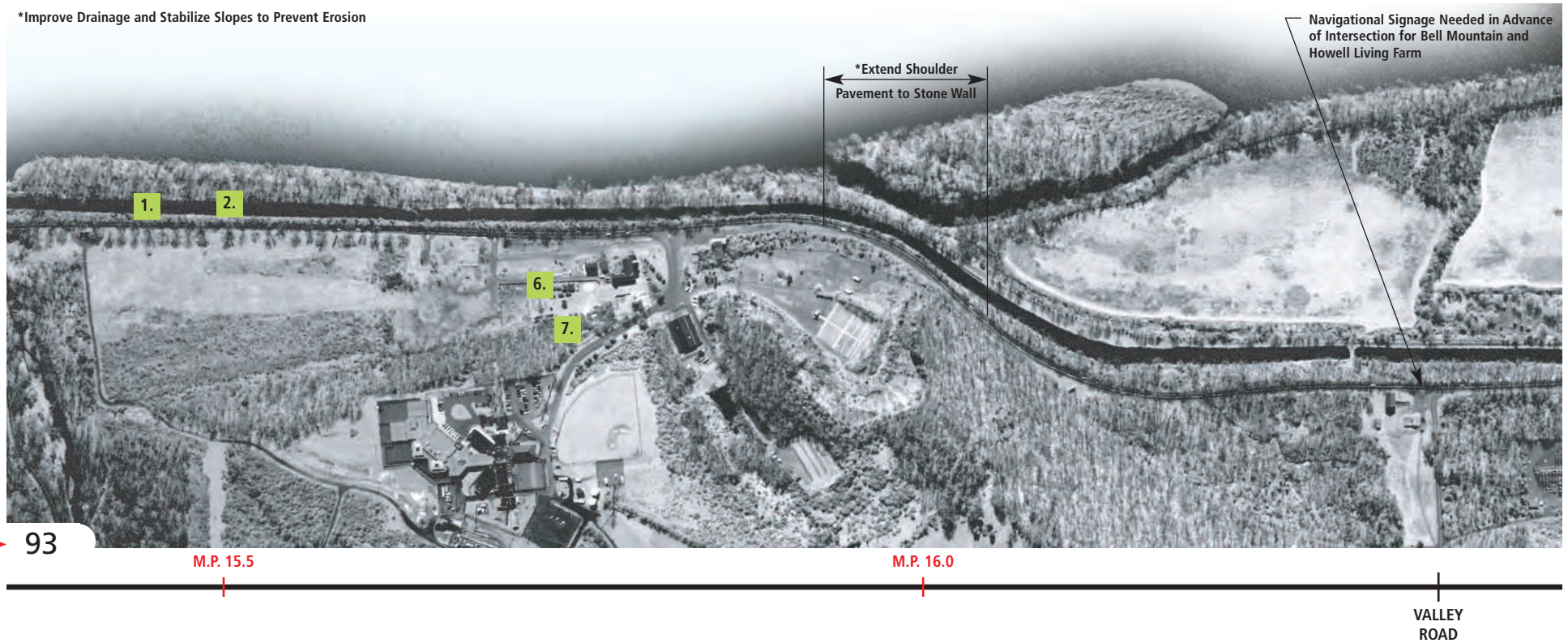
- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 3. Baldpate Mountain
- 4. Stone Quarry
- 5. Moore Creek



**DELAWARE RIVER SCENIC BYWAY**  
MERCER & HUNTERDON COUNTIES



\*Improve Drainage and Stabilize Slopes to Prevent Erosion



**SIGNIFICANT FEATURES**

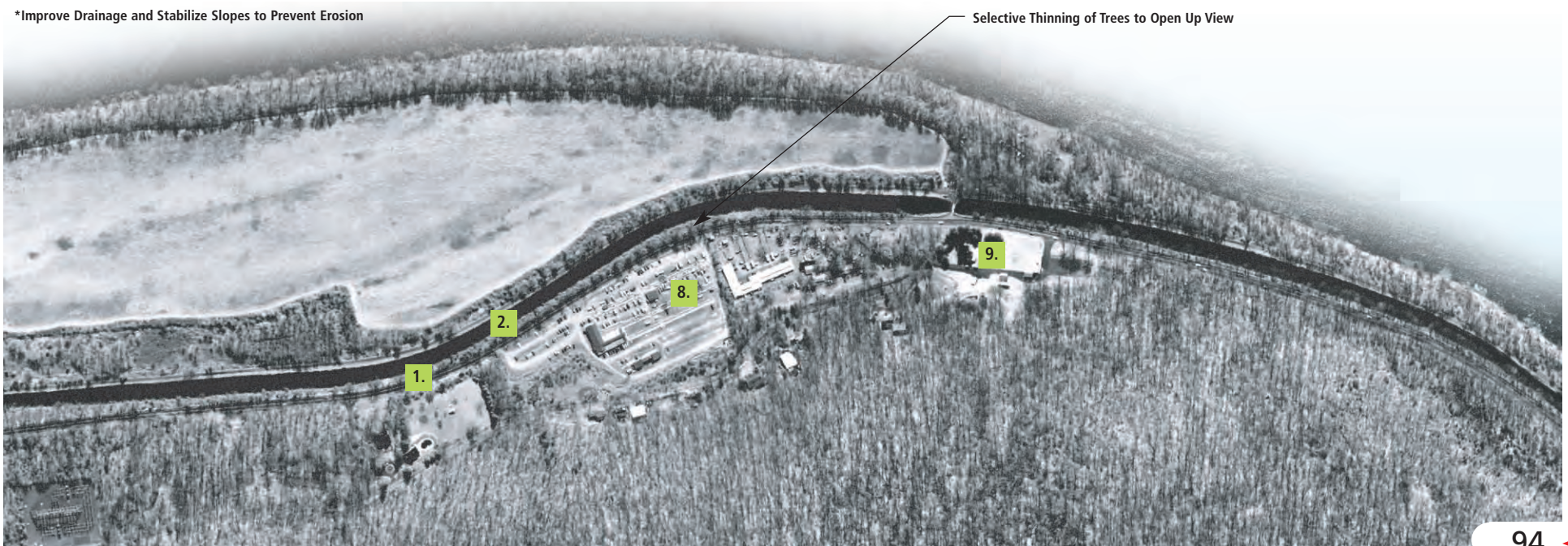
- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 6. Mercer County Workhouse Historic District
- 7. Upper Bellemont Farm





\*Improve Drainage and Stabilize Slopes to Prevent Erosion

Selective Thinning of Trees to Open Up View



M.P. 16.5

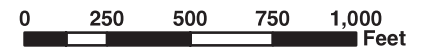
M.P. 17.0

M.P. 17.5

94

**SIGNIFICANT FEATURES**

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 8. Lambertville Antique Market
- 9. Larison / Ege Farmstead



**DELAWARE RIVER SCENIC BYWAY**  
MERCER & HUNTERDON COUNTIES

◀ SEGMENT 8 - BALDPATE MT./GOAT HILL    SEGMENT 9 - CITY OF LAMBERTVILLE ▶



CITY OF LAMBERTVILLE

This Byway segment is characterized by the historic architecture of Lambertville, and serves as a Main Street through town. Lambertville is a major destination along the Byway.

\*Improve Drainage and Stabilize Slopes to Prevent Erosion



▶ 95  
M.P. 17.5

M.P. 18.0

M.P. 18.5

SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 10. Goat Hill Quarry
- 11. Delaware River Rapids

SIGNIFICANT FEATURES

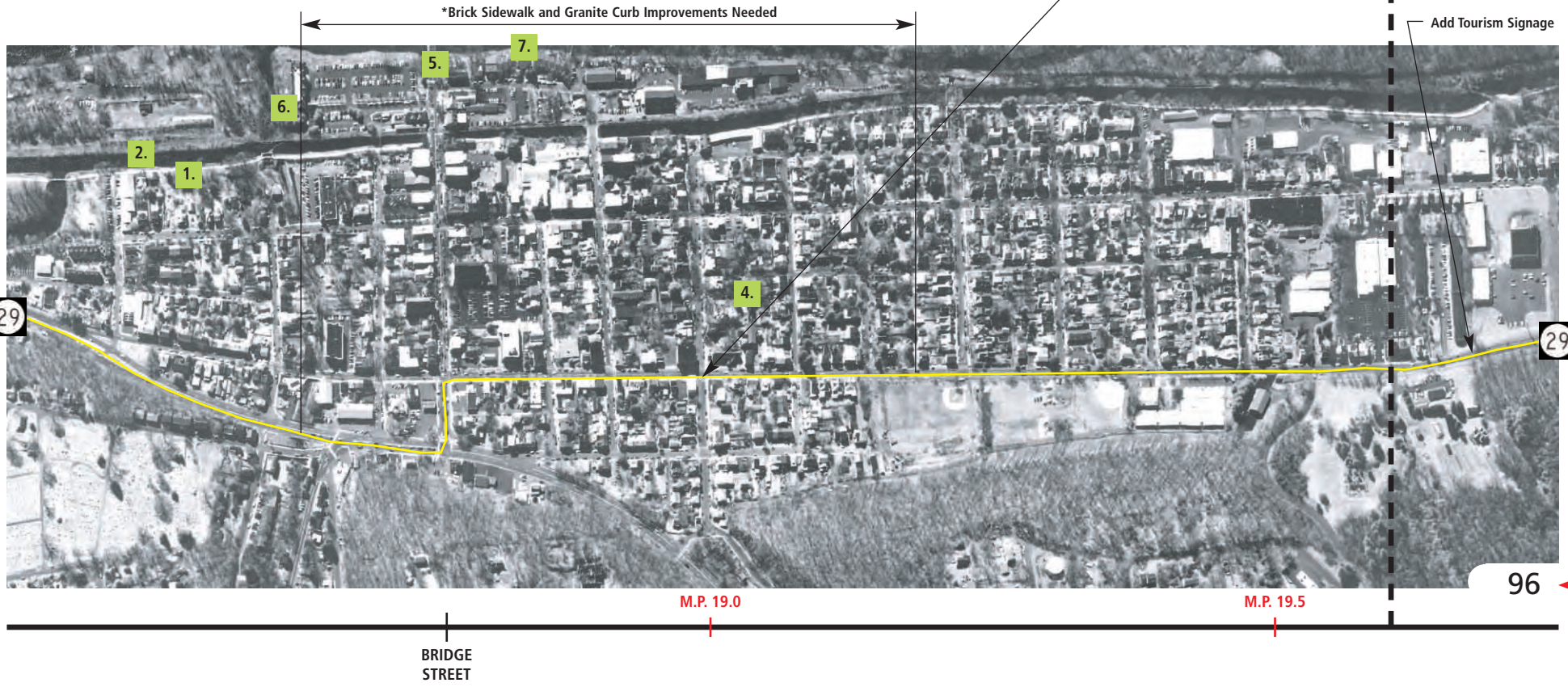
- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 3. Lambertville Archaeological Site
- 4. Lambertville Historic District





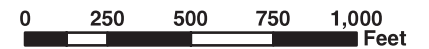
CITY OF LAMBERTVILLE: PRIMARY ISSUES

1. Roadway character at southern gateway
2. Congestion and parking issues
3. Heavy traffic (truck) and speeding
4. Pedestrian facilities lacking
5. Lack of pedestrian connectivity to tourism destinations



SIGNIFICANT FEATURES

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
4. Lambertville Historic District
5. New Hope / Lambertville Bridge
6. Swan Creek
7. Shad Fishing Area & Festival



DELAWARE RIVER SCENIC BYWAY  
MERCER & HUNTERDON COUNTIES

US RT 202 INTERCHANGE: PRIMARY ISSUES

None



CANAL NORTH

This Byway segment, a high speed full access highway interchange, is dominated by views of high tension power lines and a cemetery and overall, has low scenic value. The D&R Canal trail passes under Route 202 to the west of the Holcombe/Jimison Historical Heritage Farm and a cemetery.



Improve Access and Parking for Delaware and Raritan Canal Multi Use Path

Add Signage to Direct Visitors to Parking Facilities, Bicycle Paths and Canal

Establish a Beautification and Planting Program for Interchange and Canal

Add Street Trees

97

M.P. 20.0

ALEXAUKEN CREEK

ROUTE 202

M.P. 20.5

SIGNIFICANT FEATURES

SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 3. Alexauken Creek
- 4. Holcombe / Jimison Farmstead

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 3. Holcombe Farmstead

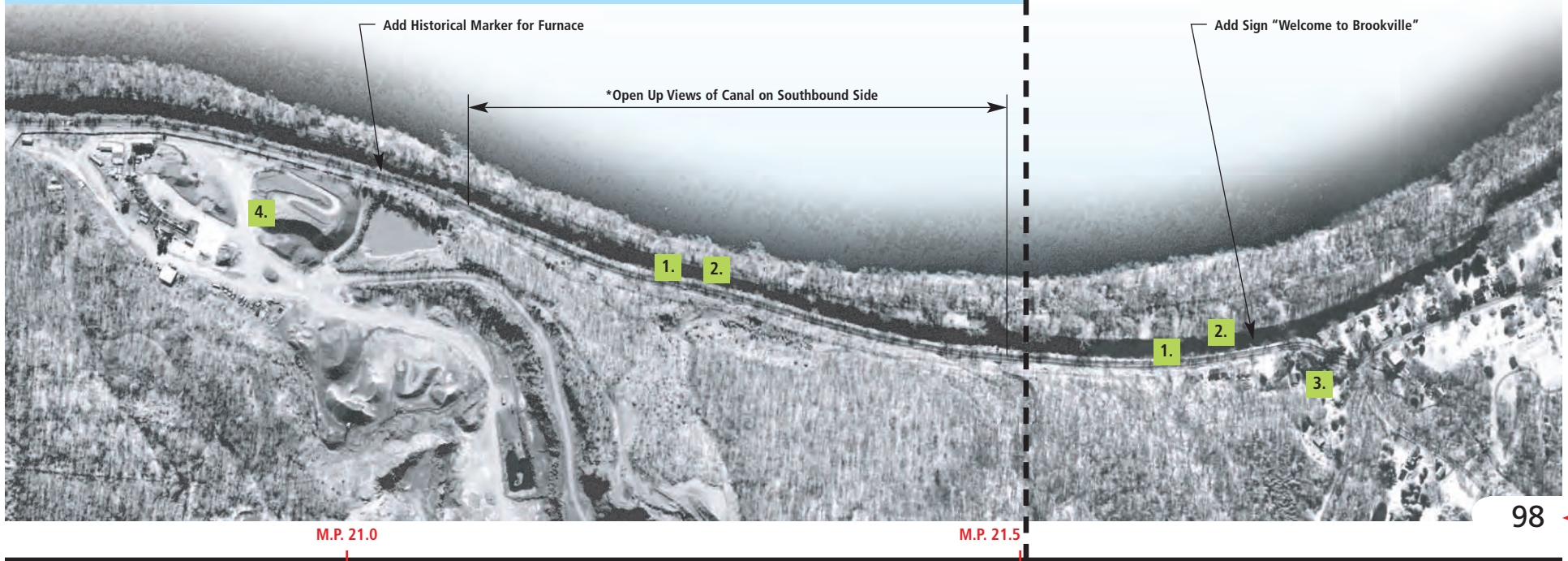


CANAL NORTH: PRIMARY ISSUES

- 1. Speeding



This section of the Byway, a two-lane highway with no shoulders, weaves between the base of foothills rising 200 feet above the Delaware River and the D&R Canal through a forested and rural landscape.



M.P. 21.0

M.P. 21.5

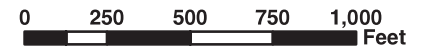
98

SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 4. Rock Quarry

SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 3. Wilson House



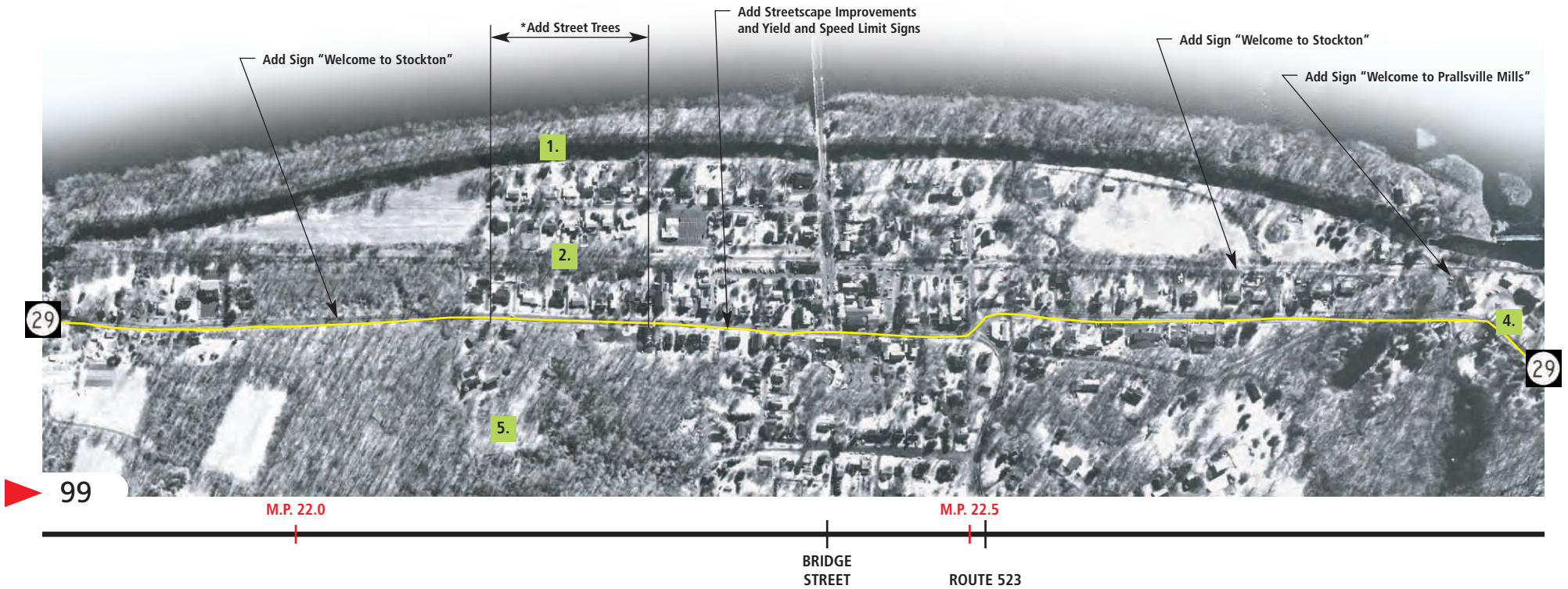
**DELAWARE RIVER SCENIC BYWAY**  
MERCER & HUNTERDON COUNTIES

STOCKTON: PRIMARY ISSUES

1. Traffic and speeding
2. Lack of pedestrian facilities



This section of the Byway is characterized by the attractive historic villages of Brookville, a late 19th century hamlet, Stockton, a traditional Delaware River village, and Prallsville, a 19th century industrial district (Smith's Mills).



SIGNIFICANT FEATURES

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
4. Prallsville Industrial Historic District, Prall House and trail
5. My Ben Property, Preservation Acquisition





This section of the Byway, a rural highway with wide shoulders on flat terrain, is bounded by forested State Park land on the west and foothills and farmlands on the east. The Delaware River and the D&R Canal, which ends at Bulls Island State Park, are only occasionally visible. This section has a high overall scenic value.

\*Routinely Remove Debris from Bicycle Route and Improve Navigational Signage



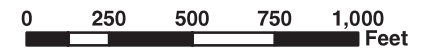
Add Sign "Welcome to Prallsville Mills"

**SIGNIFICANT FEATURES**

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
4. Prallsville Industrial Historic District
6. Wickecheoke Creek & Greenway
7. Wickecheoke Creek/ D&R Canal Weir

**SIGNIFICANT FEATURES**

1. Delaware & Raritan Canal
2. Delaware & Raritan Canal multi use path
3. Eagle Island

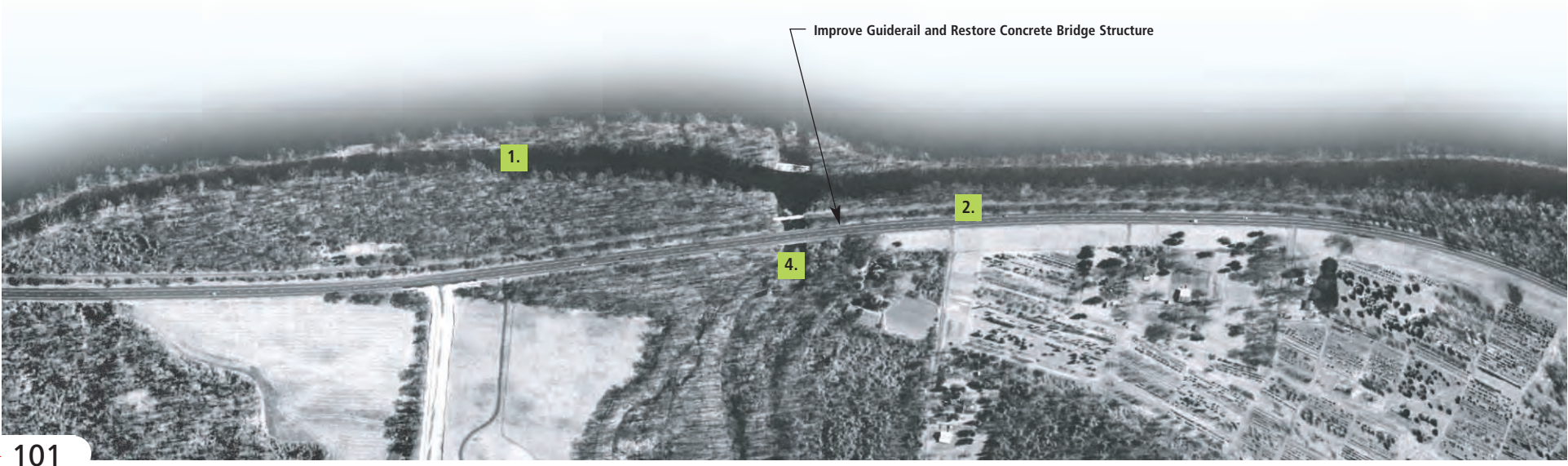


BULL'S ISLAND: PRIMARY ISSUES

- 1. Potential for encroachment of the scenic viewshed through development



\*Routinely Remove Debris from Bicycle Route and Improve Navigational Signage



▶ 101

M.P. 24.5

LOCKATONG CREEK

M.P. 25.0

SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 4. Lockatong Creek





\*Routinely Remove Debris from Bicycle Route and Improve Navigational Signage



Improve Signage and Visitor Facilities for the Bull's Island Footbridge to Pennsylvania

FEDERAL TWIST ROAD      M.P. 25.5      QUARRY ROAD      M.P. 26.0

102

SIGNIFICANT FEATURES

- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path
- 5. Bull's Island Park
- 6. Ravens Rock Historic District
- 7. Lumberville/Raven Rock Pedestrian Bridge
- 8. Schuck Property, Preservation Acquisition



DELAWARE RIVER SCENIC BYWAY  
MERCER & HUNTERDON COUNTIES

SEGMENT 14 - CLIFFS

CLIFFS: PRIMARY ISSUES

- 1. Falling rocks from cliff
- 2. Potential for encroachment of the scenic viewshed through development



CLIFFS

This Byway segment, a two-lane highway, passes through impressive scenery between the Delaware River and a series of tall, steep cliffs. The Byway offers outstanding long views of the Delaware River Valley and the wooded ridges and cliffs of Pennsylvania. This section has a high overall scenic value.

\*Maintain Bicycle Route by Routinely Removing Debris



103

M.P. 26.5

DELAWARE &  
RARITAN CANAL  
BEGINS HERE

BYRAM  
KINGWOOD  
ROAD

M.P. 27.0

SIGNIFICANT FEATURES

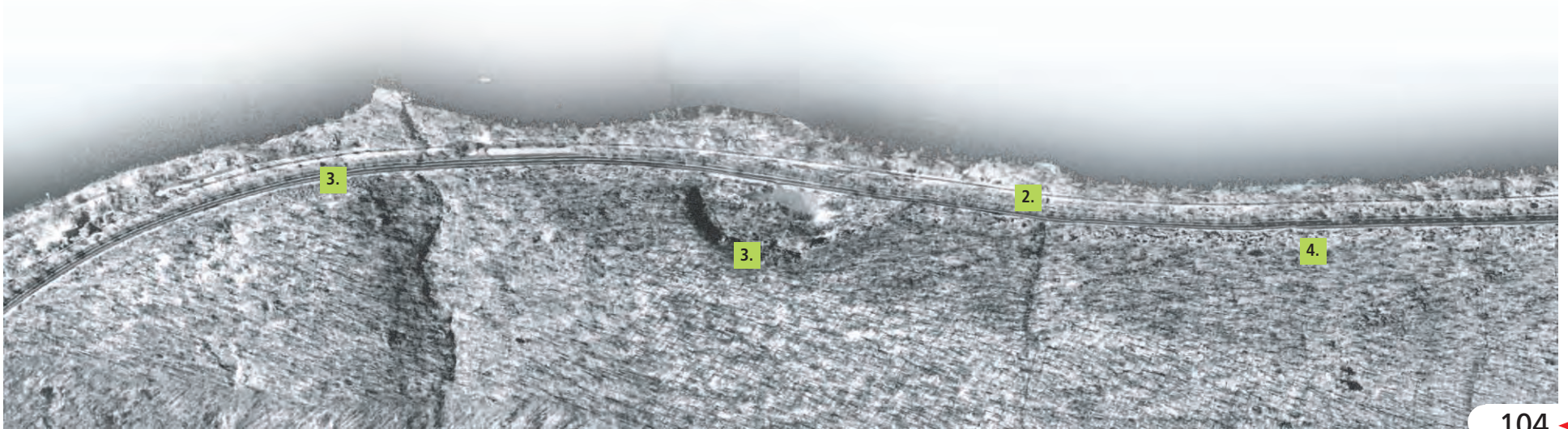
- 1. Delaware & Raritan Canal
- 2. Delaware & Raritan Canal multi use path







\*Maintain Bicycle Route by Routinely Removing Debris



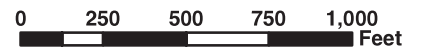
M.P. 27.5

M.P. 28.0

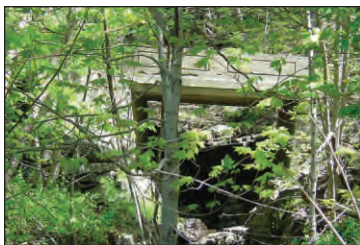
104

SIGNIFICANT FEATURES

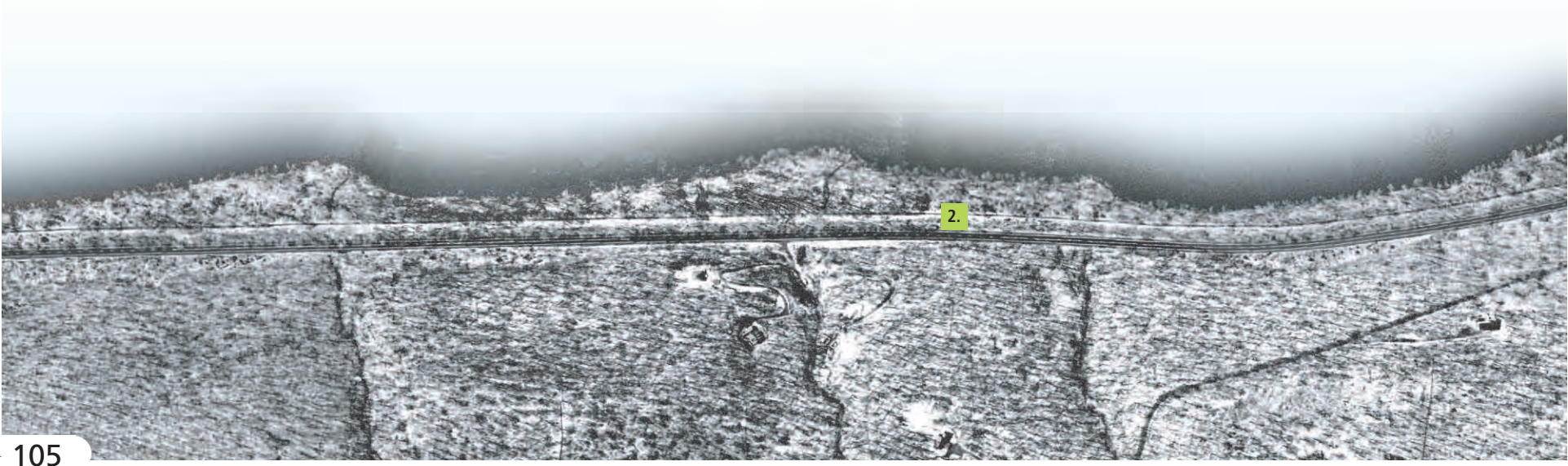
- 2. Delaware & Raritan Canal multi use path
- 3. Cliffs
- 4. Rock Outcrop



DELAWARE RIVER SCENIC BYWAY  
MERCER & HUNTERDON COUNTIES



\*Maintain Bicycle Route by Routinely Removing Debris



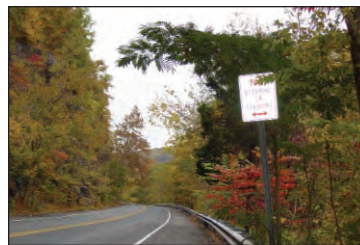
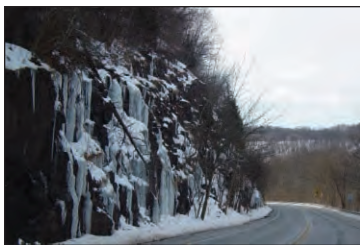
M.P. 28.5

M.P. 29.0

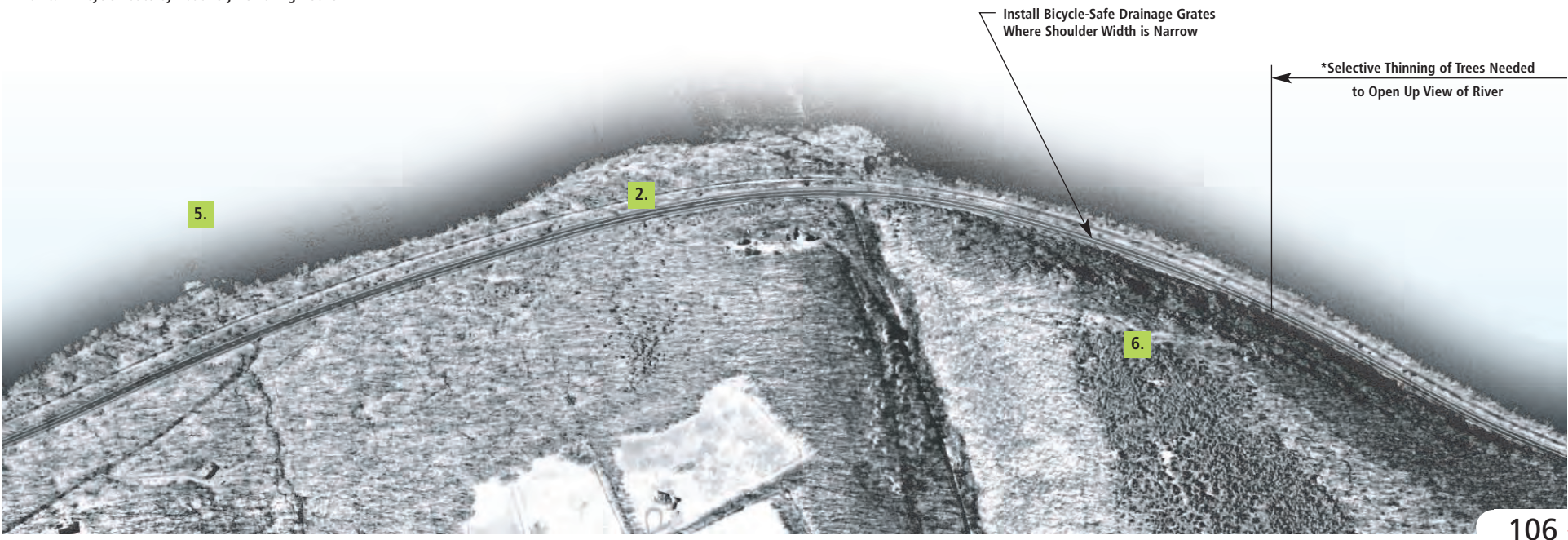
SIGNIFICANT FEATURES

- 2. Delaware & Raritan Canal multi use path





\*Maintain Bicycle Route by Routinely Removing Debris



SIGNIFICANT FEATURES

- 2. Delaware & Raritan Canal multi use path
- 5. Tumble Falls
- 6. Devil's Tea Table



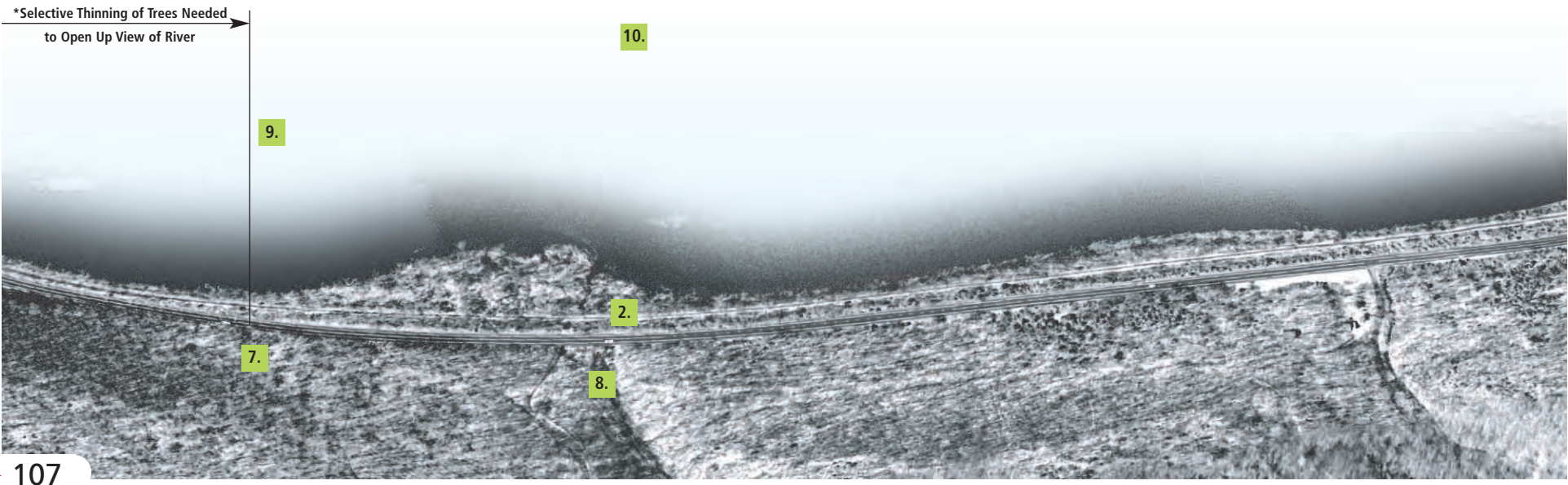
0 250 500 750 1,000 Feet

**DELAWARE RIVER SCENIC BYWAY**  
MERCER & HUNTERDON COUNTIES



\*Maintain Bicycle Route by Routinely Removing Debris

\*Selective Thinning of Trees Needed to Open Up View of River



SIGNIFICANT FEATURES

- 2. Delaware & Raritan Canal multi use path
- 7. Rock Outcrop
- 8. Warford Creek
- 9. Rush Island
- 10. Treasure Island





CLIFFS

\*Maintain Bicycle Route by Routinely Removing Debris

12.

11.

2.



M.P. 31.5

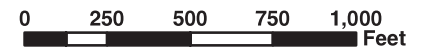
M.P. 32.0

108

FAIRVIEW ROAD

SIGNIFICANT FEATURES

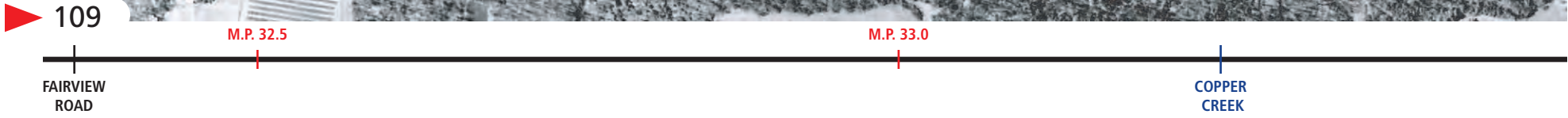
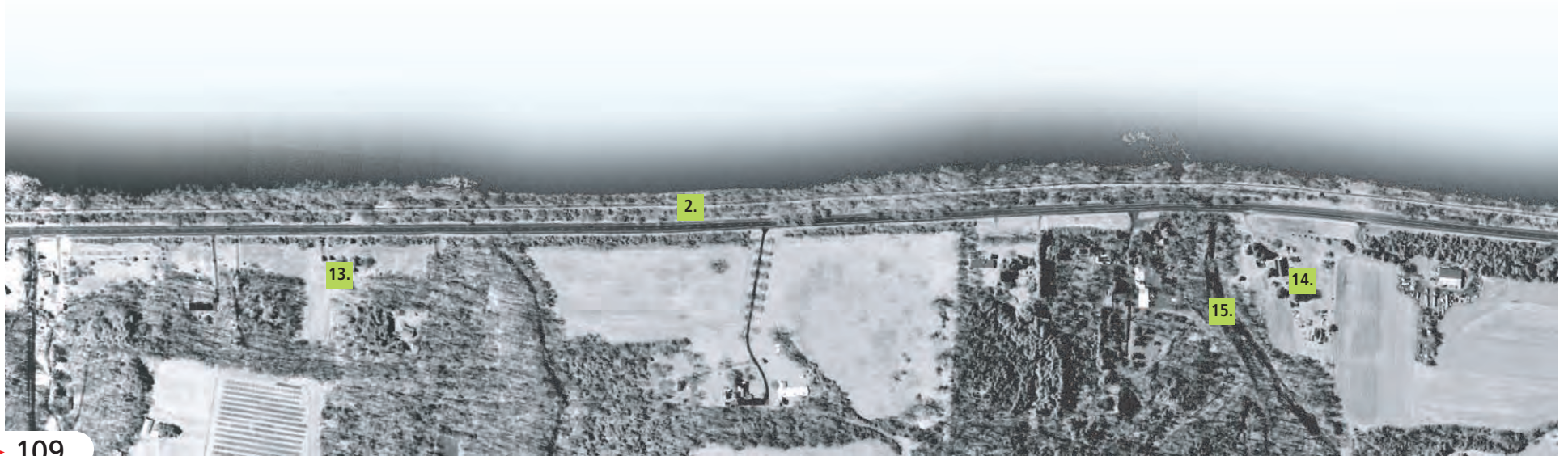
- 2. Delaware & Raritan Canal multi use path
- 11. Shyhawks Island
- 12. Pinkerton Island



DELAWARE RIVER SCENIC BYWAY  
MERCER & HUNTERDON COUNTIES



\*Maintain Bicycle Route by Routinely Removing Debris



SIGNIFICANT FEATURES

- 2. Delaware & Raritan Canal multi use path
- 13. Search House
- 14. Huffman House
- 15. Copper Creek



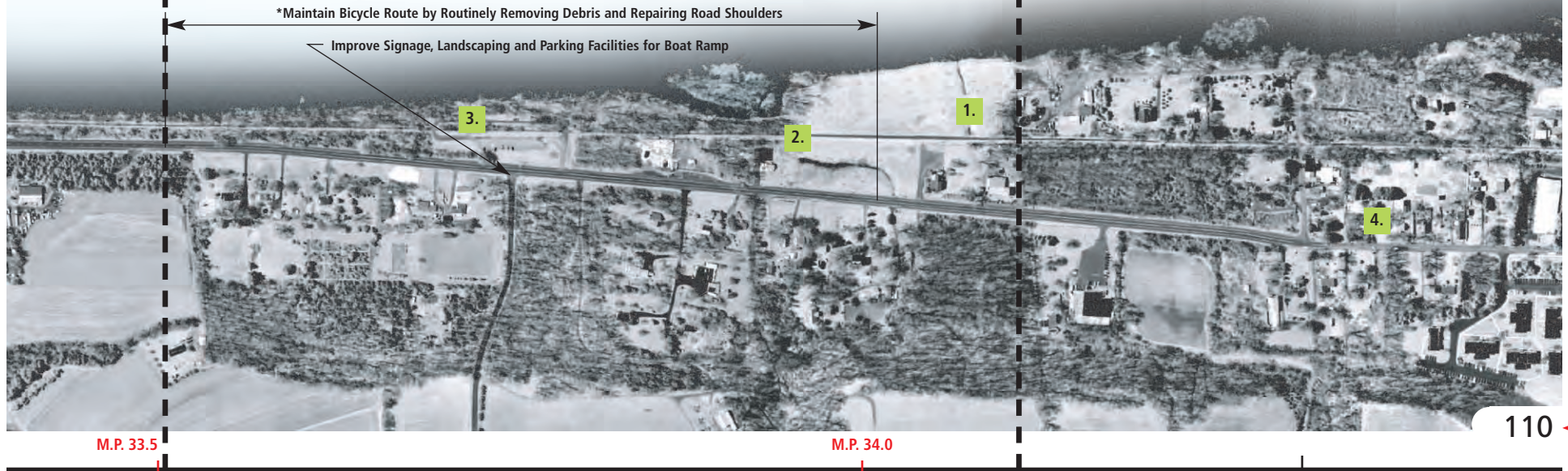


FRENCH TOWN BORDER: PRIMARY ISSUES

1. Potential for encroachment of the scenic viewshed through development

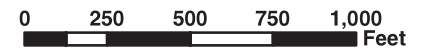
FRENCH TOWN BORDER

This Byway segment, a two-lane highway with wide shoulders, assumes an increasingly suburban character as residences and commercial establishments line the highway approaching Frenchtown. Although the Byway designation terminates at the Frenchtown boundary where state highway jurisdiction ends, Route 29 continues as Trenton Avenue into the center of Frenchtown Borough. In effect, this historic 19th century river community is a major visitor attraction relating closely to the Byway and contributing significantly to its value.



SIGNIFICANT FEATURES

1. DeRewal Prehistoric Site
2. Delaware & Raritan Canal multi use path
3. Kingwood Fishing Access
4. Frenchtown Historic District



DELAWARE RIVER SCENIC BYWAY  
MERCER & HUNTERDON COUNTIES