Lower Passaic Canoe & Kayak Trail Action Plan

32 miles of new adventure in the heart of the metropolis

Two Bridges
Lincoln Park
Suchorsky Park
Little Falls
Lioi Riverfront Park
West Paterson
Pennington Park
Paterson
West Side Park
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Nutley
Riverside County Park
North Arlington
N. Arlington Fire House
North Arlington
Riverbank Park
 Kearny
Riverbank Park
Kearny
Kearny Point
Kearny

Lower Passaic & Saddle River Alliance

US Department of the Interior National Park Service
Rivers, Trails & Conservation Assistance
Introduction

The Lower Passaic River

Powering the mills of America’s first planned industrial city, the Passaic River’s Great Falls and the city of Paterson were at the epicenter of the American Industrial Revolution.

More than a century of manufacturing and industry made its enduring mark on the region’s economy and environment. Biologically speaking, the Lower Passaic River once teetered on the brink of utter annihilation.

“The water is objectionable for the reason that it receives the drainage of manufacturing towns, among which prominently stands the city of Paterson.

That in some cases the water is decidedly bad, is proved by the dying of all the fish in that river, when the dead bodies of course make matters worse.

For a distance of a dozen miles from above Paterson down to the dam, the dead fish were everywhere – some estimating the number among the millions... they were taken out by the cart load...

An “ancient and fish-like smell” swept for a considerable distance.... the stench was something beyond the endurance of a Cape Codder”.

Excerpts from “Water of the Passaic River” Manufacturer & Builder Volume 9, Issue 10, October, 1877

American Memory Collection - Library of Congress

The story of the Lower Passaic River’s industrial past is still evident. It is written in the sediments of a seventeen-mile stretch of river bottom - a toxic legacy that has earned it a spot among the nation’s most vexing Superfund sites.

The Disappearing River

The process of intense industrialization and urbanization led to the creation of many physical barriers to the River.

The River began fading from the collective consciousness of the communities through which it flowed.

The vast expanse of concrete, asphalt, abandoned industrial sites, and the dizzying maze of roads and highways have severed the physical and psychological connections communities once had to the River.

To this day, the Lower Passaic River has all but disappeared as a natural feature amidst the urban landscape.

We have, over time, turned our backs on the River - literally and figuratively.
A River Reappearing

Abused and neglected for nearly two centuries, the Passaic River has suffered long enough. Its reemergence as a resource to be valued, restored and protected is long overdue. Fortunately, the time has come and people are taking action. After a long absence from the collective conscience of its communities, the Passaic is truly a river reappearing.

The Alliance is working to **preserve, protect & restore** the Lower Passaic River by improving public access, monitoring tributary streams for sources of pollution and working with partner organizations to **reconnect communities to the River**.

The Lower Passaic River Canoe & Kayak Trail is a **Path to Discovery**

In addition to the goal of providing a unique outdoor recreational experience in the heart of the urban metropolis, the Alliance believes that getting out ON the river will encourage and empower people to:

- ✓ **rediscover**
  - the *Passaic River* looking past old liabilities & seeing the new possibilities the river has to offer

- ✓ **reclaim**
  - the *Passaic River* and become part of its recovery as a healthy & vibrant community resource

- ✓ **reconnect**
  - with the *Passaic River* as a valuable asset for their communities to be enjoyed and protected
A recent survey by the National Association of Homebuilders found that TRAILS were the number one amenity desired by prospective homebuyers.

We believe the most important recreational opportunities are those closest to home.

The twenty or so proposed access points along Lower Passaic Water Trail are located within a 20 minute drive of nearly 8 Million Americans.

Physical activity and access to quality outdoor recreation opportunities have never been more important to Americans as we fight an epidemic of obesity and related disease. The Surgeon General lists among the impacts of the obesity epidemic as 300,000 deaths a year and a cost to the US economy of $117 Billion in 2000 and the numbers are rising.

The most effective tool to combat this problem is an increase in physical activity. Creating opportunities close to home makes it easier and more convenient for people to get outdoors and be active.

Our goal is to improve the health of the river while improving the health of communities through which it flows.
The term implies a route from one place to another. Water trails come in a dizzying variety, from the 740-mile Northern Forest Canoe Trail snaking through four states and two countries, to island-hopping sea kayak routes, to trails completely contained within city parks. But they all share a common purpose: to expose people to the joy of paddling.

The American Canoe Association (ACA), the nation’s largest nonprofit promoting paddlesports and river conservation, recently created this provisional list of water trail criteria:

• The trail should be a contiguous or semi-contiguous waterway or series of waterways that is open to recreational use;
• It should have public access points for paddlers;
• Organizers should publish a map of the route or it should be detailed on a web site. Some trails have both resources;
• The published materials should communicate low-impact ethics to trail users; and
• The trail should be supported and/or managed by one or more organizations.

Ultimately, a water trail is like any other paddling adventure. It’s what you make of it.

Excerpt from ACA’s Paddler Magazine Water Trails Supplement November/December 2005
Sites were evaluated for public access and paddlecraft launch suitability, taking into consideration issues such as:

- Ownership
- Existing site amenities
- Resource significance
- Access from roadways
- Distance to next launch
- Nearby businesses and amenities
- Ecological sensitivity
- Tidal impact to launch

Over time, more than 100 site surveys (Figure i) were conducted to gather information about potential launch sites and evaluate their suitability at different phases of tide and in different seasons.

Many of the sites recommended for inclusion in the trail require nothing more than an agreement with the land owner or managing agency, the installation of a sign, and its inclusion in the map and guide.

Others require further development to enable safe, convenient access to the river, particularly in the tidal portion of the river. Each site evaluation in this Action Plan includes brief descriptions of existing conditions, proposed conditions, recommendations, and required actions.

**Figure i**

Representatives of the Clifton Fire Department, Passaic Valley Sewerage Commissioners, and NJ Department of Environmental Protection survey the shoreline in Dundee Preserve for boat access.

**Figure ii**

A scene from the 2nd annual Passaic River Paddle Relay
The trail

The trail is located on the Lower Passaic River defined by NJDEP as Watershed Management Area 4. This section of river is between Two Bridges in Lincoln Park/Wayne and Newark Bay.

The trail will be approximately 32 miles including approximately 20 public launch sites in the urban core of New Jersey.

That is impressive in its own right.

However, the trail planners are well aware of the potential to link the trail to the 22 miles of water trail being developed just around Kearny Point on the Hackensack River.

There is also the strong possibility to extend the Lower Passaic Trail to the upper Passaic and create and additional 43 miles of water trail.

When you combine the Lower Passaic, the Hackensack and the upper Passaic - a network of nearly 100 miles of water trail can be created in the heart of the most densely populated state in America.

*We think that’s pretty exciting.*

Each site will have a launch of the 3 types shown in Figure iv.

Launch type was selected based on the constraints and suitability of each site.

The 3 Launch Types

![Ramp](image)

![Floating Dock](image)

![Naturalized Shoreline Launch](image)

Figure iv

A detailed discussion of launch types and design considerations can be found in this plan on pages 75-81.

The action plan

This plan of action is the result of extensive field work conducted by staff from the National Park Service Rivers & Trails Program, NJ Dept. of Environmental Protection, Passaic Valley Sewerage Commissioners, and volunteers from the Lower Passaic & Saddle River Alliance.

*The following section of the plan contains specific launch site evaluations and recommendations for the trail. The potential launch sites included in this document represent those sites that possess the greatest potential of becoming part of the Lower Passaic Canoe & Kayak Trail.*

*These are firm recommendations based on site surveys and public comment, but are subject to change upon input from municipalities and land/resource managing agencies.*

*Symbols are used in the Recommendations section of site evaluations. They represent the following:*
**Lincoln Park**

**Two Bridges**

**Location**

Principle Street: Two Bridges Rd
Intersecting St: Lincoln Blvd

Site is an uneven gravel parking lot (Figure 1.1) surrounded by open area of grass, shrubs, and trees with a mowed path behind the parking area leading to launch area (Figure 1.2) at the water’s edge.

**Existing Conditions**

- Site is at confluence of Pompton & Passaic Rivers
- Gravel parking area 20+ spaces very visible from road
- Mowed grass path from lot to launch area ~100 yds.
- ~4:1 bank, small boulders at toe of slope
- Good canopy cover on bank

**Recommendations**

- Naturalized Shore Launch (Figure 1.3)
- Streambank restoration (replace invasives w/ native vegetation)
- Regrade parking area
- Seasonal portable toilet and wastebasket
- Incorporate fishing platform into design
- Signage

**Ownership:** Municipal

**County:** Morris

**Distance to Previous:** 0.00 mi.
**Distance to Next:** 2.98 mi.
This site will not require much investment to include as a public launch for the paddle trail. The proposed launch area (Figure 1.2) could conceivably be used as is with the addition of signage. With minimal grading and the addition of geo-textile and sand or gravel, a long lasting and accessible launch as well as a stable platform for fishing can be created. Building the launch could be a great volunteer project.

**required action**

- Schedule meeting w/ managing agency to discuss access
- Design launch
- Determine permitting requirements and secure if necessary
- Secure funding
- Build launch/plant native vegetation (good volunteer project)
- Determine sign placements & install

**Figure 1.1** Parking area

**Figure 1.2** Proposed launch from across river

**Figure 1.3** Typical proposed naturalized shoreline launch configuration
Suchorsky Park
Little Falls

**location**

- Principle Street: Island Ave
- Intersecting St: Parkway

40° 53' 16.96" N
074° 14' 22.66" W

Site is a small municipal park with an asphalt path and ramp to river. There is a high eroding bank (~2.5:1) and a pump station building to the west of the ramp.

**existing conditions**

- Existing park with great river access
- On street parking only
- Existing asphalt ramp launch (Figures 2.1, 2.2, 2.3)
- Severe erosion along slope west of launch (Figure 2.4)

**recommendations**

- Improve existing asphalt launch
- Regrade eroding slope and stabilize (Figure 2.5)
- Incorporate fishing platform into new slope
- Seasonal portable toilet and wastebasket
- Signage

**Figure 2.0**

[Map showing the location of Suchorsky Park and its surroundings]
Schedule meeting w/Little Falls Parks Department
Design launch improvements
Determine permitting requirements and secure if necessary
Design bank restoration project
Secure funding
Work with town to bring volunteers into project
Determine sign placements & install

- Slope to be re-graded to minimize erosion potential and provide safer access to river.
- Live stakes are cuttings from plants that easily root from nodes along the stems and are harvested when the plant is dormant.
- If live stake method is used (Figure 2.5) work must take place in early spring (March).
- Good potential to partner with town and make this a volunteer project
- Streambank restoration will have a positive effect on water quality

**required action**

- Family fishing off asphalt ramp
- Father & Son fishing off ramp
- View upstream from ramp
- Eroding gravel bank upstream of ramp
**Little Falls Portages**

**Little Falls**  County: Passaic

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**Figure 3.0**  Aerial photo covering portages at Little Falls

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### Portage Options

#### Carry

**0.8 miles**

- Take out behind tennis courts at Grey Rock Ave (Figure 3.1a)
- Walk along route indicated by yellow line (.8 mi) in Figure 3.0
- Put In at Lijoi Riverfront Park in West Paterson
- Portage cart/wheels necessary or at least highly recommended

#### Carry Location

- **Portage Take-Out**
  - Principle Street: **Island Ave**
  - Intersecting St: **Grey Rock Ave**
- **Portage Put-In**
  - Principle Street: **Main St**

This portage is less than ideal, but is the only option for paddlers to avoid a car portage. The take-out is near the tennis courts at the end of Grey Rock Ave, and the put-in is near the Passaic Valley Water Commission pipe crossing at the end of the Morris Canal Path. This will require construction of a staircase w/boat slide traversing the rock ledge.

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### Recommendations

- Naturalized shore line take-out near Mills Condo property (3.1a)
- Build stairway w/ boat slide at put-in (Figure 3.1b & 3.2b)
- Signage
Portaging around the Little Falls (Figure 3.1) will be very challenging. Current land use (e.g. private property, drinking water treatment plant) and steep rock ledges (Figure 3.4) near the river below the falls present significant obstacles to a safe and convenient portage.

Private property issues will have to be worked out at the proposed take-out at the end of Grey Rock Ave (Figure 3.0, pg. 17 Figures 3.1a). A public right-of-way needs to be confirmed or established for paddlers to get from the edge of the river to the road.

Safe access back into the river will have to be constructed possibly in the form of a stairway and boat slide (pg. 19 Figures 3.1b. 3.2b & 3.3b), to enable paddlers to safely traverse the steep, rocky terrain leading down to the river from the Morris Canal Path (pg. 19 Figure 3.2b). If this can’t be worked out then the only other option is for paddlers to take out at Suchorsky Park in Little Falls and do a 2.3 mile car top portage to Lijoi Riverbank Park in West Paterson.
Site is located behind the Mills Condominium complex at the end of Grey Rock and Island Ave in a residential area. It is most likely on private property. There are two options - Site 1 (Figure 3.0a) is behind the tennis courts and allows segregation of the site out to the street (Figure 3.1a). Site 2 is closer to the pedestrian bridge on the Mills property and would allow a portage out to Main St. via a pedestrian path.

**existing conditions**

- Heavily canopied shoreline w/ rock and gravel, mud
- Fence runs nearly perpendicular to river at back of houses
- Gate in fence at end of Island Ave (Figure 3.2a)
- Pedestrian bridge over inlet on Mills property (Figures 3.0a, 3.1a)

Site #2 preferable as it shortens portage (Figure 3.0a, 3.2a)
- Site #1 will work with fence if security is concern (Figure 3.1a)
- Need well placed portage signs with either option
- Install boat restraint (Figure 3.1a) w/ more visible dam warnings
- Signage
Meet w/managing agency to discuss access & easement
Design launch improvements
Determine permitting requirements and secure if necessary
Design boat restraint and dam safety features
Secure funding
Determine sign placements & install

Portage Option 1 - Place a shoreline take-out behind the tennis courts and install fencing with gate & bollards at the end of Island Ave. Paddlers would then walk south on Grey Rock Ave, then east on Main St. to the Morris Canal Path Put-in (pg. 19 Figure 3.2b). This alternative directs paddlers directly off private property and segregates them with a fence.

Portage Option 2 - Place a shoreline take-out at the entrance to the small inlet. Paddlers would then walk over the pedestrian bridge and along the pathway to the stairs leading out of the condominium complex and the head east on Main St. to the Morris Canal Path Put-in (pg.19 Figure 3.2b). This may be the preferred alternative because it shortens the portage although not significantly.

required action

- Meet w/managing agency to discuss access & easement
- Design launch improvements
- Determine permitting requirements and secure if necessary
- Design boat restraint and dam safety features
- Secure funding
- Determine sign placements & install

Figure 3.1a Schematic of potential take-out & portage options

Figure 3.2a Gate at end of Island and Grey Rock Ave
**Little Falls**

**location**

Principle Street: Main St  
Intersecting St: Center Ave  

Site is at the western terminus of the Morris Canal Path north of Main St. between the Brownstone Apartments and the river. There is a steep drop-off from the pathway down to the forested floodplain of the river.

**existing conditions**

- Existing linear park w/asphalt path (Figures 3.0b)
- Steep rocky terrain down to river
- Interpretive sign

**recommendations**

- Build steel staircase w/ boat slide from ridge down to floodplain
- Define a shore launch outlined w/large rocks on site
- Provide access to Canal Path near apartment complex
- Install trail signs

**Figure 3.0b**

**Mile 3.62**  
Distance to Previous 0.46mi.*  
County: Passaic  
Ownership: Municipal  
Requires portage
required action

- Schedule meeting w/Little Falls Parks Department
- Design staircase & boat slide
- Design launch improvements
- Determine permitting requirements and secure if necessary
- Secure funding
- Determine sign placements & install -include portage route
Lijoi Riverfront Park
West Paterson

Location

Principle Street: Bergen Blvd
Intersecting St: Passaic Ave

Site is a small municipal pocket park with access to river. There is a concrete sidewalk that stops short of the river where a gravel footpath begins and continues to river’s edge.

Existing Conditions

- Existing pocket park with River Access (Figures 4.0, 4.2)
- Gravel & mud shoreline (Figures 4.3, 4.4)
- On street parking only
- Small eroded footpath to edge of river (Figure 4.3)
- New benches and concrete path (Figures 4.1, 4.2)

Recommendations

- Stabilized Footpath to Naturalized Shore Launch
- Streambank restoration (replace invasives w/ native vegetation)
- Stabilize slope
- Signage

Mile 5.00  Distance to Previous 1.38 mi.  Distance to Next 1.93 mi.
County: Passaic  Ownership: Municipal

Ownership: Municipal

20
Schedule meeting w/West Paterson Parks Department
- Design launch improvements
- Design bank restoration project
- Determine permitting requirements and secure if necessary
- Secure funding
- Determine sign placements & install

- Slope to be re-graded to minimize erosion potential and provide safer access to river.
- Live stakes are cuttings from plants that easily root from nodes along the stems and are harvested when the plant is dormant.
- If live stake method is used (Figure 4.5) work must take place in early spring (March).
- Good potential to partner with town and make this a volunteer project
- Streambank restoration will have a positive effect on water quality
Pennington Park
Paterson

location

Principle Street: McBride Ave
Intersecting St.: Murray Ave

Municipal park w/active recreation. Good access to river with very good shelter. Part of bank is decorative concrete bulkhead with stairs into water near pavilion. Site is located directly across the river from Paterson’s West Side Park.

existing conditions

• Existing park with shelter pavilion (Figures 5.0 & 5.2)
• Concrete bulkhead w/stairs into natural shoreline (Figure 5.3)
• Plenty of parking

recommendations

• Create naturalized shoreline launch at east end of bulkhead (Figures 5.0 & 5.1)
• Canoes can use steps west of pavilion (Figures 5.0 & 5.3)
• Install signage
• Provide seasonal portable toilets
required action

- Schedule meeting w/ Passaic County Parks to discuss access
- Design shore launch
- Determine permitting requirements and secure if necessary
- Secure funding
- Build launch and restore native vegetation
- Determine sign placements & install

Figure 5.1 End of bulkhead - potential shoreline launch area

Figure 5.2 Park Pavilion

Figure 5.3 Steps to river in bulkhead

Figure 5.4 Park Entrance from McBride Ave.

Figure 5.1 Typical proposed naturalized shoreline launch
West Side Park
Paterson

Mile 7.17  Distance to Previous 0.24 mi.  County: Passaic
Ownership: Municipal

Distance to Next 0.47 mi.

**Location**

Principle Street: Totowa Ave
Intersecting St.: Don Bosco Ave

Municipal park w/active recreation and an open pavilion shelter close to the river. Part of bank is decorative concrete bulkhead with stair near the pavilion.

**Existing Conditions**

- Existing park with shelter pavilion (Figure 6.4)
- Concrete bulkhead w/stairs into natural shoreline (Figures 6.2)
- Plenty of parking

**Recommendations**

- Create naturalized shoreline launch at west end of bulkhead (Figures 6.0 & 6.3)
- Canoes use steps southeast of pavilion (Figures 6.0, 6.1 & 6.2)
- Install signage
- Provide seasonal portable toilets

Figures 6.0
required action

- Schedule meeting w/ Passaic County Parks to discuss access
- Secure funding
- Design launch
- Determine permitting requirements and secure if necessary
- Build launch and restore native vegetation
- Determine sign placements & install

Figure 6.1 View from river to steps in bulkhead
Figure 6.2 View from land to steps in bulkhead
Figure 6.3 End of bulkhead - naturalized shoreline launch
Figure 6.4 Park pavilion
Great Falls Portages

Paterson

Mile 8.07  Distance to Previous 0.98 mi.*  Distance to Next 0.55 mi.
County: Passaic  Ownership: Municipal
*Requires portage

Figure 7.0  Aerial covering carry and car top portages at Great Falls

portage options

car top
• Take out at Pennington or West Side Park
• Drive along respective routes indicated by magenta lines in Figure 7
• Park at Hinchcliffe Stadium and put-in down red path in Figure 7

carry 0.28 miles
• Take out at McBride Ave. platform
• Walk along route indicated by orange line (0.28 mi) in Figure 7
• Put in at end of path near Hinchcliffe Stadium
• Portage cart/wheels necessary or at least highly recommended

carry location

Carry Portage Take-Out - Libby’s Lunch Restaurant
Principle Street: McBride Ave

Carry & Car Top Portage Put-In - Hinchcliffe Stadium
Principle Street: Maple St.
Intersecting St.: Totowa Ave

West Side and Pennington Parks present the least obstacles to establish take-outs, but are too far from the put-in for most people to carry their boats. The McBride platform presents the challenge of working with the city to establish a take-out, but is much closer to the put-in for a non-motorized portage.

recommendations
• Work with the city to establish a take-out
• Signage
Similar to the Little Falls portage, this one requires the paddler to walk along a sidewalk, but it is much shorter. The platform on McBride Ave. provides a great opportunity to provide new river access (pg. 27 Figures 8.1 & 8.2). There is a safety concern at the area where paddlers will have to cross Wayne Ave., a very busy intersection. Crossing for the typical pedestrian is challenging enough - now add a boat to the equation. Warning signs should be placed at the intersection for both drivers and paddlers and the trail’s map & guide should caution paddlers to pay serious attention. The put-in below Hinchcliffe Stadium needs to be incorporated into the plans for the new Great Falls Park.
McBride Ave Platform

**Paterson**

**Location**

Principle Street: McBride Ave

| 40° 54' 49.10" N | 074° 10' 56.38" W |

Site is a wedge of land just south of Libby’s Restaurant’s parking lot (Figure 8.0). There is a public platform (Figure 8.1) on the west side of the sidewalk along McBride Ave. that has stairs (Figure 8.2) down into proposed take-out area (Figure 8.3).

**Existing Conditions**

- Existing platform w/ stairs down to river
- Dam warning signs obstructed by vegetation

**Recommendations**

- Create a naturalized shore take-out with a small footprint (Figure 8.5)
- Install appropriate dam safety measures (pg. 74)
- Signs - including portage route

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Mile 7.64  Distance to **Previous** 0.47 mi.  Distance to **Next** 0.39 mi.*

County: Passaic  Ownership: Private

*Requires portage
This site represents the closest opportunity to the falls for a portage while maintaining a safe distance from the dam. There is a platform with stairs down to the river (Figures 8.1, 8.2) just south of Libby’s parking lot that provide excellent access to the river. Paddlers could take-out at a naturalized shoreline and head north on McBride Ave., cross over the Wayne Ave. Bridge, then over the footbridges where they can follow the portage path down the slope near Hinchcliffe Stadium (Figures 8.5, 7.2, 7.3)

**required action**

- Determine Ownership
- Meet with managing agency to secure access
- Design take-out
- Determine permitting requirements and secure if necessary
- Build take-out and restore native vegetation
- Determine sign placements & install - include portage route
- Install more visible dam warning signs & buoys
Hinchcliffie Stadium

**Paterson**

**Location**

- Principle Street: **Maple St**
- Intersecting St.: **Totowa Ave & Walnut St**

There is a small parking area at the end of Maple St. at the stadium. There is a path from the parking area that leads down the slope to the river which has some steps built into it. This is the closest opportunity below the falls to establish a put-in.

**Existing Conditions**

- Existing steep asphalt footpath in disrepair (*Figure 9.1*)
- Wood staircase in need of maintenance or replacement (*Figure 7.2*)
- Small parking area at southwest corner of stadium (Maple St)
- Small eroded footpath to edge of river (*Figure 9.5*)
- Swift current

**Recommendations**

- Repair footpath
- Repair wood staircase
- Naturalized shore launch with large rock to hold up to current
- Seasonal portable toilet and wastebaskets
- Incorporate in plans for new park design

**County:** Passaic  
**Ownership:** Municipal  
*Requires portage*
required action

- Determine ownership
- Schedule meeting w/ managing agency to discuss access
- Check into plans for new state park and incorporate if feasible
- Design launch
- Secure funding
- Determine permitting requirements and secure if necessary
- Build launch and restore native vegetation
- Determine sign placements & install

Figures 9.1 - 9.6  Different segments of the path below Hinchcliffe Stadium

Figure 9.7  Typical proposed naturalized shoreline launch
River Street
Paterson

Location

- Principle Street: River St
- Intersecting St.: Main St

This is a peculiar site at an unnamed cul-de-sac just north of River St. It is very close to the river with adequate parking, but no amenities. There is a lot of construction going on the west side of Main St.

Existing Conditions

- Undeveloped cul-de-sac adjacent to river
- Makeshift tree limb fence and evidence of homeless
- On street parking only
- Rocky shoreline
- River current is swift

Recommendations

- Develop a naturalized shoreline launch
- Install rock vein upstream of launch to create an eddy in current
- Designate parking w/signs
- Rocky shoreline with good canopy
- River current is swift
required action

- Determine ownership
- Design launch w/ rock vein
- Determine permitting requirements and secure if necessary
- Determine sign placements & install
Hawthorne Ballfields
Hawthorne

Location
Principle Street: Wagaw Rd 40° 56’ 23.05” N
Intersecting St.: Lincoln & Schoon 074° 09’ 07.90” W

Site is municipal ballfields

Existing Conditions
- Existing park w/ river access
- Muddy shoreline
- 3 parking areas
- Small eroded footpath to edge of river
- Recycling facility behind ballfields

Figure 11.0

Recommendations
- Incorporate into trail
- Provide seasonal portable toilets & wastebasket

Figure 11.0

Mile 10.59 Distance to Previous 1.97 mi. County: Passaic
Distance to Next 1.37 mi. Ownership: Municipal
required action

- Coordinate with Hawthorne to develop river access
- Design launch and access
- Determine permitting requirements and secure if necessary
- Secure funding
- Determine sign placements & install
- Build launch and restore native vegetation
Memorial Park

FAIR LAWN

Location

Principle Street: Berdan
Intersecting St.: First St

Site is a large municipal park adjacent to an elementary school. Town and local group are building a riverside walkway with interpretive signs.

Existing Conditions

- Gravel ramp near walkway project
- Ample parking and a new open pavilion
- BBQ area with picnic tables
- Ramp adjacent to a DPW building

Recommendations

- Incorporate riverside walk as trail feature
- Provide seasonal portable toilets & wastebasket
- Provide a fishing platform

Figure 12.0
Figure 12.1  Ramp looking down towards river

Figure 12.2  Ramp

Figure 12.3  Ramp looking up from river’s edge

Figure 12.4  BBQ area with new pavilion

**required action**

- Work with town and teachers to incorporate educational signs
- Secure funding
- Determine sign placements & install
Elmwood Park Ramp

Elmwood Park

Mile 13.79 Distance to Previous 1.13 mi.
County: Bergen
Ownership: Municipal

*Emergency Take-Out ONLY

location

Principle Street: River Drive
Intersection St.: Gilbert & Washington

Site is an existing gravel parking area and ramp across River Dr. from Elmwood Park High School. Ramp is currently chained by the fire department.

existing conditions

- Existing gravel parking area and ramp
- Ramp kept chained and locked
- Site adjacent to high school & middle school
- Site adjacent to riverfront park area

recommendations

- Incorporate site into trail
- Designate canoe & kayak access
- Provide seasonal portable toilet & wastebasket
- Provide fishing platform

Figure 13.0
Elmwood Park Ramp

40° 54’ 34.00” N
074° 07’ 55.15” W

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**Figure 13.1**  Gravel parking area contiguous with ramp

**Figure 13.2**  Ramp with locked chain across it

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**required action**

- Work with Elmwood Park to include site in trail
- Secure funding
- Determine sign placements & install
Langan Site

Elmwood Park

Location

Principle Street: River Drive
Intersecting St.: Birchwood

Site is under construction/drainage in place
Most of site is disturbed by grading operations
There are rowing sculls on site

Existing Conditions

Recommendations

- Provide access for canoes & kayaks
- Install floating kayak module on new dock structure (pg. 78)
- Provide parking area
- Provide seasonal portable toilet & shelter
- Provide fishing area
required action

- Work with developer, rowing club, and PVSC to include in trail
- Secure funding
- Determine sign placements & install
Potential Portage Options

There are two potential route options for paddlers to make the portage around Dundee Dam indicated by blue lines and numbered take-out points (Figure 15.0).

**Option 1** (Preferred) is to take-out on the north side of the river in Garfield, approximately 121 meters upstream of the dam, where the town has plans to create a bicycle & pedestrian path between River Dr. and the river (Figure 16.6). The paddler can then use the newly created ramp to get below the dam and use the new launch there (Figure 16.1 - 16.3).

**Option 2** is to paddle into the Dundee Canal on the south side of the river and take-out on a proposed small floating dock module (Figure 15.0), cross over the access road into the Dundee Preserve and put-in at a proposed shoreline launch (Figure 15.0 & Figure 15.3). This is the less desirable option due to cost, access, & safety concerns.
The portage on the southwest bank of the river (river right, Clifton) around Dundee dam requires careful planning and the cooperation of many agencies including North Jersey Water District, United Water and the City of Clifton. Dundee Canal could provide a way to get out of the river and is located directly above the preserve, allowing a fairly straightforward portage to a put-in site at the preserve’s river edge (Figure 15.6). There are concerns about cost, access and safety with this approach.

Designing a safe paddling access into the canal will be paramount and may be accomplished by placing buoys and/or a boat restraining barrier out on a diagonal from the canal across and away from the dam (indicated by red dots in Figure 15.6).

Another consideration is the design of a transition from the water surface to the road surface on the north side of the canal and then from the road into the preserve. This may be accomplished through the installation of a small floating dock module designed for canoes & kayaks (Figure 15.3).

The portage on the northeast bank of the river (river left, Garfield) is located approximately 121 meters above the dam below an unused parking area. This is the preferred alternative when the city of Garfield builds the planned riverfront walk (Figure 16.6). Currently there are private property issues as well as pedestrian safety issues along River Rd. that makes this portage difficult.
Garfield Ramp

Location

Principle Street: River Dr.
Intersecting St.: Division Ave.

40° 53' 01.14" N
074° 07' 33.30" W

Site is a steep concrete ramp built as part of the dam renovation project. The ramp provides excellent access to the river just below the dam. Currently there is a lack of parking and a safe & convenient portage route from above the dam. Garfield has plans for a riverfront park in the area and it would be ideal to work a portage into these plans.

Existing Conditions

- Existing concrete ramp
- No off street parking
- Keep Out signs posted at base of ramp
- Erosion along toe of slope at base of ramp
- New benches & flagpole

Recommendations

- Incorporate into trail
- Incorporate portage into riverfront walk
- Provide off-street parking area, fishing platform
- Re-stabilize slope from road to ramp w/ native veg.
- Provide seasonal portable toilet and wastebasket
- Install appropriate dam safety measures (pg. 74)

Garfield Ramp

County: Bergen
Ownership: Municipal
Mile 15.75 Distance to Previous 0.86 mi.
Distance to Next 1.53 mi.*

*Requires Portage

Principle Street: River Dr.
Intersecting St.: Division Ave.

Site is a steep concrete ramp built as part of the dam renovation project. The ramp provides excellent access to the river just below the dam. Currently there is a lack of parking and a safe & convenient portage route from above the dam. Garfield has plans for a riverfront park in the area and it would be ideal to work a portage into these plans.

Existing Conditions

- Existing concrete ramp
- No off street parking
- Keep Out signs posted at base of ramp
- Erosion along toe of slope at base of ramp
- New benches & flagpole

Recommendations

- Incorporate into trail
- Incorporate portage into riverfront walk
- Provide off-street parking area, fishing platform
- Re-stabilize slope from road to ramp w/ native veg.
- Provide seasonal portable toilet and wastebasket
- Install appropriate dam safety measures (pg. 74)
Figure 16.1
New concrete ramp from top looking down

Figure 16.2
New concrete ramp from bottom looking up

Figure 16.3
Launch at bottom of new ramp w/ fly fisherman in water

Figure 16.4
Existing conditions at edge of ramp

Figure 16.5
Dundee dam

Figure 16.6
Proposed Riverfront Bicycle & Pedestrian Path - Garfield, NJ

---

**required action**

- Work with town of Garfield and coordinate w/ plans for riverfront park
- Work with municipality & water company, secure safe river ingress & egress
- Secure funding
- Determine sign placements & install

---

Plan as displayed on the Passaic Valley Sewerage Commissioners website
http://pvsc.com/nj/dundee/index.htm
Dundee Preserve

**Location**

Principle Street: Ackerman Ave  
Intersecting St.: Route 21

Leased by NJDOT to the City of Clifton, site is adjacent to Rt 21 northbound and is a small forested parcel just below Dundee Dam. The parcel is bound on three sides by the river to the north and the Dundee Canal to the southwest.

**Existing Conditions**

- Forested slope with some fill
- Crushed stone path from parking area to river
- River is wide and shallow with rocky bottom and swift current
- Monument with sign

**Recommendations**

- Establish a take-out along the north side of Dundee Canal
- Stabilized footpath from take-out to naturalized shoreline put-in
- Create a narrow low-flow channel for canoes & kayaks through rocks
- Provide wastebasket and seasonal portable toilet
- Signage

**Figure 17.0**

Map showing Dundee Preserve, Garfield Ramp, Proposed Take-Outs, and Proposed Put-Ins. Map includes various park and canal locations such as Riverbank Park, N. Arlington Fire House, and N. Arlington Pier. Map also shows the location of the proposed sites including Dundee Dam, Dundee Island Park, and others.
Representatives of the Clifton Fire Department, Passaic Valley Sewerage Commissioners, and NJ Department of Environmental Protection survey the shoreline in Dundee Preserve for boat access.

**required action**

- Coordinate with City of Clifton on preserve access issues
- Coordinate with United Water on recreational access to the Dundee canal
- Determine sign placements & install

**Figure 17.1**

**Figure 17.2** Typical proposed naturalized shoreline launch
Dundee Island Park

PASSAIC

Mile 17.28  Distance to Previous 1.35 mi.  County: Passaic  Distance to Next 1.23 mi.  Ownership: Municipal

location

Principle Street: Passaic St / Wall St
Intersecting St.: Veteran’s Court (unsigned)

Site is a newly constructed city park with concrete ramp, play area and ballfield. It is located behind a church and between a larger park, railroad tracks and the river. It is impossible to see from the street and the turn into the park entrance is unsigned.

existing conditions

- Newly constructed park
- Difficult to find from street
- Limited parking
- Existing concrete ramp
- Play area and ballfield

recommendations

- Incorporate into trail
- Install signs especially from street
- Provide seasonal portable toilets and wastebasket

Figure 18.0
required action

- Coordinate with City of Passaic to incorporate into trail
- Secure funding
- Determine sign placements & install
**Parkway Ramp**

**Wallington**

**Location**

Principal Street: Parkway

Intersecting St.: Maple Ave

Site is at end of Parkway cul-de-sac. There is a concrete ramp through bulkhead. The ramp is kept locked.

**Existing Conditions**

- Cul-de-sac w/ limited parking
- Concrete ramp
- Locked gate at top of ramp

**Recommendations**

- Provide bypass access to ramp (bollards)
- Incorporate into trail
- Install signs especially from street and river
- Remove silt from end of ramp
Figure 19.1  End of cul-de-sac looking at locked ramp entrance

Figure 19.2  Locked gate at top of ramp

Figure 19.2  Sign located adjacent to ramp

required action

- Coordinate with city of Wallington to provide access to ramp
- Determine sign placements & install
- Secure funding
Nereid Boat Club

Rutherford

**Location**

Principle Street: Riverside Ave
Intersecting St.: West Newell

Site is an existing historic boat club with a club house, floating docks and concrete ramps. There is a plan to build a small park next to the club house that will include improved river access.

**Existing Conditions**

- Existing ramp & floating dock access
- Private club, but land is leased from town and is public
- On street parking only
- Site is currently used exclusively for rowing

**Recommendations**

- Add floating dock kayak modules to existing docks
- Incorporate into trail

Figure 20.0

*Figure showing existing docks and ramp.*
A Golden Restoration Opportunity

The current plan calls for bulkheading the entire property and placing a fence on top of that. The Alliance feels this approach diminishes the appeal of the waterfront to the public and squanders a rare opportunity to restore the shoreline by removing fill and creating marsh and upland habitat (below). We also recommend establishing a river and wildlife viewing platform as an opportunity to educate the public about urban river restoration and wildlife habitat.

required action

- Coordinate with Nereid Boat Club & Borough of Rutherford to incorporate into trail
- Assist Nereid in developing a shoreline restoration plan and funding strategy
- Secure funding
- Determine sign placements & install
Nutley Boat Ramp

**Location**

Principle Street: Route 21 On-Ramp
Intersecting St.: Park St / Kingsland

Site is an existing concrete boat ramp located at the beginning of the on-ramp to Rt. 21 northbound. The ramp is suitable only to mid-tide when a mud flat condition develops to low-tide. The Passaic River Boat Club (Power Boating) is working to have the site improved and the mud flat dredged. The site is in the Rt. 21 ROW and is assumed to be owned by NJDOT.

**Existing Conditions**

- Existing concrete ramp (Figure 21.2)
- Mud flat condition at low-tide
- Small parking area
- Tricky ingress & egress due to location at on-ramp

**Recommendations**

- Incorporate into trail if/when mud-flat issue is resolved
- Use only as emergency take-out until site is improved
- Provide seasonal portable toilet and wastebasket

**Figure 21.0**

![Map of Nutley Boat Ramp](image)
Figure 21.1 Local fisherman w/ catfish

Figure 21.2 Existing condition of ramp at mid-tide

required action

- Coordinate Passaic River Boat Club on future developments
Riverside County Park
North Arlington Section

Location:

Principle Street: Riverside Ave.
Intersecting St.: Wilson Ave.

Ownership: County
County: Bergen
Mile: 23.13
Distance to Previous: 0.44 mi.
Distance to Next: 0.90 mi.

Site is the southern section of Riverside County Park where the Passaic River Rowing Association operates the new Bergen County Rowing Center. There is a large floating dock for crew teams and a boathouse.

Existing Conditions:

- Large aluminum floating dock
- Parking lot
- Bergen County Rowing Center

Recommendations:

- Incorporate into trail
- Add canoe/kayak floating modules to existing dock

Figure 22.0
Figure 22.1
Ramp to floating dock at low tide

Figure 22.2
Floating dock at low tide

Figure 22.3
Large parking lot

Figure 22.4
Open pavilion and rest rooms

Figure 22.5
View from top of ramp to dock

Figure 22.6
Bergen County Rowing Center bldg.

Figure 22.7
Rowing Center sign

---

**required action**

- Coordinate with County to incorporate into trail
- Coordinate with County to add kayak modules to dock
- Secure funding
- Determine sign placements & install
**Ownership:** Municipal
**Mile:** 24.03  **Distance to Previous:** 0.90 mi.  **County:** Bergen  **Distance to Next:** 0.59 mi.

**Principle Street:** River Road  **Intersecting St.:** Belmont & Arlington

**Site is adjacent to firehouse and vest pocket park. There is a few off-street parking spaces for the park. There is also parking adjacent to firehouse, but “No Parking” signs should be posted.**

**existing conditions**

- Existing gravel ramp through bulkhead
- Offstreet parking

**recommendations**

- Incorporate into trail
- Provide platform for fishing
- Provide seasonal portable toilet and wastebasket

**Figure 23.0**
required action

- Coordinate with North Arlington to incorporate into trail
- Design fishing platform
- Secure funding
- Determine sign placements & install
Riverbank Park Kearny

**Location**

- Principle Street: Passaic Ave 40° 45' 50.15" N
- Intersecting St.: Bergen Ave 074° 09' 31.37" W

Site is an existing concrete boat ramp within a municipal park. There is adequate parking but no other amenities relating to boating.

**Existing Conditions**

- Existing concrete boat ramp
- Ramp inundated with floatables
- Plenty of parking

**Recommendations**

- Incorporate into trail
- Install floatable debris control boom
- Provide seasonal portable toilet & wastebasket
- Provide platform for fishing

**Figure 24.0**

- Riverbank Park
- Existing Ramp
- Business district
- Existing concrete boat ramp
- Parking area
- Boat launch

- Ownership: Municipal
- Distance to Previous 1.65 mi.
- Distance to Next 2.64 mi.
- County: Hudson
- Mile 26.27

*Emergency Take-Out ONLY*
required action

- Coordinate with town of Kearny to incorporate into trail
- Coordinate w/ Kearny and PVSC on floatables control
- Determine sign placements & install

Figure 24.1
Concrete ramp inundated with floatable debris

Figure 24.2
Large parking area adjacent to ramp

Figure 24.3
Gate at top of ramp
Riverbank Park Newark

**NEWARK**

**location**

Principle Street: Raymond Blvd  
Intersecting St.: Van Buren & Somme St

Site is on a small wedge of land on the north side of Raymond Blvd across from the park proper (Figure 25.0). This is a very important launch because it provides critically needed public access to the river in NJ's largest city. There is an opportunity to incorporate the access with the Army Corps salt marsh restoration project. (Figure 25.4)

**existing conditions**

- County park with ballfields, fieldhouse and open pavilion shelter
- Shoreline is decaying wooden bulkhead
- Low-tide mudflats w/rock & gravel
- Presence of trash and broken glass & evidence of homeless

**recommendations**

- Incorporate into trail
- Incorporate floating dock access into Army Corps restoration plan
- Create stronger visual & physical connection from park
- Provide safer pedestrian crossing
- Provide drop-off/pick-up pull-off on Raymond Blvd.
- Install interpretive signs describing salt marsh
- Provide fishing platform

**Figure 25.0**

Riverfront Stadiumsite
Hamilton

Proposed Wetland
Potential Launch

Raymond Blvd

Riverbank Park Newark

**Ownership:** County

Mile 28.91  Distance to Previous 2.64 mi.  
County: Essex  
Distance to Next 3.75 mi.  
Ownership: County

### County:

Essex

### Mile

28.91

### Previous Mile

2.64

### Next Mile

3.75

### Distance to Previous Mile

2.64 mi.

### Distance to Next Mile

3.75 mi.

**Figure 25.0**

**Figure 25.4**

Floating Dock
Proposed

Owners:

- Essex County

**Figure 25.0**

**Figure 25.4**

**County Park with ballfields, fieldhouse and open pavilion shelter**

**Site is on a small wedge of land on the north side of Raymond Blvd across from the park proper**

**Principle Street:** Raymond Blvd  
**Intersecting St.:** Van Buren & Somme St

**Site is on a small wedge of land on the north side of Raymond Blvd across from the park proper**

**This is a very important launch because it provides critically needed public access to the river in NJ’s largest city. There is an opportunity to incorporate the access with the Army Corps salt marsh restoration project.**

**Figure 25.4**

**Existing Conditions**

- County park with ballfields, fieldhouse and open pavilion shelter
- Shoreline is decaying wooden bulkhead
- Low-tide mudflats w/rock & gravel
- Presence of trash and broken glass & evidence of homeless

**Recommendations**

- Incorporate into trail
- Incorporate floating dock access into Army Corps restoration plan
- Create stronger visual & physical connection from park
- Provide safer pedestrian crossing
- Provide drop-off/pick-up pull-off on Raymond Blvd.
- Install interpretive signs describing salt marsh
- Provide fishing platform

**Figure 25.0**

**Figure 25.4**

**Location**

Principle Street: Raymond Blvd  
Intersecting St.: Van Buren & Somme St

Site is on a small wedge of land on the north side of Raymond Blvd across from the park proper (Figure 25.0). This is a very important launch because it provides critically needed public access to the river in NJ’s largest city. There is an opportunity to incorporate the access with the Army Corps salt marsh restoration project. (Figure 25.4)

**Existing Conditions**

- County park with ballfields, fieldhouse and open pavilion shelter
- Shoreline is decaying wooden bulkhead
- Low-tide mudflats w/rock & gravel
- Presence of trash and broken glass & evidence of homeless

**Recommendations**

- Incorporate into trail
- Incorporate floating dock access into Army Corps restoration plan
- Create stronger visual & physical connection from park
- Provide safer pedestrian crossing
- Provide drop-off/pick-up pull-off on Raymond Blvd.
- Install interpretive signs describing salt marsh
- Provide fishing platform

**Figure 25.0**

**Figure 25.4**

**Location**

Principle Street: Raymond Blvd  
Intersecting St.: Van Buren & Somme St

Site is on a small wedge of land on the north side of Raymond Blvd across from the park proper (Figure 25.0). This is a very important launch because it provides critically needed public access to the river in NJ’s largest city. There is an opportunity to incorporate the access with the Army Corps salt marsh restoration project. (Figure 25.4)

**Existing Conditions**

- County park with ballfields, fieldhouse and open pavilion shelter
- Shoreline is decaying wooden bulkhead
- Low-tide mudflats w/rock & gravel
- Presence of trash and broken glass & evidence of homeless

**Recommendations**

- Incorporate into trail
- Incorporate floating dock access into Army Corps restoration plan
- Create stronger visual & physical connection from park
- Provide safer pedestrian crossing
- Provide drop-off/pick-up pull-off on Raymond Blvd.
- Install interpretive signs describing salt marsh
- Provide fishing platform

**Figure 25.0**

**Figure 25.4**

**Location**

Principle Street: Raymond Blvd  
Intersecting St.: Van Buren & Somme St

Site is on a small wedge of land on the north side of Raymond Blvd across from the park proper (Figure 25.0). This is a very important launch because it provides critically needed public access to the river in NJ’s largest city. There is an opportunity to incorporate the access with the Army Corps salt marsh restoration project. (Figure 25.4)

**Existing Conditions**

- County park with ballfields, fieldhouse and open pavilion shelter
- Shoreline is decaying wooden bulkhead
- Low-tide mudflats w/rock & gravel
- Presence of trash and broken glass & evidence of homeless

**Recommendations**

- Incorporate into trail
- Incorporate floating dock access into Army Corps restoration plan
- Create stronger visual & physical connection from park
- Provide safer pedestrian crossing
- Provide drop-off/pick-up pull-off on Raymond Blvd.
- Install interpretive signs describing salt marsh
- Provide fishing platform

**Figure 25.0**

**Figure 25.4**

**Location**

Principle Street: Raymond Blvd  
Intersecting St.: Van Buren & Somme St

Site is on a small wedge of land on the north side of Raymond Blvd across from the park proper (Figure 25.0). This is a very important launch because it provides critically needed public access to the river in NJ’s largest city. There is an opportunity to incorporate the access with the Army Corps salt marsh restoration project. (Figure 25.4)

**Existing Conditions**

- County park with ballfields, fieldhouse and open pavilion shelter
- Shoreline is decaying wooden bulkhead
- Low-tide mudflats w/rock & gravel
- Presence of trash and broken glass & evidence of homeless

**Recommendations**

- Incorporate into trail
- Incorporate floating dock access into Army Corps restoration plan
- Create stronger visual & physical connection from park
- Provide safer pedestrian crossing
- Provide drop-off/pick-up pull-off on Raymond Blvd.
- Install interpretive signs describing salt marsh
- Provide fishing platform
an exceptional opportunity

We cannot overstate the critical importance of this site to the entire trail effort. By virtue of its location in Newark, New Jersey’s largest city, we consider it a requirement of the project to provide public access here. The city presently suffers from a lack of sufficient public access to the river and this is an opportunity to increase it.

Furthermore, federal dollars have been allocated to complete a salt marsh restoration at the site and we are presented with an exceptional opportunity to provide public education and access to a unique urban salt marsh. We have a strong educational component built into the trail and we plan to use this site as an outdoor, experiential classroom. This is entirely in keeping with our mission and our efforts to create increased citizen stewardship of the river.

required action

- Coordinate with Army Corps of Engineers, Essex County, and Newark
- Meet with managing agency to secure access
- Design launch
- Determine permitting requirements and secure
- Secure funding
- Determine sign placements & install - include interpretive panels
**Kearny Point**

**Kearny**

**Location**

Principle Street: Central Ave

This site has not been thoroughly surveyed yet because of private property issues. It is a very important location in that it would provide a direct link to the Hackensack River Water Trail (HRWT) and serve the dual purpose of anchoring both the HRWT and the Passaic River Canoe & Kayak Trail.

**Existing Conditions**

- Industrial area and potential brownfield
- Private ownership
- Potential access through Kearny Municipal Utilities Authority

**Recommendations**

- Investigate site further

---

**Figure 26.0**

![Map of Hackensack River Water Trail with Kearny Point marked](map_image)

- Potential Salt Marsh
- Potential Launch

---

**Mile 32.66**  Distance to **Previous** 3.75 mi. 
**Distance to Next** 1.60 mi.*

**County:** Hudson

*Ownership: Private*

*To Lincoln Park, Jersey City on the Hackensack River Water Trail*
required action

- Determine ownership of potential parcels
- Check with Kearny Municipal Utilities Authority
- Coordinate with managing agency/owner to provide access
Emergency Only Take-Outs

The following sites are included in the plan to be designated as emergency take-out points. They are so designated for a variety of reasons including, but not limited to, proximity to other priority launch sites, lack of parking or other amenities.

All that is required is including them in the map & guide and perhaps a small sign visible to paddlers on the river indicating as an emergency take-out point.
End 1st Street
Fair Lawn

Location

Principle Street: First St
Intersecting St.: Mortlot Ave

Existing Conditions

- Cul-de-sac ending at river
- Private property
- On street parking only

Emergency Take-Out ONLY

Mile 12.66 Distance to Previous 0.70 mi.
County: Bergen
Ownership: Municipal
Distance to Next 1.13 mi.
40° 55' 24.17" N
074° 08' 04.64" W

Recommendations

- Sign on water as emergency take-out
End Lester Street

Wallington

**Location**

Principle Street: Lester St
Intersecting St.: Hathaway

**Existing Conditions**

- Existing pocket park with River Access
- Muddy shoreline
- Very limited parking only
- Decaying wood stairs to river

**Recommendations**

- Sign on water as emergency take-out

Mile 18.51 Distance to Previous 1.23 mi. Distance to Next 0.39 mi.

County: Bergen
Ownership: Municipal

40°51′30.58″ N
074°06′47.30″ W

Figure 27.0a
Figure 27.1a
Figure 27.2a
**PVSC Pump Station**

**Wallington**

**Location**

Principle Street: **Route 21**
Intersecting St.: **River Drive**

**Existing Conditions**

- Active pumping station
- Existing floating docks
- No Parking
- Bathroom open weekdays

**Recommendations**

- Sign on water as emergency take-out

---

**Figure 27.0 b**

**Figure 27.1 b**

**PVSC Pump Station**

- **Emergency Take-Out Only**
- Mile 19.01 Distance to Previous 0.16 mi.
- Distance to Next 1.91 mi.
- County: Bergen
- Ownership: Municipal
- 40° 51’ 24.12” N
- 074° 07’ 12.06” W
**Nereid II**

**RUTHERFORD**

**Mile 21.46**  
Distance to **Previous** 0.49 mi.  
Distance to **Next** 0.41 mi.  
County: Bergen  
Ownership: Municipal

**Location**

- Principle Street: **Riverside Ave**
- Intersecting St.: **Route 3**

**Existing Conditions**

- Secondary boat storage for Nereid Boat Club
- Existing floating docks
- No Parking
- Portable toilet

**Recommendations**

- Sign on water as emergency take-out

**Figure 27.0c**

**Figure 27.1c**

- Floating Dock
- Existing Docks
- Existing Docks

---

**Figure 27.0c**

- Existing Docks
- Nereid Boat Club II
- Nereid Boat Club II

---

**Figure 27.1c**

- Floating Dock
- Existing Docks
- Existing Docks

---

**Figure 27.1c**

- Floating Dock
- Existing Docks
- Existing Docks

---

**Figure 27.1c**

- Floating Dock
- Existing Docks
- Existing Docks
Lyndhurst Ballfields  

Emergency Take-Out ONLY

Mile: 21.87  Distance to Previous: 0.41 mi.
Distance to Next: 0.82 mi.
County: Bergen  Ownership: Municipal

40° 49’ 10.75” N  
074° 07’ 45.30” W

Lyndhurst Ballfields

**Location**

Principle Street: Riverside Ave
Intersecting St.: Tontine

**Existing Conditions**

- Existing asphalt ramp in disrepair
- Located behind field house that has shelter overhang

**Recommendations**

- Sign on water as emergency take-out

**Figure 27.0d**

[Map of Lyndhurst Ballfields showing the location and emergency take-out point]

**Figure 27.1d**

[Image of the concrete ramp in disrepair]
**Kearny / Nutley Boathouse**

**Emergency Take-Out ONLY**

**Kearny**

**Location**

Principle Street: Passaic Ave  
Intersecting St.: Hathaway

**Existing Conditions**

- Existing floating dock
- Boathouse for High School programs
- Limited parking

**Recommendations**

- Sign on water as emergency take-out

---

Ownership: Municipal

Distance to **Previous** 0.59 mi.  
Distance to **Next** 1.65 mi.

40° 47' 06.74" N  
074° 08' 50.32" W

---

Figure 28.0

Figure 28.1

---

**Figure 28.0**

**Figure 28.1**
State Water Classifications & Designated Uses on the Lower Passaic

**Segment I**  
Osborn Pond (Bernardsville) to Dundee Lake Dam (Garfield)  
FW2-NT (Freshwater-2 Non trout production or maintenance).  
Based on this classification the designated use INCLUDES fishing and swimming.

The designated uses for this classification are as follows:

1. Maintenance, migration and propagation of the natural and established biota;  
2. Primary and secondary contact recreation ("Primary contact recreation" means water related recreational activities that involve significant ingestion risks and includes, but is not limited to, wading, swimming, diving, surfing, and water skiing. "Secondary contact recreation" means recreational activities where the probability of water ingestion is minimal and includes, but is not limited to, boating and fishing);  
3. Industrial and agricultural water supply;  
4. Public potable water supply after conventional filtration treatment (a series of processes including filtration, flocculation, coagulation, and sedimentation, resulting in substantial particulate removal but no consistent removal of chemical constituents) and disinfection; and  
5. Any other reasonable uses.

**Segment II**  
Dundee Lake Dam to confluence with Second River  
FW2-NT/SE2 (SE- Saline waters of estuaries) See note.

In all SE2 waters the designated uses are:

1. Maintenance, migration and propagation of the natural and established biota;  
2. Migration of diadromous fish;  
3. Maintenance of wildlife;  
4. Secondary contact recreation; and  
5. Any other reasonable uses.

***NOTE: FW2-NT/SE2 (or a similar designation that combines two classifications) means a waterway in which there may be a salt water/fresh water interface. The exact point of demarcation between the fresh and saline waters must be determined by salinity measurements and is that point where the salinity reaches 3.5 parts per thousand at mean high tide. The stream is classified as FW2-NT in the fresh portions (salinity less than or equal to 3.5 parts per thousand at mean high tide) and SE2 in the saline portions.

**Segment III**  
Second River to mouth  
SE3

Downstream of Second River is considered safe for boating but not swimming or fishing.

In all SE3 waters the designated uses are:

1. Secondary contact recreation;  
2. Maintenance and migration of fish populations;  
3. Migration of diadromous fish;  
4. Maintenance of wildlife; and  
5. Any other reasonable uses.

Based on the 2006 integrated water quality monitoring report the Lower Passaic is **not** meeting the standards for its designated uses of primary contact recreation, fish consumption, aquatic life and drinking water supply. Specific to primary contact recreation - the river is not meeting the standard for pathogens (i.e. E. coli in freshwater) which is the determining factor for meeting this designated use.

**Is it safe to paddle on the Passaic?**

The short answer is yes. However, paddlers need to take the proper precautions that go along with paddling on a post-industrial, urban river with combined sewer overflow outlets, especially after a large rainfall in the watershed when pathogen counts increase.
## Dam Safety Considerations

### Dam Safety

There are 3 dams that need to be addressed on the Lower Passaic:

- Little Falls
- The Great Falls
- Dundee Dam

Paddlers need to be aware of the locations of these hazards and warned of their significant dangers before ever getting out on the water. This can be accomplished through the published Map & Guide both printed and on the web site.

Once on the water paddlers need to look for warning indications such as signs (Figure 30.4) and warning buoys (Figure 30.0).

Take-out points before the dams need to be well marked and highly visible from the water. The take-out should be located a minimum of 300 feet from the hazard.

Warning buoys using the uniform waterway marking system (Figure 30.1) should be deployed in front of the dam where boat restraints (Figure 30.3) should be deployed as well.
Launch Design Considerations

It is important to consider a variety of factors when developing a launch design.

The following goals should be considered:

- Accessibility
- Design best-suited to site constraints
- Cost-effective
- Durable
- Environmentally sensitive/low impact

Paddlers of all abilities want to launch and land smoothly without capsizing or damaging their boats.

They need firm surfaces that support their movements and sufficient space to accommodate the length of their boats during put-in and take-out. Paddlers must be able to stabilize their boats during transition to and from the water.

Climbing in and out of boats can be especially challenging when there is significant height difference between seat levels and shoreline.

All three types work for canoes and kayaks.

Kayaks however, require special consideration at floating docks. Because they are designed with a cockpit and have a very narrow beam, keeping them stable during entry and exit is more challenging.

Modifying the design of a floating dock with a sloped surface will increase the safety and enjoyment of the trail experience for the kayaker. (pg. 78 Figures 33.0 & 33.1)

3 types of launches for the Lower Passaic Canoe & Kayak Trail, some exist, others are proposed.

---

**launch considerations**

It is important to consider a variety of factors when developing a launch design.

The following goals should be considered:

- Accessibility
- Design best-suited to site constraints
- Cost-effective
- Durable
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Climbing in and out of boats can be especially challenging when there is significant height difference between seat levels and shoreline.

---

**general recommendations for designing an accessible launch**

- **Height above water:** Between 9” and 2’ from highest expected water level
- **Width:** At least 5’ wide, preferably 6’ to 12’
- **Length:** At least 25’ to allow paddlers “dry” access to entire length of their boats
- **Slope:** The Americans with Disabilities Act Accessibility Guidelines require that slopes not exceed 8.33% whenever possible; a slope exceeding 15% will make transition from land to water difficult for any paddler
- **Support:** Handrails or other support structures, including step-down designs or ropes, help paddlers balance their weight during put-in and take-out
- **Location:** Ideally in areas without heavy flow, erosion, exposure to elements, heavy boat traffic, or fragile riparian habitats

ADA accessible wooden floating launch has tapered ramps that allow canoes to slide up onto the deck. Courtesy of Roger Lewis: Lower Colorado River Authority.
**Launch Types**

**Ramps**

**Advantages**

- Provides the most stable, sturdy surface for launching
- Durable; not subject to rot or rust
- Easy to shape and work with, adaptable to slope needs; minimal additional construction needed
- Can be relatively inexpensive to construct, depending upon type of application
- Can be used to help mitigate erosion problems or assist with vegetative restoration

**Disadvantages**

- Can cause damage to riparian ecology
- Surface can be slippery - using corrugated concrete, or exposed aggregate can provide effective traction
- Can be damaged easily due to freeze and thaw conditions, but can also be easily and cheaply repaired
- Can be expensive to clean if there is heavy flooding and mud build-up
- Usually not aesthetically “pleasing,” although their noticeable presence can assist paddlers with locating take-outs from the river. They can also be surfaced for an improved appearance with materials such as river rocks, fieldstones, or salt-finishing.

<table>
<thead>
<tr>
<th>Existing:</th>
<th>Proposed:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Suchorsky Park (Asphalt)</td>
<td>1) Nereid Boat Club (Gravel)</td>
</tr>
<tr>
<td>2) Memorial Park (Gravel)</td>
<td>Rutherford</td>
</tr>
<tr>
<td>3) Elmwood Park Ramp (Gravel)</td>
<td></td>
</tr>
<tr>
<td>4) Garfield Ramp (Concrete)</td>
<td></td>
</tr>
<tr>
<td>5) Dundee Island Park (Concrete)</td>
<td></td>
</tr>
<tr>
<td>6) Parkway Ramp (Concrete)</td>
<td></td>
</tr>
<tr>
<td>7) Lyndhurst Ballfields (Concrete)</td>
<td></td>
</tr>
<tr>
<td>8) Nutley Ramp (Concrete)</td>
<td></td>
</tr>
<tr>
<td>9) N. Arlington Firehouse (Gravel)</td>
<td></td>
</tr>
<tr>
<td>10) Riverbank Park Kearny (Concrete)</td>
<td></td>
</tr>
</tbody>
</table>

**Existing:**

1) Suchorsky Park (Asphalt) Little Falls
2) Memorial Park (Gravel) Fair Lawn
3) Elmwood Park Ramp (Gravel) Elmwood Park
4) Garfield Ramp (Concrete) Garfield
5) Dundee Island Park (Concrete) Passaic
6) Parkway Ramp (Concrete) Wallington
7) Lyndhurst Ballfields (Concrete) Lyndhurst
8) Nutley Ramp (Concrete) Nutley
9) N. Arlington Firehouse (Gravel) North Arlington
10) Riverbank Park Kearny (Concrete) Kearny

**Proposed:**

1) Nereid Boat Club (Gravel) Rutherford

**Figure 32.0** Concrete ramp under floatable debris, Kearny

**Figure 32.1** Concrete ramp between docks at Laurel Hill Park
Design & Tides

The tidal portion of the Passaic River encompasses approximately 17 miles of the river from Newark Bay to just below the Dundee Dam in Clifton/Garfield.

Tidal changes can pose risks to paddlers when rocks or other hazards such as abandoned piers are exposed in lower water levels.

The primary risk is where the river channel becomes a mud flat within a period of hours preventing safe shore access in large areas of the river and its tributaries. (Figure 32.2)

Designing a launch is a very site specific undertaking and many factors such as tide differential, current, type of stream bank, etc., need to inform the design.

Some general guidelines for developing a launch that is best suited to a site are:

- Provides safe access, away from potential river hazards, especially at different tide and flow levels
- Can withstand flow levels, currents, and exposure to elements of a particular site
- Accommodates paddlers in varying water depths
- Provides a firm surface for launching, despite changes in sedimentation levels
- Will not be easily damaged due to climatic or seasonal conditions
- Does not cause damage to riparian habitats or vegetation during its construction and is unlikely to have environmental impacts over time and through usage
- Is not constructed in an area vulnerable to erosion
- Is constructed with consideration to its intended uses and frequency of use
- Is constructed in accordance with any applicable regulations

A good example illustrating the importance of designing the correct type of launch in the right location is the concrete ramp at KB George Memorial Park in River Edge. At high tide the river is easily accessible from the ramp. At low tide there is a significant mud flat between the river channel and the end of the ramp preventing access to and from the river. (Figures 32.3 & 32.4)

Placing the ramp in a different location not affected by mud flats or installing a floating dock would have been better options to consider.
Launch Types

Floating Docks

**Existing:**
1) Nereid Boat Club  
2) Nereid II  
   *Rutherford*

**Proposed:**
1) Langan Site  
2) Riverside County Park*  
3) Riverbank Park  
4) Kearny Point  
   *Elmwood Park*  
   *North Arlington*
   *Newark*
   *Kearny*

*addition of floating kayak module to existing/proposed dock*

---

**Advantages**

- Adjusts to fluctuating water levels
- Provides a sturdy surface with access over mud flats and to the river channel
- Has few long-term environmental effects
- Is easy to purchase and assemble; allows for flexibility in design
- When wet, is not as slippery as launches with sloped surfaces
- Is less likely to scratch boats
- Keeps feet dry during cold weather paddling

**Disadvantages**

- Not “appropriate” for all access locations; not suited to strong or swift currents, exposure to high winds and heavy wave action, etc.
- May not consistently meet ADA accessibility guidelines, since slopes of connecting structures may alter with changing water levels
- May be exposed to stronger currents than it can withstand in order for the launch to be in water of sufficient depth, additional structures may be needed
- Not effective for use in areas where tidal fluctuations are rapid and extreme; floats may be “beached” at low tide or floats can disrupt sediments as they rise with high tide

(Figures 33.0 & 33.1)

Vented polyethylene modules adjust to accommodate needs of paddlers by regulating the degree of slope. They are especially useful for kayakers - giving them a stable surface to enter and exit the kayak cockpit which is more difficult than entering/exiting a canoe.

**Figure 33.0** Floating kayak access ramp

**Figure 33.1** Courtesy MD Dept. of Natural Resources

(Courtesy Hudson River Valley Greenway)
Floating Docks on the Passaic Trail

The three sites where floating docks are proposed on the Passaic River Water Trail have:

- Tide fluctuations that create mud flat conditions
- Will be a shared facility with rowing clubs
- Shoreline configurations such as bulkheads or board walks

While the most costly of the launches proposed, floating docks may be the best suited for these particular sites and provide the safest, most convenient access.
Launch Types

Naturalized Shoreline

Advantages

- Cost-effective/low maintenance -- native materials can be easily added or shifted to suit needs and changing conditions of launch area

- Less environmental impact due to little or no construction

- Can be combined with simple construction to restore habitats or control erosion

- Aesthetically pleasing; minimal visual alteration to natural shoreline

- Shorelines and beaches can provide easy anchorage

Disadvantages

- May not be accessible to physically challenged paddlers

- Not easily spotted from rivers – paddlers may pass them by if there is no signage or clear indication of the access site

- May not be consistently accessible due to varying flows, water levels, amount of exposure, or climatic factors

- Can be slippery or difficult to manage when wet

- Can be steep

- Could cause damage to wetland habitats, depending on frequency of use

*existing but needs improvement

**addition of floating kayak module to existing/proposed dock

Figure 35.0  Hawthorne Ballfields, Hawthorne
This launch area could use some improvements such as a firmer substrate and better delineation of the launch area to minimize impacts from trail users.

Figure 35.1  Sauk River, Washington  Photo: Thomas O'Keefe
A well delineated gravel path confines use to desired area and provides firm substrate for paddlers to access river.
Vegetated banks with informal launch and take-out sites can be fragile and subject to trampling by paddlers who may be unaware of their impact (Figure 35.3). Good design and management practices can prevent these negative impacts. Properly graded slopes and a well delineated launch site (Figures 35.1 & 35.2) can confine paddlers to the area designed to absorb the impact.

Rocks, certain types of plants or other natural materials may be placed in a way that directs paddlers toward specified areas and paddlers can be educated about their potential impacts.
Water Trail Identity & Signs

4 types of signs are required for the trail:

1. Wayfinding - Directional
2. Orientation
3. Hazard Warning
4. Interpretive Wayside

Water trail signs:
- provide exposure of the trail to attract more users
- educate them about the trail
- create a more environmentally sensitive outdoor experience
- increase a water trail’s identity and public support

Wayfinding signs along the trail, particularly those noting hazards and dangerous conditions, can be helpful in safe use of the trail.

Wayside signs can provide interpretive information to the trail user and guide proper behavior on the trail.

Wayfinding Road Signs
(Figures 36.0 - 36.2)
Road signs can help guide users to the put-in and take-out points and should be located at key intersections near the public access sites. But it is probably just as important to have a guidebook, map, and/or web page that users can access in order to find these areas and they can always use Google™ or MapQuest™.

Sign Ingenuity
(Figure 36.3)
The Susquehanna River Trail Association identifies camping islands by placing a duck box at the head of the island and a Leave No Trace sign at the site itself. This addressed concerns about signs having a negative impact on a “wild” experience and this method provided a wildlife benefit at the same time.
Wayfinding Trail Signs
Signs to mark the route are generally not necessary on water trails.

Signs marking trail takeouts (Figures 36.3 - 36.7) and side trails (Figure 36.4) from the water are a good idea. It is not always obvious from the water which facilities like docks and launch ramps are public and part of the trail.

It is also a good idea to mark major bridges from the water (Figure 36.8) so paddlers can more easily orient themselves on a map.

Hazard Warning Signs
(Figures 36.9 - 36.12)
Hazards such as waterfalls, dams, shipping channels, or blockages may be marked with signs or buoys.
**Trail Launch Orientation Signs**

These signs establish the identity of the trail and should:

- Be located at each water trail access point
- Be uniform in overall design
- Include critical information users need (i.e. map, river conditions to expect, hazard warnings, etc.)

*Design should keep in mind that the average person spends no more than 45 seconds reading signs.*
Wayside Interpretive Signs

Because they are located outdoors, close to the features they interpret, wayside exhibits can readily answer the questions visitors have – when they have them. By engaging visitors at the times and places they want information, the visitors’ experiences can be made more meaningful and much more rewarding.

Wayside exhibits are effective for a variety of reasons:

- Wayside exhibits are always on duty
- They are available to visitors 24 hours a day, 7 days a week

Despite their simple, low-tech character, wayside exhibits can provide a compelling visual format. Current technologies allow the presentation of large, full-color illustrations, photographs, and maps.

Wayside exhibits foster a direct interaction between visitors and trail & park features. As visitors gain knowledge about a subject from one exhibit, they can look for related features or sites and along the trail and enjoy a more meaningful experience.
Material Recommendations for Wayfinding and Hazard Warning Signs:
The following are specifications from the Minnesota Department of Natural Resources for aluminium and plastic signs. Signs with these types of specifications are readily available from sign vendors. [www.vosssigns.com](http://www.vosssigns.com)

**Price Range**

- Stock 12”x12” .063 gauge aluminum reflective $7.15
- Custom 9”x12” .063 gauge aluminum custom 2 color $17.95 + set up fee

Figure 38.0 Examples of sign materials specifications from Minnesota Department of Public Resources

**Figure 38.0** Examples of sign materials specifications from Minnesota Department of Public Resources

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**Notes:**
- Orange: PMS 152 on 3M Scobrite #3290 or CW 80.
- Decal black on clear: 3M Contour: #189-114.

**Notes:**
- Brown: PMS 463 on Scobrite #3290 or CW 80.
Materials Recommendations for Launch Site and Wayside Signs:
Effective interpretive signs rely on good graphic design and visual details and therefore they require different substrates and processes than standard wayfinding signs. They are a considerable investment and should be made with materials that will last, resist fading, vandals, and theft. DHPL Phenolic panels fit those requirements and allow for full color, detailed graphics to be embedded in them. They have a 20 year warranty.

www.fossilinc.com

Price Range
.5" dHPL Phenolic Graphic Panel 24" x 36" $468
.5" dHPL Phenolic Graphic Panel 30" x 40" $721

Analysis of outdoor display sign materials*
Iowa Department of Natural Resources

<table>
<thead>
<tr>
<th>Material</th>
<th>Price range</th>
<th>Longevity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8” aluminum thermal printed with UV coating</td>
<td>$250-400</td>
<td>Three to four years before images begin to fade due to UV; may be able to extend life by posting vertically facing printed side north. Not “vandal resistant”</td>
</tr>
<tr>
<td>Fiberglass-embedded</td>
<td>$900-$1,500</td>
<td>Warranted for 10 years; can last 20 years and more; considered “vandal resistant” because image penetrates into fiberglass layer (scratch resistant), and paint/etc. can be burned off. No UV fading. Still not bulletproof!</td>
</tr>
<tr>
<td>Fossil Phenolic laminate/ composite</td>
<td>$500-700</td>
<td>Warranted 20 years; can last 20-30 years; exceedingly vandal/UV resistant.</td>
</tr>
</tbody>
</table>

*Prices may be dated and will vary

Figure 38.1 Phenolic panel installation

Figure 38.2 Trail-side interpretive sign Mill Creek Trail, Secaucus

Figure 38.3 Sign post specification sheets Fossil Graphics Inc.
Trail Logos

Trail Identity
Perhaps one of the most important components of identifying a trail is its logo. The logo will be included in trail signs and in any published trail guidance and maps, so considerable time should be invested in creating a visually distinguished logo. The logo should create a recognizable impression in the mind of the trail user.

There are three basic types of logos, which can be used alone or combined within one design:

- Illustrative logos (a logo which clearly illustrates what the trail represents)
- Graphic logos (a graphic, often an abstraction, of what the trail represents)
- Font-based logos (a text treatment which represents the trail)

A good logo catches the eye - it makes the observer curious or engaged, if only for a short moment.

So what makes a “good” logo? “I know it when I see it!” is a typical answer and there is some truth to this. But even if a good logo ‘just is’, there are elements for making it happen. Important things to consider are simplicity, color, contrast, line and form, especially simplicity.

It is a good idea to have a professional graphic artist work with you to come up with a distinctive logo.

Adapted from “Building, Managing & Marketing Water Trails: A Practical Guide” North American Water Trails in cooperation with the National Park Service Rivers & Trails Program
Trail Guidance

Trail guides and guidebooks, including a detailed map, are the fundamental tools for communication with trail users. Properly designed, they can greatly enhance the water trail experience by aiding in navigation and geographic orientation and by deepening the appreciation of the natural, cultural, and historical attributes of the waterway.

Guides and brochures can also entice trail users to get involved with river and bay stewardship and to become the trail champions that every waterway needs.

For many water trails, a foldout map and guide brochure will suffice. Such a format may be perfect for short day-use trails like the HRWT. The maps can be made available for download on a web site.

No matter what option is selected, beware the tendency to provide too much information. While the safety of users is paramount, revealing every nuance of the waters and the shoreline detracts from the user's sense of discovery and minimizes the challenge of the outdoor adventure. Developing a good trail brochure or guidebook requires a keen understanding of all facets of a trail, but also an artistic flair.

The services of a graphic designer can help insure the design of a successful map & guide.

Adapted from “Building, Managing & Marketing Water Trails: A Practical Guide” North American Water Trails in cooperation with the National Park Service Rivers & Trails Program.

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**Map & Guides**

**TENNESSEE RIVER BLUEWAY**

*Figure 39.0 Tennessee River Blueway Map & Guide*

**Trail Guidance**

Trail guides and guidebooks, including a detailed map, are the fundamental tools for communication with trail users. Properly designed, they can greatly enhance the water trail experience by aiding in navigation and geographic orientation and by deepening the appreciation of the natural, cultural, and historical attributes of the waterway.

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The services of a graphic designer can help insure the design of a successful map & guide.

Adapted from “Building, Managing & Marketing Water Trails: A Practical Guide” North American Water Trails in cooperation with the National Park Service Rivers & Trails Program.
Trail Maps

It is important for trail maps to be clear and concise, relaying information that is critical to paddlers well being. Besides the standard information such as launch locations and amenities it is important to include information about local weather extremes, tide information, dams and other hazards. In the case of the Lower Passaic River, information about water quality and minimizing primary contact will be included. The maps can be printed on waterproof paper (suggested) and put on a web site for download.
Downloadable Maps

Click on a map image below to download a PDF version of the map for that section of the Lake Superior Water Trail.

NOTE: These maps are not adequate for sole use as navigational aids.

Figure 40.3  Web site for Lake Superior Water Trail w/ downloadable section maps

Trail Guidance on the Web

It is a good idea to include information about the trail on a web site. Increasing numbers of people rely on the internet as a major source of information. Internet search engines such as Google™ have transformed the way people look for information on topics they are interested in or need information on. A search of “Lower Passaic River Water Trail” can lead people to a web page with in depth information about the trail including maps. People are more likely to spend time reading trail information on the internet than at a wayside sign. A web site is a good place to post a Map & Guide in PDF format for users to download. This makes the maps available to anyone with a computer and internet access and can save on printing and postage costs.
Appendices

Appendix A
Proposed Garfield Riverfront Walk

Not to Scale

Plan as displayed on the Passaic Valley Sewerage Commissioners website  http://pvsc.com/rr/dundee/index.htm
Appendix B
National Park Service Water Trail Sign Standard

Signage WATER TRAIL ORIENTATION SIGNS

Water Trail Orientation Signs

Water Trail Orientation Signs are located at water trail access points. They orient users to the water trail, providing concise information about the relevant section of the water trail, including safety and emergency information, resource regulations, recreational information, and a description of the nature of the experience, with photos. A detailed map is the focal point of the signage. Water trail orientation signs are used by multiple types of users, from novices and recreational day paddlers to experienced users on extended trips. While the signage may also note points of interest and potential wildlife sightings, they do not truly serve the interpretive or navigational functions of a printed map and guide.

Panel Specifications:
Size: 36 x 48. Unique conditions may warrant flexibility.

Orientation: Portrait or landscape for North-South or East-West water trails, respectively.

Graphic Appearance: Layout is flexible, but the information should be logically organized and meet ADA standards for readability. Text should be minimal and relevant to the immediate section of water trail. A visually-appealing balance should be struck between text, graphic content and “white” space. As with other types of Chesapeake Bay Gateways Network signage, all panels must include the signature black bar and Chesapeake Bay Gateways Network logo.
Water Trail Orientation Signs

The information below and the example on the next page indicate basic content and layout for typical water trail orientation signs. Detailed design of actual signs for an entire water trail system may very somewhat from this template, but should include the basic elements indicated.

**Header**
- Trail Name and Section on solid color bar

**Nature of experience**
- Narrative description of water trail
- Whitewater areas and/or water class ratings
- Suggested time between access points
- Cultural and natural points of interest
- Potential wildlife encounters

**Safety**
- Relevant seasonal issues
- Emergency Contact Information
- Weather Contact Information
- Major Safety Concerns and hazards
- Basic Safety information such as lifejackets
- Water traffic issues
- Dam releases
- Tides
- Portages

**Recreation**
- Camping

**Resource Issues**
- Leave no trace
- Sanitation
- Sensitive resources such as seasonal nests, endangered species, etc.
- Other relevant resource regulations

**Photos**
- Water trail experience
- Local points of interest
- River conditions,
- Key resources

**Map**
- Generally consistent with NPS Wayside map standards
- Named access sites with available services
- Points of interest labeled
- Scale
- North arrow
- River miles
- Major roads
- Legend
- Fueling stations for power boaters

**Context Map**
- Shows water trail map in relation to the wider region
- Shows major roads and highways

**Footer**
- Black Bar
- Logos and Branding: Use of logos on panels should be limited to the major identity brands of the water trail, such as the water trail segment itself and the Chesapeake Bay Gateways Network. The black bar and Gateways Network logo shall be included. To avoid visitor confusion and visual clutter, logos should not be affixed to identify organizational partners or funders (e.g. the National Park Service).
Information on panels should be relevant and may include the following*: 

- **Header**
- **Context Map**
- **Water Trail Map**
- **Nature of Experience**
- **Photos**
- **Footer**

*Also reference previous page.*
LittLe FaLLs

• Establish take-out above gate house at least 300 ft. above dam
• Route portage across canal to area just before bridge
• Establish put-in on shoreline near bridge
• Install trail & portage signs

existing conditions

• Passaic Valley Water Commission owns land (Figure 41.1)
• Green Acres program in negotiations to purchase
• Fence in place at gate house and along Union Blvd. (Figure 41.2)
• Asphalt roadway from gate house to Union Blvd. (Figure 41.0)
• Rocky shore requires little for launch development (Figure 41.4)

Principle Street: Union Blvd.
Intersecting St: Main St.

Portage take-out is approx. 40 yds. upstream of the Passaic Valley Water Commission intake gate house. Paddlers would need to cross the intake canal at the gate house and continue on the asphalt roadway towards Union Blvd. Paddlers would then descend the slope just before the bridge to the proposed put-in. (Figures 41.0 & 41.1)

County: Passaic
Ownership: PVWC

Mile 3.3    Distance to Previous 0.34mi.
County: Passaic
Ownership: PVWC
The Passaic Valley Water Commission owns most of the land along the north side of the river where a portage is possible. A portage route here would be approximately 275 yards long (Figure 41.1) as compared to the 0.8 mile portage on the south side of the river (Pg. 14 Figure 3.0). The most significant obstacles to the portage on the north side are crossing the intake canal and private property issues. We were recently made aware that the NJDEP Green Acres Program is in negotiations to purchase riverfront property from the Passaic Valley Water Commission. A successful negotiation and acquisition would bring a portage here closer to reality and would make the northern portage the preferred alternative because of the significant reduction in the length of the portage route.

**required action**

- Coordinate w/ NJDEP Green Acres Program
- Design portage around gate house
- Design launch improvements
- Determine permitting requirements and secure if necessary
- Secure funding
- Determine sign placements & install - include portage route
Wallington VFW

Location

Principle Street: Hathaway 074° 06' 44.31" W
Intersecting St: Main Ave 40° 51' 19.96" N

Existing VFW Hall with paved parking area behind main bldg. Lot has mature trees around perimeter but not at the edge - cars park in between the trees. The parking area perimeter is fenced in including the riverside and potential launch area. The parking area has “members only” signs posted. There is a small park adjacent to the north with a roller hockey rink, bathrooms. The DPW is across the street.

Existing Conditions

- Existing ramp (steep & needs upgrade)
- Existing parking behind VFW building
- Small park adjacent to the north
- Shelter on front porch of VFW

Recommendations

- Improve ramp materials in accordance with grade
- Remove invasives & replant natives
- Provide sign indicating location of shelter
- Install trail signs

Figure 3.0b
required action

- Coordinate w/ mayor on launch development
- Design launch improvements, address steepness issues
- Determine permitting requirements and secure if necessary
- Secure funding
- Determine sign placements & install
Sea Scout Site

**Kearny**

**Location**

- Principle Street: Passaic Ave
- Intersecting St: Rt. 7

40° 47' 07.12" N
074° 08' 51.46" W

This is the site of the former Sea Scouts. There is a main building w/ smaller ones. There is a backyard that leads down to a decaying wood bulkhead and pier. The town has purchased the property and is the process of renovating the building. The town would like to re-establish river access here via a floating dock attached to the pier.

**Existing Conditions**

- Building under renovation
- Decaying wood bulkhead and pier structure
- Small park adjacent to the south
- Shelter on front porch of VFW

**Recommendations**

- Renovate pier structure and attach floating dock w/kayak module
- Create overhang from rear of building to provide shelter
- Remove invasives & replace w/ native plantings
- Designate parking area
- Install trail signs

**Figure 43.0**
required action

- Coordinate w/ business administrator on site development
- Design pier renovation & floating dock w/ kayak module
- Determine permitting requirements and secure if necessary
- Secure funding
- Determine sign placements & install
The Alliance is working to preserve, protect & restore the Lower Passaic River by improving public access, monitoring tributary streams for sources of pollution and working with partner organizations to reconnect communities to the River.

For more information contact:

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State of New Jersey
Department of Environmental Protection
Division of Watershed Management