



## **Heritage & Cultural Stakeholder Meeting**

September 15, 2015

9AM-10:30AM

Venue: **The Local**, 4935 River Road, Point Pleasant, PA

### **Attendees:**

1. Miriam Seiden, FODC
2. Will Rivinus, FODC
3. Bill Getchell, D&L
4. Jason Shore
5. Jennifer Paquette, Homeowner
6. George Calaba, DCNR
7. Kris Kern, Heritage Conservancy
8. Ian Kindle, DCNR
9. Susan Taylor, FODC
10. Jerry Taylor, AMC
11. Roger Keller, Bridgeton Supervisor
12. Emma Diehl, PHMC
13. Jim Birdsall, D&L
14. Jeff Connell, FODC
15. Frank Walker, TWG Project Management
16. Danette MacKwish, Resident
17. Thane and Dana Tagg, Residents, FODC
18. Allen Black, DC21
19. Allen Sachse, D&L
20. Ralph Ratcliffe, LBCCCC

### **Discussion Points:**

- The group has a strong familiarity with Canal
- Relationships with the Canal
  - Limited public access, In the past had to enter water through residences
  - Canal Parade in 90s focused attention on Canal in Upper Black Eddy
    - Inspired Delaware Canal festival
    - Shore leave picnics
    - Idea has blossomed to other communities
  - Need an analysis of recreation along Canal
  - Rubber ducky race at Tohickon Aqueduct opening
  - People canoeing against Canal current can travel back upriver

- Battling poison ivy to portage in places
- Some stakeholders heard about Vision Study through Facebook, FODC
- Importance of Canal as Landmark
  - Would take a Congressional act to update it
- Need for water
- Turf grass is hard to hike and bike
- Historic surface was grass, then there was red stone
  - Need an alternative
  - Flat tires because of stones
- Water and how to pay
  - How to accomplish it in 200 year old structure
- What is scope of possibility?
- Historic character
  - Stone culverts
  - When park reviews projects, they rely on Secretary of the Interior's Standards for the Treatment of Historic Properties
  - Adapting for modern use
  - Essential character, i.e., if stone disappeared would the Canal be different?
  - 100 years in operation-worked well
    - Basic principals were in play
    - Can be successful again
  - Development above Canal is causing runoff
  - Canal was supposed to be flooded (when river flooded)
- Character defining features
  - Reuse cast iron shoes, etc.
  - New surface the emulates towpath
  - Water is character defining (#1)
    - Landmark designation – describes specific things
      - Still capable of displaying historic nature
      - Water supply is significant to landmark
    - Temporary pumps
      - Clay liner dries up
      - Keep water in Canal while it is being maintained
    - Augmentation pumps
  - Essential “delicacy” of the original structures is an important defining feature
    - We can re-establish delicacy
    - Iron “Gobbler’s” Bridge in Point Pleasant – example of preserving fabric
  - Scale of elements is important
  - Viewsheds - retaining vistas
- DCNR projects and issues
  - Maintenance
    - When state got Canal, Forest and Waters Bureau did park projects
    - Technical issues like flooding
    - Stronger role for engineering?
  - DCNR Facility Design & Construction Bureau
    - Engineers in each region
    - Engineer exclusively for Canal work is beneficial
      - Takes load off regional engineers
      - DCNR recognizes importance

- DCNR contracts out bigger projects
  - Tohickon Aqueduct DCNR / DEP did substructure engineering
- Uniform signage
  - Unique to corridors
  - Should relate to Delaware Canal
  - Branding and interpretation
  - Current system in place, another layer for towns
  - Wayfinding plan done for New Hope
  - Broader sign is needed that is recognizable across country
  - Unique designs are PHMC marker signs
  - Inventory of signs and what is missing
  - Collaborative interpretation with other groups (as spine)
    - Work directional/informational together
  - Towpath signs “You’ve arrived in \_\_\_\_\_”, signage “to DC this way”
  - Mileage markers
  - Granite mile markers are now flush with ground at each mile
- Educational heritage
  - Boats rides, etc.
  - Bring more opportunities, maybe with Canal Museum
  - FODC reaches out to schools
  - Currently DCNR does educational outreach 25 miles out from Canal and in Easton and Palisades school districts
  - Might be opportunity to piggyback with D&L
  - Bristol Marsh-Heritage Conservancy is reaching out
  - Relationship to Canal and industry
  - Integration with science, arts and history classes
  - 90% of what DCNR does is environmental education
  - Ecological historic connections
  - New Hope-Solebury School District had integrated curriculum 10 years ago
    - Art, music
    - Went on boats
  - Tales of Towpath
    - Accredited by state for 4<sup>th</sup> grade
    - 70 schools from Bristol to Wilkes Barre
    - Delaware and Lehigh Canal
    - DCNR has given D&L funds
- Pets - No place to trash dog waste
  - Environmental issue, like service for restrooms
  - Currently waste is handled as carry in/out
  - New recreation areas have cans
  - Dog waste is a problem-people have left it in plastic bags
  - In Bridgeton some people will pick trash, maybe this can happen in other towns- “canal keepers”
- Park map
  - DCNR website lists restrooms
  - Maybe have a “one stop shop” map showing all amenities on the municipality websites
  - Interactive map would be nice
- Threats

- Floods
  - 3 in a row 2004,5,6
  - Pre-empt and be ready with repair response
- Losing institutional knowledge on how Delaware Canal is maintained
- Penn East Pipeline
  - Already numerous pipes run under Canal
  - Maybe they can give mitigation money
  - Federal Energy Regulatory Commission (FERC) - any project that uses Federal/State funds or licenses needs a permit from FERC
    - Has to come under Section 106 at PHMC-state coordination to determine effect on historic resources
      - If permit is required
      - Perform inventory of resources
      - Determine potential effects of undertaking on property
      - Applicant must show methods to minimize effects
  - The Penn East was a minimum application to PHMC
  - PHMC comments on the application
  - The ultimate decision is with FERC
- Canal underneath Turnpike bridge
  - This section is not part of the National Landmark
  - Landmark designation came after Turnpike was built
  - Opportunity to move Canal away from Turnpike bridge piers
- Morrisville / CSX
  - Is there an opportunity to use DEP or flood control tools / funds to get water back?
  - This might help get water in lower Canal
- Tyburn Rd. and RR Spur
  - This should be done
  - Water cannot get through the small culvert (that is screened)
  - Need right amount of water (here and throughout Canal)
  - This is an opportunity to apply stormwater aspects to redesign the Canal and towpath together
  - Stormwater funds can supplement the park budget
  - Grates need to be taken out
    - Has to be overflow grate, same as Yardley
    - Municipalities are interested
- Silver Creek
  - DEP identified some options for using supplemental water
  - Assessment done in 1950s, culverts put in
- Inadequate funding – how does DCNR get ahead of the curve?
- River walls
  - ACOE/DCNR doing study to GPS map river walls
  - Currently in the middle of the survey
  - Next step is to do a boat survey from the river when leaves fall
- Historic preservation
  - No zoning overlay covers the entire canal
  - The resource could be threatened if alterations are allowed
  - This should be documented
  - In 1987 Master Plan, Canal enhancement zones were presented

- Yardley, Upper Makefield, Tinicum (setbacks, zoning, etc.)
- Opportunities
  - Operational gates/locks
    - Something like New Hope Barge system
    - Point Pleasant / Lumberville need locks operable for canal boats to pass through locks
    - Example is Amsterdam, bridges go up and down
    - In mapping, look at segments that are navigable and identify obstacles
  - Potential for camelback bridge at Airport Rd.
  - Water supply is significant to the Landmark integrity
  - Opportunity for culvert dams to bring in water
  - Easier way to get from Point A-B?
    - Water Loop system?



## **Environmental Stakeholder Meeting**

September 15, 2015

11AM-12:30PM

Venue: **The Local**, 4935 River Road, Point Pleasant, PA

### **Attendees:**

1. Miriam Seiden, FODC
2. Will Rivinus, FODC
3. Bill Getchell, D&L
4. Jason Shore
5. Jennifer Paquette, Homeowner
6. George Calaba, DCNR
7. Kris Kern, Heritage Conservancy
8. Ian Kindle, DCNR
9. Susan Taylor, FODC
10. Jerry Taylor, AMC
11. Roger Keller, Bridgeton Supervisor
12. John Brunner, AMC
13. Jim Birdsall, D&L
14. Jeff Connell, FODC
15. Frank Walker, TWG Project Management
16. Danette MacKwish, Resident
17. Thane and Dana Tagg, Residents, FODC
18. Allen Black, DC21
19. Allen Sachse, D&L
20. Ralph Ratcliffe, LBCCCC
21. Craig Miller
22. Jon and Deca Wright

### **Discussion Points:**

- Some residents chose their homes because of Canal
  - Hope to fish in the Canal right from home
  - They go to the river
  - Hoping water comes into the Canal soon
- We are all part of one unit, like branches on a tree
- Water as a habitat (fish, frogs, turtle)

- Watershed landscape
  - Streams from upland, river islands, Nockamixon Cliffs
  - Linkage between islands and Canal stewardship
  - River water is also Canal water
  - Certain areas where you can walk across to the river islands
  - Access Canal
- Baseline testing for water and soil quality
  - DCNR notes one for water quality has not been done
  - A lot of source ways have been monitored
  - Pidcock Creek contributes directly to Canal
  - Soil Quality
    - Done during the 90s dredge of the Canal
    - Report might be available
    - Contamination in development areas
    - Test within prism
    - 1987 Master Plan named siltation as prime problem
    - \$1 mil per mile to get silt out
  - Aquetong Watershed Association might deal with Pidcock, Primrose is also big
- What are some of the pros and cons of water management and how do we maintain quality?
- List of streams
  - We have on map
  - How do you deal with River Road and its interaction with the streams and creeks?
- Park service did publication on Canal
  - Step by step guide on how to prevent private yards from going into Canal
  - Streamside buffer publication
  - This was very popular
  - This publication can tie into stormwater recommendations
  - Also contributed toward continue outreach to municipalities
  - Many property owners were aware encroachment could have an effect on the Canal
- Where is Bucks County's presence during the meetings?
  - They are invited, along with the municipalities
  - Because it is a state park, there is the perception that it may not be their responsibility
  - Press has been invited to the meetings
- Grassroots
  - Each property owner has responsibility
  - Cannot treat the Canal as their own personal areas (dumping, storage, etc.)
  - Responsibility to make it better
- Water quality issues
- County level
  - Stormwater management plans, north and south
  - Hotspots identified through county conservation districts
- Education
  - Approach counties with specific interests in mind so their focus is targeted
  - This is where we would like counties' participation
  - Brief way to establish your input is important:

- Awareness
    - Usable info
    - Putting things in a way planning commissions can understand
    - Keep it brief
  - Maybe concentrate on MS4 and stormwater management
    - Target projects
    - Education focused on certain ideas
- Bucks County is a major property owner-major network
- What would it cost to fully water Canal?
  - How do we get to that point?
  - High Falls Creek culvert waters Canal in the north
  - How could state physically keep water flowing above and below High Falls?
  - What prevents watering? Costs?
  - State fast-tracked in recognizing options
  - Maintenance of waters during repairs? Doable? Costs?
- Opportunities
  - DCNR can do culverts and dams
    - Maybe not at High Falls
    - Logistics, cost issues
    - Below grade is the problem and above grade is okay
  - Augmentation pumps
    - Centre Bridge-to maintain boats in New Hope
    - Pump at Durham-kept water to Indian Rock, blocked by High Falls
    - Augmentation committee-one at Golden Pheasant
    - New Hope-larger pump for south
    - Problems if river level drops
    - Point Pleasant pumping station
      - If water can go into the Canal, have to work with DRBC when pumping it out from the river
      - Assumed Canal is a grandfathered use
      - Existing verbiage to use water but DRBC wants dockets (permits)
      - Costs money to run pumps
      - Private groups pay for New Hope pump
    - Possible to use High Falls delta as source
      - Pump from Delaware River into are of High Falls
      - DCNR doesn't have pump
    - Durham has dedicated shed
    - Timeframe for High Falls culvert
      - Initial thought was a quick fix
      - Contractor had different alternatives
      - 3-6 week lead time to order materials
      - Optimistic could be finished by year's end
      - 6 month-1 year possible scenario
    - Portable generator would be expensive
    - We need to give DCNR a budget
      - What size pump? Generator?
      - In Vision Study-we say we need to identify these costs
      - Easy part is getting the numbers
    - Put these issues into a long-term plan or stop-gap



- FODC/DC21 are working with DCNR for augmentation
      - Legal authority to pump out water
      - How do we bring in other partners to help fund?
  - Micro-hydropower
    - To help offset pumping cost
    - Revenue generation
    - How to navigate landmark status?
  - Water retention
    - Leaks along Canal
    - Fix them so there is no need to pump
    - Leaks are hard to find (leaks at Bowman's Wastegate)
    - Difference between leak and seepage in DCNR verbiage
    - People may not know what ditches are for
  - Falls Township pump
    - Ran water from one lake (Wheatsheaf) to another
    - Falls Township Community Park-will allow water from lake into Canal?
- Threats
  - Climate Change-Maybe 50 year flood is now 10 year flood?
    - Philadelphia Water Department (PWD) is working at climate change impacts
    - Camden is working at it
    - Try to serve local population when water is siphoned in upper Delaware for NYC use
    - Sea level rise will be tidally affected at Morrisville
    - Climate change will affect our watershed
    - Flooding/stormwater management as a tool



## **Business and Tourism Stakeholder Meeting**

September 22, 2015

9AM-10:30AM

Venue: **The Local**, 4935 River Road, Point Pleasant, PA

### **Attendees:**

1. Jim Jolly, Greater New Hope Chamber of Commerce, Landmark Towns Board
2. David Morgan, Greater Lambertville-New Hope Chamber of Commerce
3. Bill Getchell, D&L
4. Joe and Judy Franlin, New Hope Revitalization Committee
5. Grant Ross, Black Bass Hotel
6. Jerry Lepping, Visit Bucks County
7. Nick Forte, CAC
8. Will Rivinus, FODC
9. Tim Kroll, The Local
10. Rick Dalton, DCNR
11. Bethany Hare, DCNR
12. Susan Taylor, FODC
13. Allen Sachse, D&L
14. Amy Boccadoro, Easton Main Street Initiative
15. Jeff Knowles, DCNR

### **Discussion Points:**

- DCNR Study
  - Use of Canal
  - 1 million visits per year
  - Counts every visit
  - Level of use
- D&L Study on economic impact
  - Rails to trails
  - Lehigh Gorge to Bristol
  - 2 pockets with strong usage
    - Jim Thorpe
    - New Hope/Washington Crossing
  - Out of towners
  - In between was more localized use
  - \$ from outside was spent on lodging/overnight
  - \$ from in-between was spent on personal use

- Access related to this
    - How do I get on the Canal? - Physical access and information
- Canal & Towpath
  - Towpath for Black Bass Hotel is more important to guests
    - They send people to NJ
    - Huge desire for people to use but these are 2 separate entities
  - Fewer kayakers than joggers and hikers or people who use Canal
- Field trips to get kids on Towpath
  - Major tool that should be used
  - Artists groups painting on path
  - Promote Canal artistically
- Economic Gateways
- Cannot be too commercialized - promote path to support Canal
- DCNR's interpretive program - 25 miles outside of corridor
- Signage while you are on the canal and trying to get through
- Access to different populations
- Parking
  - Where to park
  - People have parked at Mountain Side
- We are evolving from flood years
  - Now the towpath has been repaired but not as smooth as D&R
  - Important to make stabilized turf more user friendly, esp. to bikers
  - Physical solution
  - DCNR made strides in detailing with stabilized turf
- 3 years ago Black Bass Hotel was seeding out the canal
  - 1 flood and it's all gone
- In 2004 new trail surface installed which was crushed red argillite
  - Flood came and it was not the best surface
  - Larger stone and topsoil stabilized turf installed
- 3 floods, then turf was put in along with gabion baskets
  - DCNR changed the way the Canal operated during the flood
  - Keep wastegates closed to keep water in the Canal so river flows over
  - \$30 million to repair, then 3 other floods
    - 2011, Irene, Lee
    - Some different techniques helped and stabilized turf was still there
    - Grassy areas had erosion
  - Stretch to Mountainside was impacted
- Shrank stone size to accommodate bikers
  - Working with DCNR to tell flood repair story well
  - Bikers look for where to park
  - Taking the train If they can get to Canal from stops
  - Loops are popular
  - After they're done biking, where do you go to eat and drink
  - Looping is key to avoid one-shot visitation
- Focus regionally
  - There is a canal on the other side of the Delaware River
  - Look at all resources to tie them in
- Walking towpath can be more interesting
  - Fishing, skating in Canal

- Towpath has been more reliable
- Obvious asset is water
  - Mule ride in New Hope ties history
  - Region intrinsically tied by river
  - Environment beauty that Canal traverses
- New Hope provides services people look for
- Back in January, GLCC broadened base of coverage to become GLNHCC
  - Something special, connecting via bridge
  - 300 members in GLNHCC
  - Create destination (everyone said this)
    - Many people do not know it is here
    - In the midst of creating a “destination’ (a place beyond 1 hour and 15 minutes of an origin)
    - These are resources they want to enjoy
    - People are looking for more to do
    - Looking for a package
- Loop trails have been there
  - Series of sign
  - 2 canals offer differences
    - On DC there are lovely homes, canal remnants
    - On D&R you fly along because its wide
    - Combo of unique offerings
- Able to ride fast on one side and history on the other, integrated trip package
- A brochure by Byways 29 regarding Jersey side has maps (Route 29)
  - How can we tie together with PA?
- Visit Bucks County is not government agent
  - Larger focus than break down of attractions
  - Almost landlocked in promoting Bucks County as a whole
  - A lot of attractions that are iconic
  - Promoting whole County but using local iconography
  - Work with Lehigh and Montgomery Counties?
- D&L Trail Study
  - Was first economic impact done
  - When you put long segments together (at least 50 miles) is when Canal becomes a destination as more services are needed
  - Great potential to market with adjoining D&R Canal
- Big gap in spending for day trippers and over-nighters
- Promotion
  - 36 hour visit in New York Times
  - They said no canal boat in New Hope
- Do many businesses know about Canal?
  - Getting them better informed about the Canal
  - Might get them to be sustaining members
- Canal as organizing tool
  - Delaware River towns brochure
  - Well received
- Regionalization creates experience
  - Array of allies on both sides
- Working with New Hope CC

- Businesses
- Mule barge and water in Canal is issue when it's not there
- Businesses say they have heard it before
- Businesses have lost faith that something will happen
- Can it be more than just the barge?
  - New Hope, Yardley-Canal offers alternative beyond downtown
  - When you get people on the canal, they see green, quiet, peaceful
- Canal is a standing agenda on New Hope Revitalization Committee
  - Better job communicating with businesses
  - Lots of efforts aren't being communicated
  - Like mule ride, it 'could' be here, water 'could' be here
- Practical step - piggy back public meetings
- Easton downtown is disconnected from trails
  - Not family and pedestrian friendly access between downtown and the Canal
  - Crayola is there
    - If there's a wait to get in, Canal is something people could do
    - There's also Canal Museum
    - Better way to market these resources
  - Foot bridge used to exist near dam
    - Rogue use of railroad bridge over the Delaware
    - Crossed from Westward to Southside
    - Can we do something like this near or at dam?
  - Old museum was not welcoming
  - Info/marketing to let people know where the trail is if you come here
  - Do locals even know about the Canal?
  - Some intersections are not the greatest for pedestrians
  - Access is a problem, only one way in
  - Morris Canal Greenway - connecting Philipsburg to Easton
  - Above Plumsteadville is very rural
    - People come from the top down
    - Not a connection with city and trail
    - No pro-action
  - D&L is working on loops
    - Do not have one yet
    - Trouble with signage
    - Working with public works
    - Opportunities for loop through city
    - Easton is on board, but focused on 2 rivers connection up to Gap
  - Dam at Easton was built to feed the Delaware Canal
  - Study to remove the dam which would take the water away
  - Wing dam in Point Pleasant raises pool to bring water to the D&R Canal
  - Also allows migration
  - How do we maintain water and ecological importance?
  - Easton is on board to keep dam
  - Study had expensive alternative to water Canal
  - Huge capital investment
  - Significant annual cost to pump water
  - DCNR owns dam
  - Hugh Moore Park-National Canal Museum

- DCNR own half Point Pleasant wing dam
    - Dam is important for economic development
- Stories
  - Black Bass Hotel has autopsy table used for workers along Canal
  - Stories stimulate interest
  - Business owners need to realize Canal is asset
- Resource center under evaluation
  - Reference point for communication
  - Value-every \$1 spent in park provides \$10 impact
  - Center will educate businesses and tourists
- High Line has been referenced
  - Why can't we create a cultural / economic development corridor that incorporates diverse agenda through negotiation/collaboration
  - You can come up with fund or other device where businesses get something from money to maintain Canal
  - High Line cost \$185 million
    - State put in little
    - City/Fed/Friends put in a lot of money
    - West Chelsea Economic District
    - Good model
    - Model here would transcend river
- No plans for Mountainside right now
  - From educational point of view, issue for buses to park
- Mountainside property is same owner as Black Bass Hotel (available to use)
  - DCNR does maintenance there
  - Parking there is not promoted, but heavily used
- Opportunities and Threats
  - Number of obstructions at lower end are being addressed
  - Plans for possible visitor center in New Hope
  - Odette's
  - Easton Pavilion, railroad
  - Some things accomplished before floods were in progress
  - Once High Falls is done, we are able to send water
- D&L has landmark towns in place
  - Interest in towns north of New Hope
  - This could evolve into connecting all communities along canal and taking advantage of resources
- All property owners that abut the High Line pay in
  - Can be controversial
  - Something different has to be done here
  - Maybe 60% of businesses sign in
- Morrisville, Yardley Rotary
  - Map shows icons for things user need if they get off
  - Hope to do more signage
- Northern towns along Lehigh Canal are embarking on signs on their own
- GLNHCC hired firm
  - Encouraged to be more digital
  - Have application to show amenities
  - Linking with other groups

- Walking, biking, etc.



## **Government, Municipal and Administration Stakeholder Meeting**

October 13, 2015

9AM-10:30AM

Venue: **The Local**, 4935 River Road, Point Pleasant, PA

### **Attendees:**

1. Allen Sachse, DNL
2. Allen Black, Delaware Canal 21
3. Susan Taylor, FODC
4. Rick Dalton, DCNR
5. Bethany Hare, DCNR
6. George Calaba, DCNR
7. Doug Miller, PA Historical Museum Commission
8. Julia Bell, National Parks Service
9. Jeff Knowles, DCNR
10. Vincent Dotti, Tincum Township
11. Joe Donnelly, DRJTBC
12. Jim Searing, Solebury Township
13. Bill West, FODC
14. Sherry Masteller, Riegelsville Borough
15. Tom Stinnett, Riegelsville Borough
16. Lynn Gaun, Durham Township
17. Linda McNeill, Tincum Township
18. Paul Gordon, Bucks County Planning
19. Nick Forte, Tincum Township
20. Jeff Connell, FODC
21. Richard Rosamilia, Tincum Township
22. Bill Getchell, Delaware Canal Board
23. Roger Keller, Bridgeton Township
24. Gard Holby, Bridgeton Township

### **Discussion Points:**

- Assets that are important to the Canal
  - Numerous Canal towns
  - The proximity and gaining access to nature
    - The Vision Study does not have to be all economic
  - Need both developed and undeveloped areas
    - Undeveloped areas provide an asset of open space that is left wild



- Boating and kayaking are desired if there is water in the Canal
- Currently working with communities on connectors within the Canal and outside the Canal
  - This will be a resource for future businesses and attractions
- Unique signage to the path is desired
  - Currently New Hope uses the towpath in a connected loop system
  - Signage along the Canal was started but was not implemented
    - Lack of funding
  - Use signage to orientate people both on the Canal and trying to get to the Canal
  - There are currently mile markers on the Canal
  - Currently some signs at access points
  - There should be signage that makes out intersections, landmarks, and municipal boundaries
- There are currently 2 studies being done that are looking at the economic benefits of the Canal
  - New Hope and Washington Crossing are the highest use
    - These areas bring in money from the outside
    - About 248 million dollars a year is brought in (from National Heritage Areas report)
- It is important to look at the region holistically
- The recreational aspect of the Canal provides for tourism, biking, and walking
- Create a historic overlay
  - Protects the bridges, structures, and other architectural elements of the Canal
- Administrative grant programs are working towards establishing connections
  - PennDOT, the two counties, and local municipalities need to work towards a public and private partnership
- Policing and signage along the river
  - People do not know where they are
    - This creates problems if there are emergencies and people cannot effectively inform emergency services where they are
  - Provide information about where you are on the river
  - On the Delaware River, consider putting signs under the bridges
    - At the same time, one stakeholder mentioned that he likes the lack of signs
    - There needs to be a level of personal responsibility
- Currently the trailheads are packed
  - Look into acquiring additional land for more parking areas
- The State Recreational Plan lists trail connections as an important component
  - This can be an opportunity
  - Trail linkages to existing parks are important to gain access to amenities
    - Pavilions, restrooms, etc.
- In Yardley, land was purchased that is adjacent to the SEPTA station
  - Can be used to create a connection to the Canal
- There is an interest in establishing a facilitator
  - They will take ideas from the Vision Study and other sources and put them into action. It is important to not reinvent the wheel and look into using existing positions and organizations as a facilitator
  - Help municipalities acquire funding
  - Have a “what is in it for me” mindset

- The Vision Study is just a document on the shelf without someone to advance it
- Look into connections to transit stations, both existing and future
  - Get transportation money involved
- Canal can also be a problem
  - There are about 1200 properties
  - Who has jurisdiction where
- Communication with private and public jurisdictions is vital
- Look into a Canal-wide organization
  - Representatives in counties and municipalities to coordinate efforts
  - New Jersey has a state commission overlooking lands along the river
  - Seek a bi-county authority for coordination efforts
    - Use this as an advisory role
    - Do not take away jurisdictional authority from municipalities
- Center Bridge and north has problems with maintaining constant water levels in the Canal
- Next step after Vision Study is a feasibility study, then a master plan for implementation
- Stormwater management is important
  - City of Philadelphia charges fees for stormwater management
  - Various watersheds feed the Canal
- Look at the 1989 plan and work on bringing together the stakeholders
- There are layers of federal to local with many existing organizations
  - No reason to create more organizations
  - Re-envision current organizations and make them function better
- The Canal has a State Caucus that meets to discuss the Canal
  - Encourage the Caucus members to come to these meetings
- There is a Canal Advisory Committee (CAC)
  - Might be able to function as the facilitator
  - Look at ways to increase regular participation in CAC
  - Make the meetings more serious to encourage action
- The integrity of the landmark has suffered with development
  - Turnpike bridge predated Landmark designation
- Masonry and the historic towpath are character defining features.
- The towpath
  - Needs to serve bikers better
    - The current state of the towpath makes biking difficult
    - A reduced stone size along the towpath would help bikers with thin tires
  - Look into a way to create a hybrid path system
    - The stone is not good for flooding
    - Turf is not good for bikers
    - Where is the happy medium?
  - Currently stabilized turf is used
    - Rebuilt using gabions to prevent flooding damage
- Spent approximately \$37 million in flood repairs in the past 10 years
- Timber has been used in areas
  - For cost reasons, historic timber has not been used
- Buildings that are part of the National Historic Register are important
  - Look at preserving these
  - Make them important and part of the Canal story
- Create Canal enhancement areas and overlay districts

- This can be addressed with zoning regulations
- Some townships have a dark sky ordinance
  - In these areas floodlights cannot be used
  - Light pollution has to be kept to an absolute minimum
- Locks, camelback bridges and Delaware River bridges all important to historic character
- River Road
  - Currently a scenic highway, but is not a scenic byway
  - In order to get byway status, there needs to be an agreement from all municipalities along the road
- There is currently work in Doylestown along the Neshaminy River Trail with GPS tracking that functions like a road
- Look beyond the current budget at additional funding.
  - Find ways to put pressure on the current budget to get the most out of it
  - When going after additional funding
    - Make sure to get it from DCNR's Delaware State Park rather than taking money from other parks
  - Look for new money
    - Real-Estate Transfer Tax
    - Growing Greener funding sources
- There needs to be better organization within the various groups and legislation
- There needs to be emphasis on the importance of maintenance and stewardship



## **Recreation Stakeholder Meeting**

October 13, 2015

11AM-12:30PM

Venue: **The Local**, 4935 River Road, Point Pleasant, PA

### **Attendees:**

1. Jerry Taylor, Appalachian Mountain Club, Delaware Chapter
2. Craig Miller
3. Tim Kroll
4. John Brunner, Appalachian Mountain Club
5. Tony Spagnoli, PEC
6. Jim Birdsall, D&L
7. Lynn Gaun, Durham Township
8. Julie Bell, National Park Service

### **Discussion Points:**

- A gentleman from the Appalachian Mountain Club was present to discuss the Delaware Valley Chapter's use of the Canal
  - There are about 5000 members in the Delaware Valley region
  - There are 8-10 mile hikes along the Canal on Wednesdays
    - Generally include 60-80 year old individuals
    - Prefer the smooth and flat Canal path
    - Generally include 20 people
  - Bike rides on Fridays
  - There is a need for more lunch spot destinations on the Pennsylvania side
  - People from all over the region come to the Canal to participate in the hiking trips
  - There are many partnerships for hikes with other organizations in the area
    - Some of these partnerships are with educators
- The Canal is built up with dirt in Yardley
  - Some complaints about mud
  - Generally seen as a good thing
    - Has led to a decrease in flooding
- Bridges over the Delaware are used for loops that run on both sides of the River
  - Pennsylvania side
    - More beautiful
    - Slower ride
    - This is because of the condition of the towpath as turf grass
  - New Jersey side

- Faster
  - Not as scenic
- Along longer bike rides
  - Specific spots that bikers usually stop for lunch
- Maintenance and repair is necessary along the Canal
  - The trail was sprayed in some areas to limit the growth of grass
- Kayaking areas and facilities need to be improved
  - There are not enough access areas for boats and kayaks
  - Ramps out of the Canal at the Canal locks would make movement up and down the Canal easier
- There needs to be larger parking lots to handle more people on busy weekends
- There is a leadership program led by individuals that run safe trips along the Canal
- The PA Highlands Trail
  - Will align with the Delaware Canal
  - There are plans to make this connection in Riegelsville and with the Bethlehem Canal Trail
- There is a plan to create a trail from Ringing Rocks Park to the Canal
  - Would follow along an old logging road
  - This trail would cross the Canal to the towpath at a current bridge near the quarry
- Interpretive focused hikes at Ringing Rocks
  - Focused on geology, hydrology, and ecology of the region
- The Delaware Canal Towpath is part of 3 long-distance Trail systems in the area
  - The Saucon Valley Trail
    - Runs from Bethlehem to Quakertown
    - Plans to continue this farther south towards Philadelphia
  - The D&L Trail
    - Considered an East Coast Greenway south of Morrisville
    - It is also part of the 9/11 Memorial Trail
    - There are some gaps that still need to be closed
  - The Circuit, in Philadelphia
    - Regional bi-county trail network
    - Includes 720 miles in and around Philadelphia
    - The Schuylkill River Trail was named best urban trail in the country
  - The D&L is seen as a trunk trail to the Circuit
    - More connections are desired to and from the Delaware Canal
- It is important to retain the local identity of the trail while still connecting it to the larger network
- Community park trail connections
  - Like River Front Park in Bristol
  - Provide connections to various amenities
- There are preliminary plans to connect Plumsteadville to the Trail
- Create a thread or a corridor that everyone wants to connect to
- Fishing recreation
  - Use to be a bigger recreational activity but seems to be less significant now
  - The Canal is stocked from Bowman's Hill to Morrisville twice a year
    - Bulls Island is the most stocked area
    - Warm water species are always in the Canal
  - During larger floods the lock gates have to be opened

- This results in many of the stocked fish flowing down into the Delaware River
- It is important to think regionally on both sides of the river including the river
  - Trail maps were created by Wild and Scenic
    - They ran out because of a lack of funding to print more
- Recreation during winter months
  - Ice skating
  - There used to be a skate from Bristol to Yardley from bonfire to bonfire
  - Cross-country skiing
- There is currently no swimming in the Canal and no desire to encourage swimming
- The Giving Pond is a real asset to the Canal
  - It is a former quarry
  - Provides recreational activities like fishing
  - Water also occasional comes in and out of the pond from the river
- There are sections of the Delaware Canal that are overused and sections that are underused
  - Look at ways to provide people with information on less used areas of the Canal
  - Evenly distribute people
- There is no easy way to get from Easton to the Canal
  - This cuts off a large population center
- Consider the need for a send-off point
  - Not the same as a trailhead
  - Provide bikers or kayakers or boaters with information as they start their journeys
- Some areas of signage along the Canal are old and need to be replaced
- Morrisville is a great location for overnight stays and other amenities
  - Location at a cross-roads for numerous trail systems
- The current use of the trail is aimed more towards day trips rather than overnight trips
  - Bed and Breakfasts, kiosks, restrooms, etc.
  - Would encourage more overnight trips
  - The D&L Trail does not have to do much to encourage overnight travel
    - The framework is already in place
- The Allegheny Passage Trail
  - Great for long overnight bike trips
  - Has consistent signage design
  - Towns that function primarily around trail usage
- Look at more than just additional parking
  - There is also a need for lunch destinations, bathrooms, and a loop system
  - Creates a different experience during the entire trip
- The area from Tinicum to Easton is underused because of less access to the Trail
- Some of the bridges over the Canal are private and some are public
  - It is not always easy to determine which is which
- SEPTA station in Morrisville
  - No current station
  - Rail line runs close to the Canal
    - There is undeveloped property here
    - Opportunity for a train station and easy access to the Canal