



**Delaware Canal Vision Study**



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**FALL PUBLIC MEETING NOTES**

**November 17, 18, 19, 2015**

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**Methodology**

**Public comments from dates above were tallied and compiled under the Seven (7) "Principles" headings.**

## November 17<sup>th</sup> – Riegelsville, Riegelsville Borough Hall

### ***Principle 1: It's Our Delaware Canal***

- 'Adopt a Mile' program
- Appropriate signage, applicable to Canal Clean-Up Day
- Gross National Product of all the businesses in the Canal watershed?
- Ask businesses in the watershed to contribute, they should play a part
- All school districts along the Canal should be contacted to engage in educational programs
  - New generation of stewards
  - Solebury, Bristol have education programs
  - PA certified curriculum-Program in the Park
  - PA Department of Conservation and Natural Resources (DCNR) also has programs in conjunction with school districts that build on existing programs
- Friends of the Delaware Canal (FODC)
  - Canal tenders
  - Clean-up day
  - Watching media outlets to monitor programs
- Antiquity of Canal
  - Hand-made
  - What skills were required to build Canal?
  - These are vanishing crafts
  - Gather info to train artisans-hard to find
  - An opportunity for job creation
- Central Bucks School District
  - Peace Valley Park field trips
  - Need variation for trips, Canal could be option
  - Lot of volunteer parents come on trips
  - Challenge to get them to Canal is funding-how to locally promote it?
  - Partnerships with schools
  - Teachers on Facebook, if you sponsor hyper-local ads, it'll get to teachers who will aggressively promote it to students, parents, etc.
- Getting to decision makers

### ***Principle 2: It's About the Water***

- Keeping the Canal watered
- Look at the definition of a fully watered Canal, 3 or 5 ft, keep full depth required
- Don't just release water after rains, let overflows do their job
- Augmenting pumps
  - In the old days, pump would be fixed immediately
  - What about a siphon pump to keep water flowing if there's a break somewhere?
- Rapid-response
  - Pre-design situations
  - Fix it right away

- Water flow management
  - Modernize this control system
  - Wireless sensors to sense problems and send directly to office
  - Done within Landmark
- Water as a resource
  - Potable in Jersey
  - Fire protection in Plumstead
  - There are dry hydrants in Canal
- What gets water in Canal
  - Archimedes Screw
  - Almost as soon as Canal was finished, 2 waterwheels were added and in place until 1929
- Southern end relies on inlet near Odette's
  - Dry mostly in the summer
  - FODC promoting Archimedes Screw to supplement water flow

***Principle 3: Conserving Our National Landmark***

- National Historic Landmark (NHL) is a high designation
- Solutions done in the context of historic character
- Character in context with the surrounding landscape
- New technology-green solutions fitting for the Canal character
- Lot of animals use the Canal-keeping that in mind
- Is there room for leeway in the standards?
  - Repair frequently troubling areas with new technology that lasts
- General viewshed analysis done -
  - Maybe update to be more localized
  - Ensure teeth in ordinances to protect viewsheds
- Partnering with universities and historic preservation programs at schools-they're prepared to help
- Review of projects
  - Very definitive boundaries are set
  - Expand boundaries to include viewsheds
  - For projects outside the area that come to the Canal, project, explore creative ways to bring in viewshed protection
- Delaware & Raritan Canal (D&R) Commission has authority over NJ lands adjacent to Canal
- Grant money for municipalities to put protection clauses in ordinances
  - PCIP Program
  - PA Department of Community and Economic Development (DCED) may have some programs
- PHMC hasn't revisited viewshed review
  - Original structure only has 2-3 structures
  - Have to refine
- Type of funding for Lehigh Valley Planning Commission (LVPC)-they're developing model ordinances
- Mini-grants for municipalities to adopt ordinances

- Model ordinances stated in 1987 Master Plan
  - Needs to be revisited
  - Canal enhancement ordinance tailored to individual municipalities

***Principle 4: A Network of Trails and Connections***

- Ideas on other connections
- Bucks County trails
  - How closely are we working with trail groups connecting trails
  - Master trail plan in Bucks County
  - Plumstead has been contacted by other municipalities-master trail plan there
- Doylestown Bike-Hike
  - 5 or 6 organizations
  - 24 miles of trails
  - Connecting to trunk trail
- Any programming to health connections?
  - Grand View Hospital does walk with patients
- People should pay attention to the Circuit
  - Major trail network
  - Need to get the word out
- Nice to see Perkasio/Sellersville trails connect with Lake Nockamixon
  - Lot of parkland in between that can be used up
  - 7-8 linear miles along Lake Nockamixon (Point Pleasant to Tohickon, Ringing Rocks)
- Stewardship
  - Opportunity for sponsor like REI coupon for kayak rentals
  - Gets the company involved
  - LL Bean working with LVPC
  - Outdoor World like store in Bucks County
  - Tubing person involved in connection
  - Easton Main Street Initiative
  - Engineers Without Borders

***Principle 5: Stewards of the Canal and River***

- Wild & Scenic designation in 1968
- Lower Delaware River is in Wild & Scenic (W&S) Rivers System
- With this law as a basis, it gives communities power in ordinances
- W&S given basis to promote tourism
- Public is vital-there was movement to get away from wildlife fund but people support the program
- Legislation or policy to protect resource?
- Mechanisms to get excluded section of river included in the designation
  - 2 gaps: one around Riegelsville, one north of Easton
  - Exclusion has more to do with politics, no resource based
  - Local communities there were not in favor to support river management plan
- Lower Delaware W&S goes to Washington Crossing State Park
- Haven't gone through the process to get undesignated areas into the park service

- River designated in 2000
- Partners need to be included in new designation
- Both sides of river need to be on board
- In terms of protecting scenic qualities, municipalities can incorporate scenic ordinances
- No highway scenic related goals in river management plan-not at that point
- In developing scenic resources, ordinances designed to be functional at local level
  - Benefits to local-economic development, partners to the table
  - Limited funding
    - One time grant process
- Scenic Highways was done along Route 32
- One negative impact in W&S is fracking pipeline in the gap
  - Degradation to safety
  - It makes it an easier point for the pipeline to cross as there are less layers to navigate

***Principle 6: A Park of Many Users***

- Trying to save fish when break happens
- Scenic byway in Jersey official, bridge loop, it's whole corridor and viewshed
- What about residents along the Canal? Worried about carrying capacity?
- Nature deficit in Easton
  - No one can get on it
  - Linking rich wildlife to urban center
  - Hard to access, especially center city Easton to Canal
  - Demographics in Easton
    - Minorities, elderly and access is non-existent
  - Putting walking bridge in to do loop
    - Would complete an antique system
- Point Pleasant Community Association did existing poll
  - Aquetong and river bridge were priority projects
  - Pedestrian bridges got built over the canal in Solebury and Riegelsville
  - Delaware River Joint Toll Bridge Commission (DRJTBC) said to fix piers before bridge is built
- Parking
  - Needed in Plumstead
  - Small community park for parking in Point Pleasant, need more space
  - Identify potential parking locations
    - Local communities can help
    - Partner with them
    - DCNR can help acquire land
  - When you set up parking, you set up expectation for public that parking or concessions will always be there
  - You have expectations that are met-make it a regional treasure
- More water activities at Canal parks
  - Could work through concessions
  - Phoenixville canoe loop to river, can it be replicated?
  - DCNR provides boats, utilize river and loops

### ***Principle 7: We're All in This Together***

- Things have changed in allocation of public resources
- Is there a Vision Statement with Study?
  - Everyone wanted to talk about Vision Statement in recent county planning
  - How do we put that out there?
  - Resonating with public officials
- Sub-committee
  - Plumstead has 3 new committees (Village, Improvement, Trail Advisory)
  - Maybe sub-committee can be formed to work toward goals of the group
  - Supervisors are busy, sub-committee is a good tool for focus and progress
  - Can you define it?
  - 19-20 townships are working toward goal
  - If local people were on sub-committee, you'll get a lot more support
  - Some supervisors don't know what's happening
  - Person on sub-committee will bring information back to supervisors
  - More commitment in local organizations
- Circuit identified priority trail projects
  - Get major groups involved
  - These are priorities at this time
  - Develop a master list
- Highlands Trail can to West Rockhill-remind supervisors for support
- Intent of Delaware Canal Advisory Committee (CAC) is to bring entities together
  - Needs to be revisited
  - Each municipality gets meeting minutes
  - Maybe CAC needs to stimulate municipalities
  - Make sure someone from municipalities go to CAC meetings
- Public-private discussion happening
  - Concessionaires
  - Public-private partnership in cities to manage parks
  - Improvement districts
  - Money that goes into pool
  - Use lot of different models
  - One partnership-Archimedes Screw to get water in Canal
  - Variety of ways
  - Appropriate business relationships
  - Pay rent to Canal
  - Special Services District, like Center City District, to clean city
  - If majority of people want in, they'll pass referendum for little more in taxes
- Groundhog Lock had power to run trolley from Easton to Doylestown
- Any possibility that state would match private funds?
  - FODC has good track record of raising funds and state complimenting that
  - \$46,000 raised for pumping from Centre Bridge to New Hope

### ***Summary***

- Complexity of 60 mile asset

- How vital it is
- Scale to individual asset
- What is connection to the state?
- Adding “stories” photos on website by users
  - Make “live” online with posts

## **November 18<sup>th</sup> – Washington Crossing, Washington Crossing Visitor Center**

### ***Principle 1: It's Our Delaware Canal***

- What is the Canal community?
- Communities benefit from being next to the Canal
- Grow regionally
- Is there any research done on the Canal?
  - This was not done with this project
  - Good idea
  - We have anecdotal stories
  - Did do a study years again with counters and surveys
    - Can be made available
    - This has been provided
- Survey will only cover current, maybe we want to change it
- Education needs to be spelled out
- Educational establishments
- Use it for teaching
  - Delaware & Lehigh National Heritage Corridor (D&L) has a curriculum
  - Expand network and outreach
- Connection to railroad system
  - This is key to making it come alive
  - Vanishing commodity
  - SEPTA, bus, etc. have been identified
  - Working to get a linkage from Yardley to Delaware Canal
  - Thinking historical connection
    - New Hope-Ivyland train
- Moving from one transportation source to another
- SEPTA looking to increase infrastructure like lockers and bike locks
- Inner-urban trolley system
- D&L has a museum component and lays out artifacts along the trail
- Developing the business community
  - Work with developers that have interest in developing along the Canal
  - Fee in lieu of Canal improvements?
- Hospitality industry
  - Hotels
  - Bed and breakfast
  - Friends have been working with those types of businesses

## ***Principle 2: It's About the Water***

- Archimedes Screw in New Hope
  - Possibility of creating electricity
  - Help with the water issues
- Infrastructure includes walls that sometimes fail
- What happens in New Jersey... D&R is a potable water source
- Difficulty in getting permits and the standards to repair locks
  - Possibility for easier process (interim standards for temporary solution)
  - Gather funding over years to get the locks back to the way they were
  - Quicker interim fixing process
- Lose lots of water through infiltration
  - Improving whole prism
  - Hire soil scientist to highlight areas that are resulting in the loss of water
  - Do test and come in with a program
    - Like lining a pond
  - DCNR has come up with a gabion structure for the tow path
    - Come in with modern improvements and keep the history
  - Get to the problem before it happens
- This community has 3 ways of getting in
  - Flooding that shuts down the area is because of the Canal
    - Shuts down Route 532
  - Comes from upstream
- Next to the Canal is a big water source
  - Get the river into the Canal
  - This can be expensive
  - There is no reliable way to get water from Easton down
  - Pumping projects are underway
- How was it fed?
  - Inlets, tributaries
  - Dams in Easton and at New Hope
- Keep water in the Canal while under construction
  - Culvert dam above/below projects
- Water wheel in New Hope does not exist anymore
- Is there any thought to use stormwater to feed the Canal?
- William Penn Foundation stormwater study
- Funding sources
  - Adoption projects like road adoption

## ***Principle 3: Conserving Our National Landmark***

- Canal is part of the cultural landscape
- Last canal in US capable of being fulling watered
- Improvements have to be done with respect to the landmark
- If generating more recreation and tourism, we have to consider impact
- Do not engage in over-conservation
  - Need to consider what it needs to generate revenue
  - Do not be afraid of improving
- How many locks - 23



- Locks should be restored in the overall process
  - Locks in Morrisville are amazing to watch and see them work during floods
- Signage at locks
  - Explain the old technology
- Delaware Canal has a lots of different structures, lots of nomenclature
  - Morrisville is a waste gate
- The only working lock is the Yardley lock
- Craft skills to operate the locks are not present
  - FODC to begin a program to instruct people
- Navigation
  - Areas that are still accessible without bridges
- How do we finance all this?
  - Put some responsibility of maintaining the status of the Canal on municipalities
  - Should be their responsibility
  - Parks are now a central infrastructure
    - Yes, it is the municipalities' responsibility to care for them
  - How do we increase this movement?

***Principle 4: A Network of Trails and Connections***

- Since 1831 served as a connector for communities and transportation
- Operational for 99 years
- Continues to be central to 21st century of life
- Land and water trail system
- Part of the Circuit
  - A portion of the D&L Trail
- Part of the East Coast Greenway
- Connector of communities
- The reason it was so important was because it was connecting communities
  - Conceived as integral to the community and the region
  - This needs to be developed more, make it integral again
- Towns need to understand how important it is
  - It is not currently something that is educated enough
- Grow your audience
  - Take it to Harrisburg and get it into the schools systems
- Encourage more park connections to the Delaware Canal
  - Parks have amenities that Delaware Canal needs like restrooms
  - Townships help take pressure off Canal for facilities
  - Provides parks with Delaware Canal
- Get articles into local newsletter
- Almost all Lehigh Valley brochures have Canal pictures
- New Hope and Washington Crossing are a destination
- Long term
  - Evaluate how many visitors the Delaware Canal State Park can have without losing its values
- What is really going to tie the Delaware Canal in is the river
  - The river is important in Europe
    - Use the waterway to get around
    - This will bring people to the Canal

- Make river a regional entity
  - Ferry boats
    - It is a literal linking of towns with shopping, eating, entertainment
- Is the river deep enough?
  - There has to be enough water in certain areas
- Flat bottom boats?

***Principle 5: Stewards of the Canal and River***

- Tons of people use river recreationally
  - Tubing
- Wild and Scenic
  - Birding
  - Wildlife
  - How to preserve it
- How many people is too many?
- Lower Makefield and Upper Black Eddy have ramps
- Easy access to the river in Bristol
  - Only tidal marsh is in Bristol
- Greater Lambertville New Hope Chamber of Commerce (GLNHCC)-one idea of the river
- NJ has created a Scenic Byway for Route 29
- Route 32 is Scenic Highway, but not Byway
- Easton-Phillipsburg have symbiotic relationship
- FODC has loop trails map
- Place where communities can help a lot
  - Supplement access points
- Where to make connections
- There are not enough access points to the Canal
  - People need to go into NJ
- Sometimes in Point Pleasant, people ask residents how to get to Canal
- No signage in parks
- Boy Scouts used to ride canoes down the river and back up the Canal
- Canoe and kayak easy access
  - You can rent in areas but it is hard to gain access
- Kayak trips on Canal book up real quickly
  - Lots of demand to be on the water
- Lots of people want to be on the path
- Public bike systems like in Philly where you pick up a bike in one place and drop it off somewhere else

***Principle 6: A Park of Many Users***

- There is no way for elderly in Easton to get to the Canal
- Could you develop a fish hatchery and grow fish to be used as food and in Canal?
  - Historic parks have fish hatcheries
- Lack of regular water in the Canal, Fish and Boat commission stocks less
- The local grown and made products are expanding
- Light industrial zones

- Encourage adaptive reuse
- Young creatives
- Everything will naturally follow if it is filled with water
- Volksmarch in Germany
  - Liberty Bell Walkers
    - They go into New Hope
  - Takes advantage of flat paths
  - Very popular
  - Wanderers are Friends of the Delaware Canal
- People will come to the Delaware Canal rather than the D&R Canal because it is more interesting
  - Even if path is not as nice
  - Heard this from the biking groups
    - View vs. speed
- Parallels
  - Same scale as in England
    - See the backs of buildings and towns not normally seen on the road
    - Views of towns
    - Shifts of point of view
  - Points of view back to the river
- Possibility of motorized boats in the Canal
- Maintenance of water - very important
  - Raise level of importance that water needs to be there always
  - Quantify this

***Principle 7: We're All in This Together***

- Adding amenities, improving access
- Several groups doing education
- Need a committee to report to the CAC to get info back to Municipalities
- Improve attendance at CAC
  - Happens quarterly
  - Functions well
  - Needs more attendance
- Need to go to the Township association and get the new guys
- Just need to make it a 5 minute overview
- County Association of Township Supervisors
- County planning commissions' training for new advisors
- Opportunities to bring small to medium projects to municipalities
  - Get something in front of them to get the conversation going
  - Sparks interest
  - Needs to be practical
- Private sector - better be part of it
  - It is about networking
  - Digital piece is lacking
    - Need to get something on cell phones
    - Go to where people are
    - Facebook
- Engage younger people

- Who do I listen to?
  - There are a lot of different people
  - Need a central voice
    - Easier to network
    - Network node
- Without the water it is hard to get the private sector involved
  - People can see the potential
  - Portion of locks filled
- Small construction projects
- Pilot projects to generate enthusiasm

### ***Summary***

- Keeps coming back to water
  - Keep it significant now and moving forward
  - It is everyone's Canal
  - Need for additional capacity
- Legislative Caucus
  - Get the TV channel to cover the meeting

## **November 19<sup>th</sup> – Bristol, Bucks County Community College-Bristol Campus**

### ***Principle 1: It's Our Delaware Canal***

- Solutions orientated tonight
- Partners
  - Who can be engaged
- All the municipalities that touch the Canal
- Who is everybody
  - This is one of the challenges
  - Motorists are over used
  - Birders, walkers, joggers, fisherman, craftsman, kayakers, restaurants, bed and breakfast
- Potential billion dollars from business
  - Problem is most of the Canal is residential
  - Down here by Bristol it is more commercial
    - Potential for big businesses
  - There is not one solution, or one big business
  - There are smaller businesses too
  - Public-private partnerships
  - Stakeholder group is a good collection of who feels ownership
    - Businesses
    - Municipalities
    - Fire departments
    - Recreationalists
    - Tourism groups
    - Birders
- It is not just the people that live within a 1/4 mile, if you're 3-4 miles out, still value
  - Stakeholders do not have to be on the Canal

- Doylestown-hot bed of people coming in
- People from Philadelphia, Montgomery County, NJ, Easton and Bethlehem, Washington Township, NJ, downtown
  - For hikes
- How do you capture these people
  - Set up a system to make them "friends of the canal"
- Report will hopefully identify new sources of revenue
  - Tasks that are \$50-100k tasks that are community orientated
    - Picking up trash
    - Benches
    - Communities closest will take care of their section of the Canal
    - Large projects are state
    - Different types of tasks for per person basis vs. state basis
    - Community can say its only \$5k out of the budget
      - Make them realize the advantage
    - Break it up into smaller "parks"
- No municipalities that help maintain the Canal
  - PennDOT currently does some road work
  - Share a restroom facility with Morrisville
    - It's on borough property
    - Canal built, municipality maintains
- Communities that identify with Canal
  - Yardley
  - Washington Crossing
  - New Hope
  - Solebury
- What if all the communities say " \_\_\_\_ a DC community"
  - Put into letterhead
  - Not a hard thing to do
  - Build identity
- Is it really feasible to ask local communities to fund a state park?
  - Needs to be a made a priority on a state level
- Areas where they invest in areas directly adjacent to the Canal instead of funding the state park
- There are other states with local communities that help fund state parks
- Fairmount Park
  - The park needed to benefit the communities closest to the park
  - Conservancies that are created to benefit the parks
    - Non profits
    - Help augment the state levels
    - There already is a structure to follow
  - Parks cannot do it on their own these days
- Should the townships be contributing to non profits to save money on minimum wage requirements?
- Norristown Farm Park is example of community run park
- Bristol already takes care of last portion of the Delaware Canal (last 7/10 mile)

### ***Principle 2: It's About the Water***

- How do you balance modern facilities with history?
- D&R should not be used as a potable example
  - D&R is interlinked to New Brunswick inland
  - Delaware Canal follows the river so why use it for potable
  - Down in Philadelphia there are salt problems in Delaware River
  - You could sell it in Bristol
- Swimming in the Canal
  - Why not have a safe swimming area
  - It goes on illegally
  - Delaware River has a swimmability license
    - Have buoys with the net
    - Protected areas
- There has not been water in the southern portion all year

### ***Principle 3: Conserving Our National Landmark***

- Creates the cultural landscape for much of the communities along the canal
- It is the last remaining tow path canal that can be fully watered
  - Still a challenge to keep it watered
- Look at Green infrastructure
- Make sure we do not overuse the Canal
- How will we measure our success
- Preserving buildings
  - Important
  - Odette's building mentioned in NHL designation
  - Designation doesn't have teeth for private development
- Some have been an eye sore for years
  - Neglect leads to making it an eye sore
- Private owner does not have to care for it like the state does
- Is there a local protection for historic buildings?
- Part of the vision to encourage local municipalities to protect buildings
  - Historical Architectural Review Board (HARB)
- Should be standards for new construction – design guidelines
  - Reflect the architecture historically
  - There are places that could be home for new businesses
- Adaptive reuse potential
  - Each individual building is its own project
- What is appropriate within the Delaware Canal State Park
- Interaction with Federal Emergency Management Agency (FEMA) and flood plain ordinance
  - Buildings have to be elevated
  - Visually can hurt looks
  - Conflict
  - Safety and health issue is always going to win out
- Route 13 in Bristol is undergoing "beautification"
  - There should be money along this stretch to help
  - Green Lane

- There will be a pedestrian crossing
  - There will be a crossing on Green Lane
  - Signalized
- PennDOT is including
- Dangerous crossing over Route 13 to get to Canal

***Principle 4: A Network of Trails and Connections***

- This is now a regionally trail
- Connects people to history and culture
- There is money coming into PA Environmental Council to remove obstructions
  - Trail fixes need to work with fixing the Canal
- Projects should consider Canal
  - Stormwater implications
  - Integral to maintain viability
- Challenge of restoring a historic resource
- Much of the funding through the DOT is focused on the trail
  - Funds are just not there
- Without water the integrity of the Canal suffers
  - Berms, structures, etc.
- For Municipal Separate Storm Sewer System (MS4) requirements
  - Use the Canal to help save money
  - Tax will stay in the local community
  - Many communities require a plan
    - They should use Canal
    - Could help with maintenance
    - Identify water quality issues
- Linking Principle 4 to Principle 1: It's Our Delaware Canal
  - Gather citizen support with the trail
  - People will use it and love it
  - Back to how you get ownership
- Is there a list of events on the tow path?
  - There are races along the Canal
  - There is not a master list
    - It is out there
    - Not necessarily in one place – different newsletters
- We have to get all of this tougher to make the case
- Maybe a college helps organize all the events
  - Planning
- Sure we need to address the issue of tow path trail surface
  - Stabilize turf surface
  - We need to come up with a cheap solution to make it smooth
  - Safe priority
  - We need to get bikers off the road
    - Driver of the road, we want to get people over there
- A biker advocate from Bike Bucks County
  - Says the surface is great

- Yardley to Frenchtown – variety of surfaces
- Lumberville-it is rougher
- It comes down to dollars vs value
- Pretty good for a casual ride with a family
- Not street bike tire
- It could be better, but it is safe
- Huge increase in bike users
- People start avoiding on the weekends
- There are 3 different trail surfaces on the canal
  - 2001 crush road stone
  - 2004-06 new material stabilized turf
- Connectivity piece is very important
- More access points to get on and off the tow path
  - More people get on and off
- Not enough people away from the river know it's there
- Community engagement activities are right on the Canal
  - Can we do canal plus...
- Creative placemaking
  - Ideas of starting a parade somewhere and bring it down to Canal
  - Canal-o-ween is an example of community embracing Canal
  - Pop up urbanism is a trend
  - Put a spin on an old asset
- What the Canal suffers from is it is so long, many municipalities
  - Whose job is it
  - Programming the asset falls into a public-private partnership
- Idea of closing river road on Sundays from Yardley to Washington Crossing
  - Bring community down to the river
  - Like West River Road
  - Needs to be someone's job to do that
  - Open Space initiative in Philadelphia should be brought to Bucks
- Programming is very important
- Who are the entities
- People say all the time, "we have a Canal"
- Examples in New York of old industrial Canals - daylighting
- People sees these as opportunities
  - Economical
  - Millennials

***Principle 5: Stewards of the Canal and River***

- How do we keep the Wild and Scenic?
- How ever we can bring out the beauty on the Canal
- Has gaps in it
  - Some municipalities choose not to get the designation
- Does Wild and Scenic bring in money?
  - Very little
  - Bragging rights
  - If you want to get along the river you have to get approval
    - Tubers work without approval



- Enforces water quality standards
- Supports scenic byways
- Not well funded
- Work with agencies to avoid difficulties of making improvements
- Municipalities that are not engaged yet can still enter
  - Revisit and reeducate
- Too much development prevents it
- Utility areas that are excluded
  - Or was this because of choice
- Who is the photographer – from FODC

***Principle 6: A Park of Many Users***

- Other trails that are expanding along the Canal
- 25% of downtown Easton Residents are over 65... how do we make sure they are taken care of?
- The arts community is a huge underutilized entity that can promote Canal
  - Influence could be greater
  - Historically they were the influential group
  - Still advocating
    - Artists are still out there
- Create an artistic narrative
- Paint festival to convene everyone
- Influential group Delaware Canal 21 (DC21)
  - Realtor group
    - 50 local realtors surveyed
    - Importance of Canal to sale prices
    - 100% said it was intrinsically important to their sales if within 1 mile
    - This goes farther towards proving it is vital
  - Economic impact study
    - Look at value of Canal to local and larger region
- Stormwater study funded by William Penn study with PennDOT and DCNR
  - Impacts of state byway
- What change will PennDOT do to River Road?
  - What is done when the road directly drains into Canal in certain areas?
  - There is now a cultural resource survey using PennDOT resources
- Understanding what is acceptable
  - Need to understand important characteristics
  - Not reinventing the wheel

***Principle 7: We're All in This Together***

- How can we approach this in a new and different fashion?
- Is it possible for municipalities to pick up basic maintenance?
  - Supplemental help that could help state park
  - It's good and bad
    - Great to have them maintain it
    - But now staff is not maintaining
    - Having municipality employees

- There is a union that covers maintenance
- Work and study the CAC to make sure they are doing the job
  - Are they the natural entity?
  - Maybe it is time for another look at that body
  - Do they need taxing authority?
  - Body that can speak for use
- CAC is made up of municipalities, business associations, legislators
- Seems to have lost power
  - Turned into ranting time
- Maybe needs to be reenergized, from where?
  - Stakeholders and municipalities steer the meeting
  - This should be governing body for Canal
  - Need stakeholders to participate
  - There are facilitative ways to invite them in
  - Sounds like the right balance of people
  - This is a goal of the advisory meeting, to reenergize
- Communicating all this information electronically
  - This is a gap
  - What is where?
  - Who is doing what?
  - Events
  - Need a central point
- CAC meetings are reports from DCNR-not working meetings
  - Do not reinvent something
  - Maybe this is just a committee
- Needs a professional funded head
  - DCNR funds programs like this
- Develop the job description of the CAC or committee
  - It is a “we” all, not a “you” all
  - There has to be a professional thinking it through and providing direction
  - Flush out the idea and open it up to the public for comments
  - Information, program, and funding... make a year round job
    - Where is this entity getting paid from
- Communities want an organizing entity
- There is the basic foundation for it to grow it
  - There are a lot of people that want the Canal and make a difference
  - Passion

## ***Emailed Comments***

*AB, 8/28:* Harden the Canal at particular points to resist flood damage, even if it involves heavy reinforced concrete or whatever? I'd think we would want to allow that.

*FW, 9/8:* We could make a huge difference by getting a Flygt pump in where the barges used to cross the river just downstream from New Hope and a couple of other easy locations. I'm fascinated by how the Quakers recreated Ironbridge in England here, when they were run off to the colonies.

*BB, 9/14:* I walked the canal yesterday twice between Erwinna and Uhlerstown, and thought about the canal's problems and your efforts to fix them. I'm delighted that you are taking on this challenge and that you have had the success which you have already achieved, including borrowing TC's wonderful attorney.

I'm certain that you've already had this thought, but I'm going to say it anyway. While there are lots of projects which need to be undertaken to return the canal to functionality, if someone approached me and asked what would be my **first objective**, I would answer **"to fill the canal and to keep it filled"**. They would then say **"but what about the constant leaks and breaches?"** And I would say, **"let's convene a meeting of engineers with identified expertise in how best to deal with canal leaks so that the water level can be sustained while repair work is going on."**

This cannot be rocket science. The Romans discovered how to maintain water levels in aqueducts while going over hilly terrain and across rivers. Let's help fund the necessary equipment so that dikes can be built above and below a breach/repair area, so that pumps can move the water from above to below the repair area, and so the canal can remain at its normal depth **at all times**.

If your organization were to adopt this as your first objective, and you got DCNR to buy in, and you raised some private funding to pay for plan development and any specialized equipment, you would win the support of all constituencies for longer term studies of what further steps can be taken to make the canal viable. Certainly, viewing and promoting the canal as another important water storage resource is a politically attractive concept worthy of serious consideration.

*AB, 9/19:* We were speaking with Bill Tinsman this morning about the canal. He told us that for many years there was a large timber structure immediately south of the little bridge that crosses the canal at a lock just in the north end of Lumberville. It had a platform at road level, then stairs down to a little dock at canal water level, and it was used for people to launch canoes, etc. etc. This fits directly with the public calls for access, not just to the park, but specifically to the water. We might want to consider whether we can use this as an example in the Visioning Study in making the point that much more access and more convenient access is needed.

*MM, 10/12:* I saw an article in the New Hope News about the canal vision study and wanted to send an idea that I don't see fully expressed in the comments on your web site, since I won't be able to attend any upcoming meetings.

I lived in Europe for 5 years and traveled around a bit where I observed many of Europe's canals

being used for recreational boating. Natives and foreigners would use special canal boats to navigate the canals, often making multi-day trips on the water. Some canal boats were even live-aboards.

I can envision that as an opportunity for tourism in the Delaware canal, with real appeal considering the length of the canal (too great to walk the whole thing for most people) and the many small quaint and attractive towns it passes through.

That, of course would require the entire canal to be navigable with functioning locks, which I imagine would require a substantial investment and ongoing maintenance. But it could attract tourists from all over the world, especially from Europe who already are accustomed to canal touring.

The appeal would be even greater if the Delaware and Raritan Canal in New Jersey were also made navigable again by putting back in functioning locks and perhaps daylighting the section through Trenton. With a cross-river connection between the two canals like in the old days, opening up both canals to the New York metropolitan area and linking Princeton, we could have a serious tourism opportunity bringing money to all the small towns along the canal.

*AB, 11/16:* Bob Tiffany expressed interest in personally undertaking some canal projects. The main topic of discussion last night was the idea of making the Lumberville lock operational so that you could run a (restaurant?) barge from New Hope all the way to the Mountainside. He was talking about exploring whether a modern lock mechanism could be constructed within the existing walls, etc. He also offered to set up a boat building business along the canal – a sort of mini-modern day Williamsburg idea.

*EB, 11/16:* question...from my understanding, the canal is a state park. SO why are we talking about a private public partnership? will the designation as a state park be changing? why is this vision study being done, why can't the canal be left as it is instead of thinking of " vendor opportunities " and manicuring of the canal?

*AB, 11/20:* It just occurred to me that when they build the new bridge at Scudder's Falls, there will be a fabulous opportunity for loads of parking underneath the new bridge, with direct access to the towpath via 100 yards along Woodside Road. Please add to the Visioning Study Scudders Falls as a major parking and public access point. We should probably act before the visioning process is complete to make sure the design will accommodate lots of parking underneath.