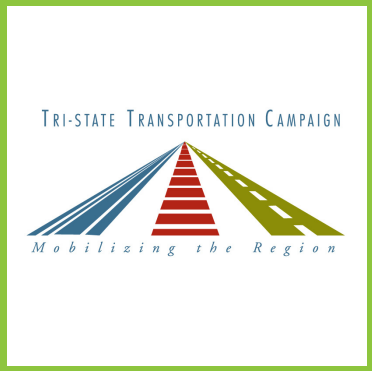
Missing Links: Trail Development Strategies

Creating Trail Connections in the Circuit Trails Region



Tri-State Transportation Campaign (TSTC) is an advocacy organization dedicated to reducing dependency on automobiles by improving the quality of public transportation, decreasing greenhouse gas emissions caused by transportation (which is the biggest contributor to greenhouse gas emissions), advocating for safer, greener, equitable street design in New Jersey, New York, and Connecticut. TSTC advances its mission by developing unique technical, data, and policy analysis that allows us to build trusted relationships with legislators, inform advocates and coalition partners, and advance our message in the media.

THE CIRCUIT TRAILS

The Circuit Trails are a vast network of multi-purpose trails in the Greater Philadelphia area that will include more than 800 miles of ten-foot wide, paved trail once complete. The network spans four suburban counties in Pennsylvania (Bucks, Montgomery, Chester, Delaware) and four suburban counties in New Jersey (Mercer, Burlington, Camden, Gloucester). These trails provide a much needed connection between urban, suburban, and rural communities along green stretches that both provide vital transportation links as well as open spaces for recreation. The Circuit Trails can be used for walking, biking, horseback riding, roller blading, skateboarding, or just being outside. The trails are 8-80 friendly, most of which are completely off-road and paved, with a few urban exceptions, providing safe corridors to enjoy fresh air.

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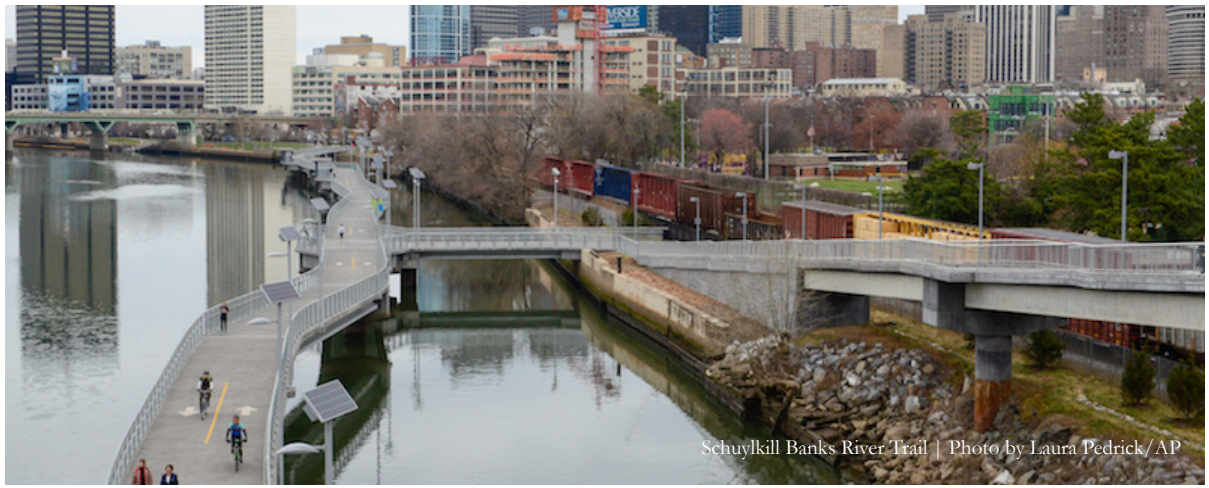

Schuylkill Banks River Trail | Photo by Laura Pedrick/AP

Trails are increasing in popularity across the country, within cities as well as suburbs, as their benefits are being seen by planners, advocates, and residents. Trail projects are important connections for both transportation and recreation opportunities. They often provide transportation opportunities for the "last mile" of a commute, getting people to and from transit, and also provide access to the nature and recreational spaces in urban environments. These spaces are often developed in underutilized areas such as abandoned railway networks or utility right-of-ways. Revitalizing and repurposing these spaces result in many other community benefits such as:

- improving economic vitality of cities and towns by linking nearby residents to downtowns and local businesses[1];
- enhancing the health of the local community by providing spaces for outdoor recreation (bicycling, walking, running, horseback riding, roller blading, skateboarding, etc.)[2] ;
- promoting local and regional tourism, bringing visitors to small towns along networks such as the East Coast Greenway and the Circuit Trails[3];
- increasing property values (some studies have shown trails increasing property values from 1-6.5%)[4];
- preserving open space and protecting local watersheds;
- providing linear ecosystems for various species;
- providing last mile transportation opportunities, safe routes to school, and commuting opportunities;
- providing access to natural spaces within urban environments allowing for education, birdwatching, 'forest bathing', and other benefits to being outdoors.

These benefits, among others, are reasons why these trail networks are being seen developed across the country. From the early 1980s to now, the number of rail-trails increased from miles in the hundreds to the thousands. Trails come in a variety of forms: rail-trails, shared paths, goat paths, etc. etc. The nature of these trails often vary widely in design and process of development. The creation of them varying from informal use of local residents, creating cow paths where people often walk, or federally-funded transportation projects. In order to gain a better understanding of the various ways trails can be created in the Circuit Trails region, successful trail developers were interviewed about the most difficult trail connections they had to make.

methodology

This report delves into trail projects within the Delaware Valley Regional Planning Commission (DVRPC) region which includes all of the Circuit Trails as well as adjacent areas to explore a variety of approaches to the process of trail development. This report focuses on unique obstacles that can occur during trail development efforts and the various approaches advocates and trail developers have taken to overcome them. The bulk of this report was gathered from in-person interviews with trail champions and supplemented with reports, articles, and other resources to provide a glimpse of the variety of approaches available. Each trail has its own unique set of issues that can provide an opportunity for future trail creators to reference. The report generally focuses on a specific theme in each trail story to show a specific side of trail planning, but in some cases, multiple themes are discussed. Whenever possible, the report will try to give specific examples of agreements or documents that can be used as models.

The Circuit Trails | circuittrails.org

negotiating with railroads

Schuylkill River Trail with Train | circuittrails.org

Railroad rights-of-ways are often some of the best locations for trails or rails-with-trails as they are graded, linear pathways. Effective communication with railroad companies is a crucial step to trail completion, so it is important to thoroughly research the area in question prior to meeting with railroad executives. Railroads have a long legacy in the transportation industry, but are currently experiencing low capacity for new projects. Because of this, a complete review of parcel data and publicly available railroad maps is suggested to ensure understanding of the corridor and surrounding land use. Knowing this in advance can help you develop a clear "ask" when going to speak with the railroad. Because not many railroads have a department to handle requests for things like trails and parks, getting the attention of the correct employee can be difficult. Before diving into the case studies, this section will review some advice and information gathered from conversations with NJ Transit and other trail developers in the region.

Corridor Status

The following are the statuses a railroad corridor may have [5, 6]:

- **Active Corridor:** Any railroad which trains actively use, regardless of frequency.
- **Inactive Corridor:** No operations occur on this railroad, but the railroad company still has ownership over the corridor.
- **Abandoned Corridor:** The railroad has ceased all operations on the rail and the Surface Transportation Board (STB) has authorized the abandonment; this is a length process

- **Railbanked Corridor:** This process is often used in creating trails; it allows the corridor to have an alternative use "banking" it for future railroad use if necessary.

Liability

For active corridors, there are times when the right-of-way next to the rail can be developed into a trail, allowing users to travel alongside the rail line; this is known as a rail-with-trail. There are models of successful projects throughout the country, but New Jersey only has few currently in development. According to a 2013 Rails-to-Trails Conservancy study on rail-trails, there has only been one known case of a trail user incident on a rail-with-trail and neither the trail manager not the railroad were found liable for this incident.[7] Nevertheless, railroads in active corridors, as well as less used ones, will be very concerned with safety and liability. **The first approach to a railroad will almost always result in a "no"**- be prepared to hear this response and don't consider it a definite answer.

Talking to the Railroad Company

If this is a first contact with the railroad, consider the type of rail you will be communicating with - passenger/light rail, freight, etc. Passenger rail, such as NJ Transit, may be easier to reach out to because they generally have an Office of Government and Community Relations used to dealing with users; while, freight companies may be more difficult to communicate with. In all cases, it is crucial to find someone internally who is sympathetic to your mission--whether it's someone who is an avid cyclist, a community partner, or someone in the public relations office; knowing someone within a company can be crucial to a project's success. If you can't find anyone internally, look for help from elected officials at local and county levels.

Excessing

Transportation agencies are riddled with checks, balances, and controls; an extensive checklist with a variety of divisions needs to be approved before anything can happen on the trail, so it's important to be both patient and persistent--the process is often fairly slow.

Licensing a railroad to a county, municipality, or other agency/organization is called excessing. An official request for excessing must be filed by the responsible party in order to begin the proceedings; this is usually done with the Real Estate Division who will approve or deny the request. So, if you want to build a trail on an inactive rail corrdior owned by NJ Transit, you would go to the Real Estate Department to make a case for it: an official request must be made to start the process. **Nonprofits are technically allowed to put forth this request, however, most license agreements are put forth by a governmental entity for liability reasons.**

The process of **excessing** requires approval from all of the railroad's internal departments:

- Capital Funding
- Capital Planning
- Engineering
- Environmental Services
- Project Management
- Light Rail Contract Services
- Office of System Safety
- Infrastructure Engineering
- Government Affairs
- Planning
- Police
- Property Development

Generally, excessing will have a deadline set by which all the departments must return comments on the proposal. Once all reviews have been submitted, they will be evaluated to determine whether or not this project moves forward. If the departments see that the project can be doable in certain conditions, the process moves forward, however if it rejected by all the departments, then it the

Rails-to-Trails Conservancy is a national nonprofit organization dedicated to developing trails from former rail lines and has a multitude of toolkits and resources available online for those interested in diving deeper into the subject of rail-trails and rail-with-trails.

See: www.railstotrails.org

request will be denied.

At this point, a conditions letter will be issued with details on conditions that would need to be met in order to enter into a licensing agreement for a specified period of time; this letter is also accompanied by some costs -- for governmental entities it is often just a minor administrative cost. It sometimes happens that a rail will give every possible condition to protect itself from future liability or sometimes to discourage a project from moving forward. Most of the time, the trail projects must oblige and meet all of the conditions; however, try to get the reasoning for each condition in case there are other means to achieve the same goals.

State DOT Involvement

If there are any at-grade crossings over the tracks for this trail project, NJDOT's Railroad Engineering Division must be contacted and they will convene a Diagnostic Team Meeting with all the relevant stakeholders. It is possible that other aspects of the trail proposal may trigger this sort of a meeting, but at-grade crossings will always require one. This meeting should result in a memorandum from the commissioner along with an issue of authorization provided there are no issues.

In order to start the conversation, there is no need to have a design or funding source lined up. It is always worth starting the conversation early because the entire process is lengthy. The following are examples trail segments that involved rail crossings or rail right-of-ways.

The Schuylkill River Trail is a multi-use trail in Southeastern Pennsylvania that is planned to be 130 miles in total, with about ten miles currently existing in the City of Philadelphia.[8] While the creation of this trail could be the focus of an entire report in itself, this chapter will highlight two important rail crossings that now allow residents of Center City in Philadelphia access to both the Schuylkill River Trail and the Park from the northwest corner of 25th and Locust Street as well as the railroad crossing at 24th Street and Race Street. Both of these access points are at-grade railroad crossings over CSX freight rail and were very contentious throughout their planning and construction. The campaign that was run to construct these two crossings was ultimately the catalyst which created the Circuit Trails network.

Citizen Engagement: Schuylkill River Trail Crossings

2011 | TIGER grant & City Funding | Locust Street & Race Street (At-Grade Rail) Crossings

Schuylkill River Park

In the early 1990s, an architect named John Randolph began looking to build the Schuylkill River Trail extension along the Schuylkill River, through Center City in Philadelphia. The project's site ran between the river and a CSX-operated freight railroad. Even though the City owned the area where the park was going to be built, a 1979 contract with the rail stated that the City must build an effective barrier between the park and the right of way if a park is constructed. Thanks to a Transportation Enhancement (TE) grant, the City was able to begin construction on the project in 2004.

Citizen Action

Once the park construction was nearing completion, local residents became interested in the two access points that they had been using unofficially for years which had been kept open as access points for construction vehicles. When the Streets Department informed the citizens that the rail intended to close the crossings, they got organized creating a **citizens' action committee called Free Schuylkill River Park.**

Tactics

Free the Schuylkill River Park was created just at the advent of online organizing and launched a serious campaign to get their voices heard and keep street level access to the park and trail open. The following are some of the tactics they used:

Philadelphia's Schuylkill River Trail

- First of all, the group reached out to various city departments to get their opinion on the matter (Parks, Law, etc.); when the departments tried to remain neutral, members of the organization told the departments that they should represent their residents and keep the crossings open.
- Asked every local organization (civic, recreation, neighborhood, business, etc.) for a resolution in support of the crossings.
- Attended City Council meetings regularly.
- Invited members of City Council to come to the river to see what the situation was like.
- Using WiFi hot spots, organizers sat by the river gathering email addresses of trail/park users to send petitions to the head of CSX, the Mayor of Philadelphia, City Council members, etc.
- A live webcam was installed so that park users could call and complain to CSX any time they say a freight train blocking access to the park.

Citizen Engagement: Schuylkill River Trail Crossings

Breakthrough

The citizens' action committee was ramping up pressure on their elected officials as well as CSX when Mayor Streep of Philadelphia finally agreed to visit the park. This was a major breakthrough in the campaign because the Mayor directed the City's Law Department to negotiate with CSX. Though cities and towns rarely have much power over railroad companies, parcel maps revelead that CSX had a switchbox on city property and therefore gave the city a leverage point to start their negotiations. These negotiations did not last long as CSX filed suit against the City of Philadelphia for breeching the 1979 contract and failing to build a barrier.

Right to the River

Free Schuylkill River Park hired an expert in transportation law, Janin Bauer, to file an amicus brief on the issue, not knowing whether or not the city would be prepared for the case. The case was built around the concept of the citizens' right to the river and challenged the CSX's ownership of the land in the area. The federal court hearing was January 5th, 2005 and had key players such as the City Council president present to show the seriousness of the case.

Locust Street Crossing | shuylkillbanks.org

Thanks to the citizens' involvement and their amicus brief, the judge told CSX and the City to settle nd that their case was never going to go to trial. It took another two years to do so as the railroad tried everything in their power to shut down the crossings including contacting senators.

Settlement

In the end, the City and CSX signed an agreement in 2007, stating that the crossings would need to be safe and the City had to pay for an above-grade crossing that could be utilized whenever the two at-grade crossings were blocked or closed for rennovations in addition to the gate crossing systems required for Locust and Race Street. The City received around $600,000 in an earmark from Senator Spector to fund the crossing gate system, but had to pay the $5 million for an above-grade crossing.

Citizen Engagement: Schuylkill River Trail Crossings

With the crossings paid for and the above-grade one still in process, one of the lead organizers of the campaign, Sarah Clark Stuart, partnered with the Pennsylvania Environmental Council (PEC) to help Philadelphia sponsor a TIGER grant application that awareded $23 million to 26 different trail projects, including the Schuylkill Banks boardwalk and the above-grade crossing. This grant was awarded in 2010 and ultimately began the Circuit Trails network.[9]

Lessons Learned

- **Personal relationships are vital to a project's success.**
- **Show the impact: the citizens were able to show how many people used the path/park and how the crossings would impact their access.**
- **Citizens persistently brought up this issue to their elected officials because they have voting power over them, not the railroad company.**
- **The group tried to go through the process of getting the crossings by speaking to their elected officials before launching the campaign.**
- **One thing railroads like less than anything is getting bad press.**
- **Online organizing is a great tool to gain support for your issue/organization, but it needs to be supplemented with other organizing tactics!**

working with utility companies


Union Transportation Trail | monmouthcountyparks.com

While railroad easements are fairly common in trail development, partnerships with utility companies are slowing increasing in popularity. Electric utilities are excellent spaces for trails as they tend to run linearly, with power-lines that are above-ground and out of the way. Other utilities such as water, sewer, and natural gas are also great contenders for shared-use areas as they are buried underground. Sharing the use of these spaces are generally great ways of activating otherwise vacant areas as well as beautifying what may be considered unsightly to local residents.[10] The following case study will describe an example of how a trail project can be beneficial for both utilities and trail users, presenting new opportunities for trail networks.

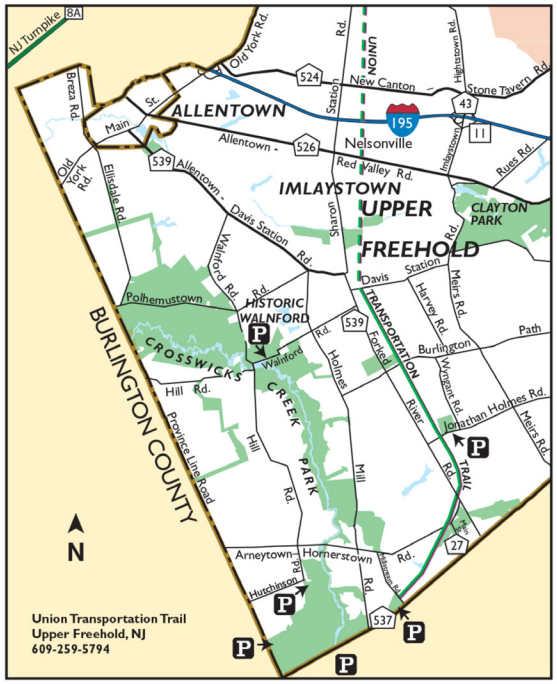
Shared Maintenance: The Union Transportation Trail

2010 | 9 Miles
Complete in Monmouth County
Extends to Mercer | Ocean | Burlington Counties

The plan for the Union Transportation Trail (UTT) dates back to Monmouth County's Open Space Plan of the early 1990s, but the process of creating the trail really didn't begin until 1999 when the Monmouth County Parks System (MCPS) began having conversations with Jersey Central Power & Light (JCP&L), a utility company that operated power lines on a former railroad right-of-way. These conversations resulted in a mutually benefitical partnership which allowed MCPS create a trail for the community while also improving access to the powerlines for JCP&L.

Background

The UTT was once the Pemberton & Hightstown Railroad (established in 1864) which was later purchased by Jersey Central Power & Light for development of their powerlines. The linear nature of the railroad made it a perfect location for power lines and the railroad's grading made it perfect for a trail. The trail was built alongside the powerlines, running through Upper Freeholder in Monmouth



Map of the UTT | monmouthcountyparks.com

County. The trail currently terminates once it reaches Mercer and Ocean Counties; however, there are plans to extend the UTT through both counties and into Burlington County. This 9-mile stretch is used by equestrians, hikers, walkers, joggers, and bicyclists, generally for recreational purposes.

Building Relationships

Developing a relationship with the utility company took some time as well as luck. Similar to developing in railroad right-of-ways, it is always helpful to have an advocate for your cause inside a company. In this case, a member of the county's Friends of the Parks organization happened to also be a higher ranking official at JCP&L, making them a sympathetic partner within the organization.

Timing & Political Will

This contact informed the Monmouth County Park Service that it may be a good time to pursue a conversation with the utility company about the trail. Thanks to the willingness of the Monmouth County Parks Director to approach JCP&L and their contact at the company, they were able to come up with an agreement to allow such a trail to be created.

The easement agreement not only allowed the trail to be built, but it protected it from changing political will in the future -- a few years later, due to conflict with other land uses in the area, the utility company was less favorable to the trail; however, development could not be stopped because of the previously

Shared Maintenance: The Union Transportation Trail

signed agreement. Finding this sort of political will is often the crux of such endeavors, one way to move ideas forward is to show how the other side can benefit from partnering with your organization.

Mutually Beneficial

In the agreement with JCP&L, the utilities remain the property owners of the right of way as well as all the bridges. Any improvements that the park system wants to do to the area must be shown to and approved of by the utility company in a number of steps outlined in their agreement, **see the appendix for a copy of the agreement**.

The Monmouth County Parks System is responsible for general maintenance of the area because of their trail. This has proven to be a great asset to the utility company who now has better access to their powerlines than ever before. As Andy North from the MCPS puts it:

"Our park manager says now, with the development of the trail, their [JCP&L] repairs are so much faster. When something happens, there used to be a 3-5 day ordeal to get it fixed, now it gets fixed in a day. So you know, for us, we're sort of improving the grid for that area - not that that was our intention, but for JCP&L, we provide them with much greater access to their infrastructure so that they can make their repairs too. I mean, as far as I can tell, it's been a win-win for both sides."

Funding & Development

Monmouth County Parks System is one of the larger systems in the state of New Jersey -- it owns over 17,155 acres in the county with 338 full-time staff, 331 part-time staff, and 1,225 volunteers[11] . The size of the organization reflects Monmouth County's priority for open spaces and recreational amenities and the county open space taxes help support these efforts.

Thanks to the open space tax, the county was able to complete this project using in-house funding with the help of a NJ Trails Grant which created a connector spur to the trail. Because of the park system's capacity, it was able to see their plans to fruition without many obstacles that come with federal or state funding sources.

Collaboration

The county is also taking initiatives to partner with bordering Ocean County to use federal transportation funding to build an underpass underneath Route 537 which would provide an essential link for continuing the Union Transportation Trail. This project will be developed and managed by Monmouth County Parks, but the maintenance will be taken over by Ocean County This unique use of federal transportation funding can be used by other counties working on a joint project and is a great example of how bordering jurisdictions can work together.

Lessons Learned

- **Think of unique ways your project might benefit the landowner.**
- **Engage in partnerships to move projects.**
- **Sometimes projects require very specific political will - move as soon as possible when those times are encountered.**

advocacy

It is often the case that advocates are behind various trail projects in one way or another, whether it's the initial concept or gathering attention and support to keep the idea in the forefront of elected officials and planners. Advocates are not only those who work for nonprofits and established organizations dedicated to building trails or parks, but can be local residents with an interest in seeing changes within their community. Advocates may also be people who work within a company or an organization that are sympathetic to a trail plan.

These case studies, show various approaches to advocating for trail connections and the approaches vary depending on the nature of the area and issues involved.

Here are some other things for advocates to keep in mind while developing trail networks:

- Build coalitions and partnerships. It's always more powerful to come to the table with representatives of various communities when trying to develop a project.

- Go through the appropriate channels and processes. It may seem like a bureaucratic burden at times, but processes are in place for a reason and some of these may protect a project from changes in sentiment in the future! (See Chester Creek Trail for an example).

Trenton Wellness Loop Ribbon Cutting | circuittrails.org

- Talk to your local representative and get their help!

- Do a power analysis and figure out who makes the decision that you need made.

- Make sure you've done all the research!

Continued Advocacy: The Benjamin Franklin Bridge

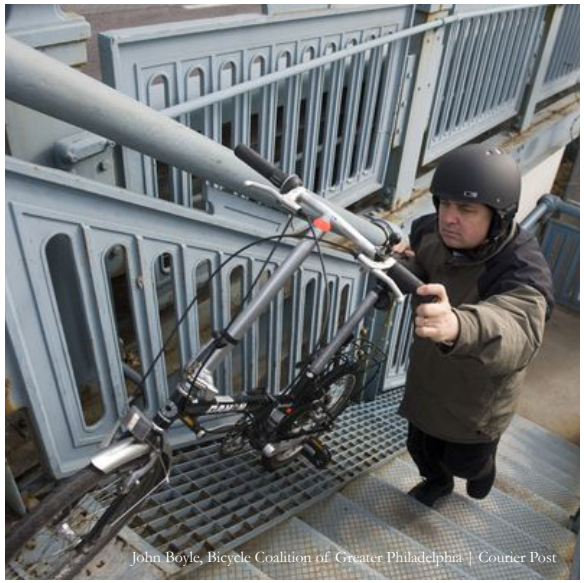
2019
$8 million - 1.5 miles
Ramp on Camden, NJ side of the Benjamin Franklin Bridge

The Benjamin Franklin Bridge is an essential link in the Circuit Trails network, connecting New Jersey and Pennsylvania across the Delaware River. This bridge is often used by commuters going to and from Camden and Philadelphia along paths on the North and South sides. Although these walkways have existed since the bridge's creation, they have been shut down on numerous occasions and only thanks to the continued support of local advocates have been both opened and improved, most notably an enhanced ramp on the south side that is currently under construction, planned to be opened in Spring of 2019.

History

One of the Bicycle Coalition of Greater Philadelphia's (BCGP) earliest efforts was to convince the Port Authority to reopen these walkways in 1973 after they had been closed during a 1950s bridge widening project. With widespread, local support, the Coalition succeeded in opening the paths on a limited basis from 7 AM to 6 PM daily, but it wasn't long before another bridge maintenance project shut down the paths once again.

During a painting project, the paths were opened on a limited basis and were relatively unpredictable, until local users and the BCGP jumped into action, ensuring that it was kept open. After having successful access to the bridge for some time, the attacks on 9/11 and a report by a KYW reporter, which exposed potential weaknesses in the bridge, cause the Delaware River Port Authority (DRPA) to shut down the bridge paths on both sides. It look six months of dedicated campaigning to open the walkways back up to the public; though a London underground bombing prompted a similar response in 2005. Around 2006, the paths on the bridge were opened with enough regularity that the BCGP was able to push for improvements to them that went beyond the hours of operation.[12]


John Boyle, Bicycle Coalition of Greater Philadelphia | Courier Post

Ramp Development

The Bicycle Coalition of Greater Philadelphia launched a huge campaign to change the stairs on the Camden side of the bridge to a ramp, an idea that went back to the 70s, but had been pushed aside while issues of bridge closures kept the attention of users and advocates. There has always been a ramp on the Philadelphia side of the bridge and the lack of one of the Camden side begged equity questions.

The ramp would replace the 25-feet of stairs that made it very difficult for bicyclists to access the bridge and nearly impossible for elderly, disabled, or people with strollers to walk it; many people coming from the Philadelphia side would turn around at the steps rather than enter Camden, stunting the growth of alternative transportation options.

Continued Advocacy: The Benjamin Franklin Bridge

Capital Plan

A study of the bridge ramp's feasibility was completed by DRPA engineers in the late 1990s-early 2000s, providing advocates with something concrete and recent to point to for the project's possibility. Because the study had been completed, their push was to get the ramp into the long-range plan. The Coalition won their campaign by getting the project into the 5-Year Capital Program at the Delaware River Port Authority in 2008; however, nothing can be taken for granted in the advocacy world of trail building.

In 2011, the bridge ramp was removed from the 5-year capital plan after political issues arose involving the use of toll revenues for economic development projects in the city of Camden. The DRPA did not see the bridge ramp as an essential, capital improvement project and was determined not to fund any non-essential projects. While it was considered a non-essential project, it was the advocates' job to make the argument that it was. At the time, there were very few bridges from Pennsylvania to New Jersey that permit bicycling or walking-- the Benjamin Franklin being the only one that a bicyclist can actually ride on, and the other four only available for foot traffic. Out of twelve bridges connecting the state, seven are totally impossible to cross without a vehicle.[13]

Parternships

For this campaign, the Bicycle Coalition partnered with other local organizations such as the Tri-State Transportation Campaign, New Jersey Conservation Foundation, and several Camden partners to build the ramp. They organized and received letters of support from New Jersey Senators Lautenberg and Menendez (see the Appendix) to show widespread support and the necessity of this bridge improvement.

This support convinved the DRPA to add the project back into their capital plan. Design and planning moved forward and just one more hurdle of funding stood in the way of the project moving forward. Finally, in February of 2018, the South walkway was closed to start construction on the $8 million bicycle and pedestrian ramp, a huge win for the BCGP and cycling community in Camden and Philadelphia[14] . Part of the funding was a William Penn Foundation commitment to match funds, which showed the importance of the project.

The Ben Franklin Bridge walkway shines light on how continued advocacy can create political will to develop and implement plans; persistence is key, as many trail developers have noted in their work. The bridge is also a unique example in showing the need for continued advocacy in ensuring access for bicyclists and pedestrians. Trail projects, once fully developed, are not often closed unless maintenance needs to be done; however, this connector is unique in its political ties and ability to restrict access. Work on the Benjamin Franklin Bridge is not over yet; the next look will be at expanding its operating hours!

Lessons Learned

- **Persistence is key in advocacy**
- **Wide-reaching partnerships are vital to a project's success**
- **Getting political players on your side can be a game-changer**

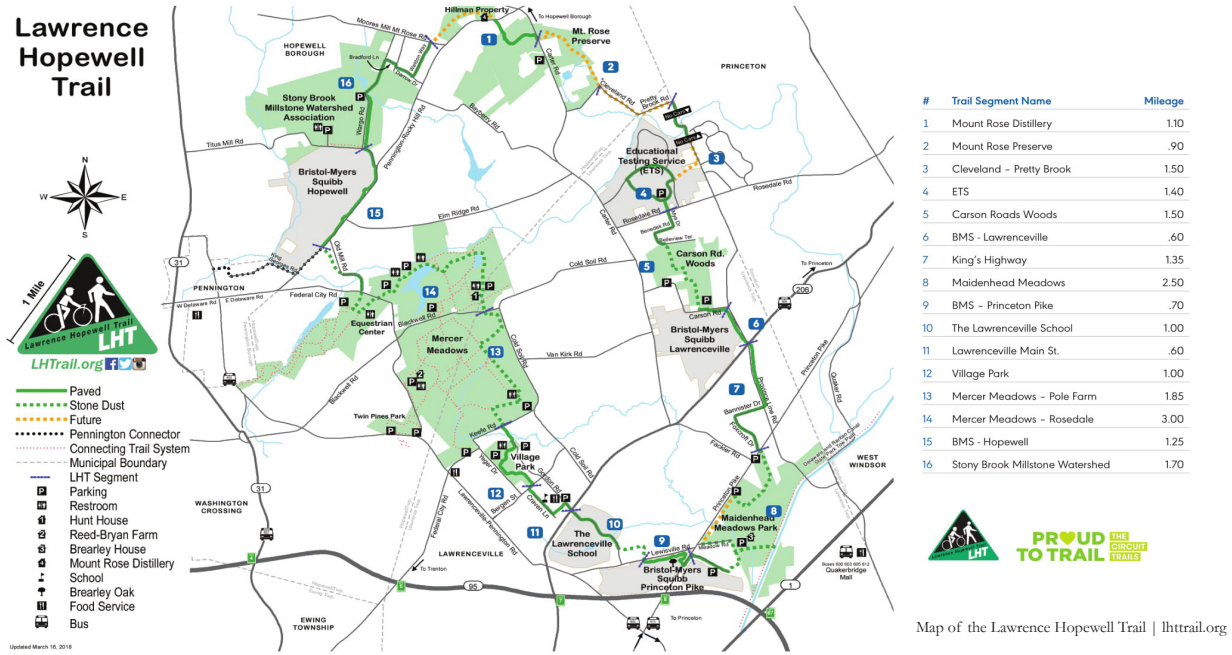
Public-Private Partnerships: The Lawrence Hopewell Trail

22+ miles | established in 2001
2.85 miles remaining |
Lawrence & Hopewell Townships

The Lawrence Hopewell Trail (LHT) is a trail born out of the collaboration of employees from Bristol-Myers Squibb (BMS) and the Educational Testing Service (ETS) who were looking to get their communities working together. This 20+ mile trail through Lawrence and Hopewell, New Jersey is a model for private-public partnerships as well as a means for large corporations to give back to their community and providing amenities for their employees.

The idea for the trail came from the desire to link the four campuses of these two companies to facilitate movement between them. Many of the segments are on private land, connected to each other by of public right-of-way. The concept of this trail came into existence in 2001 and the Lawrence Hopewell Trail incorporated as an official entity in 2002. Since then, it has gathered the support of the Lawrence and Hopewell

LHT TRAIL MAP AND SUGGESTED ROUTES



#	Trail Segment Name	Mileage
1	Mount Rose Distillery	1.10
2	Mount Rose Preserve	.90
3	Cleveland - Pretty Brook	1.50
4	ETS	1.40
5	Carson Roads Woods	1.50
6	BMS - Lawrenceville	.60
7	King's Highway	1.35
8	Maidenhead Meadows	2.50
9	BMS - Princeton Pike	.70
10	The Lawrenceville School	1.00
11	Lawrenceville Main St.	.60
12	Village Park	1.00
13	Mercer Meadows - Pole Farm	1.85
14	Mercer Meadows - Rosedale	3.00
15	BMS - Hopewell	1.25
16	Stony Brook Millstone Watershed	1.70

PROUD TO TRAIL

Map of the Lawrence Hopewell Trail | lhttrail.org

Townships, the County of Mercer, the State of New Jersey as well as the two corporations - BMS and ETS. They have also worked with a wide variety of local partners such as: the Delaware & Raritan Greenway Land Trust, the Hopewell Valley Regional School District, the Hopewell Valley YMCA, The Lawrenceville School, Main Street Lawrenceville, the Lawrence Township Public Schools, NJ Department of Transportation (NJDOT), NJ Department of Environmental Protection (NJDEP), NJ Green Acres Program, St. Lawrence Rehabilitation Center, Brandywine Realty Trust, Stony Brook-Millstone Watershed Association, Master Gardeners of Mercer County; and a number of bicycle clubs, recreational groups, environmental organizations, and local residents[15] .

Cast a Wide Net

Eleanor V. Horne and Becky Taylor, Co-Presidents of the LHT, credit clear goals, a collaborative approach and a diverse coalition

Public-Private Partnerships: The Lawrence Hopewell Trail

of stakeholders to their trail's success. Approaching this task, they had no experience with trail advocacy and began with just 3 anchor points around which they built the rest, piece by piece, figuring out who the landowners were along the way. They got most of the heavy lifting (dealing with utilities, railroads, etc.) done by the two large companies they worked for (BMS and ETS), the two towns, the county, the state DEP and/or the state DOT, so their organization functioned more like an advocacy organization moving the concept forward among different stakeholders.

Becky, Co-President of the LHT, stresses the importance of working with the political leaders of the region, **"We couldn't have done a thing without those two towns, we couldn't have done a thing without the county. So, I think aligning with the governmental entities that are in the are where you're building, in my mind, is crucial"**.

Remain Non-Partisan

In order to ensure that they were able to operate with such a close relationship to these governmental and regulatory entities, the Lawrence Hopewell Trail maintained a strict policy of non-partisanship, remaining neutral on any policies that were not directly related to the trail network. "I think one of the cautions for people is not to make it political. **Because the moment you make it partisan, half the time you're going to be on the right side and half the time you're going to be on the wrong side.** And so in one of the recent elections, we had a candidate for town council in Lawrenceville - one of his platforms was 'Complete the Trail!'. He was a Republican... In Hopewell, there was a Democrat running on the same thing and so it's really important. I can't underscore the importance of staying out of partisan politics, you kill yourself if you don't do it." - Eleanor, Co-President of LHT.

Part of remaining non-partisan was controlling the messaging of the organization and its membership. Sometimes this was difficult as volunteers may get frustrated and want to act on those frustrations through blog posts and op-eds that might aggravate council members. Eleanor pointed out that this is essential because, "When you're in the political arena, you need to be very careful. There are so many i's that have to be dotted and t's that have to be crossed, your volunteers become very frustrated by this and grow impatient. It's a slow process".

Having the backing of the two of the largest employers in the county was a great help as well. The trails on the company campuses were seen as a means to help employees get to work or as a place for them to take breaks throughout the day. The development of the public trail on their private land was unique to the Circuit Trail network, the two spoke with leadership in both corporations to take on this initiative and so far it has proved to be a successful model as the trail is nearing completion and looking to build spurs!

Lessons Learned

- **Align your organization with the appropriate entities to make your trail happen**
- **Get a variety of support - from corporations to residents to local council members**
- **Stay out of partisan politics**
- **Strictly control your messaging**

Overcoming Multiple Obstacles: The Chester Creek Trail

2016
2.8 miles - Phase I Complete
Currently Expanding

The Chester Creek Trail was formerly part of the Pennsylvania Railroad, which after years of operation in Southern Delaware County was taken out of service and deeded to the Southeastern Pennsylvania Transportation Authority (SEPTA). In 1997, the Friends of the Chester Creek Branch (FOCCB) founded a separate nonprofit out of the Chester-Ridley-Crum Watersheds Association to take advantage of the opportunity and focus solely on developing this railroad into a rail trail[16] .

The FOCCB encountered numerous obstacles in developing the 2.8 miles of trail which currently exists; the obstacles faced in developing this segment will be described in this chapter include pushback from residents, legal issues, and conflicts with businesses.

Time Line

From incorporation of the FOCCB in 1997, the organization worked diligently to get the resources needed to complete a feasibility study finished in 2002. After that, they secured the rights to the railroad in 2005, finished engineering in 2009, and then got the final plans approved in 2014; construction of the trail occurred from 2015-2016.

Maintenance

SEPTA initially leased the land to Delaware County who in turn subleased the land to Friends of the Chester Creek Branch, Inc. for maintenance, but after the popularity of the trail grew, the Friends of the Chester Creek Branch rescinded the contract and wrote a memorandum of understanding (which can be seen in the appendix) for the county's help in maintaining the trail. The FOCCB initially took on the responsibility of the project maintenance which allowed it to progress smoothly; however, the trail's overwhelming success made maintenance more difficult; however, this proved the trail's value to the county and encouraged them to take on maintenance.

Breakthrough in ROW Access

The initial leasing of the right of way itself took some work on the part of FOCCB--it's success came down to personal relationships. The trail was at the end of a long list of priorities within SEPTA, but got bumped up in priority due to the FOCCB's sway on a Council Member who had a personal connection to the area.

The Council Member was very interested in seeing the trail plans go through, so when SEPTA wasn't receptive to the organization, he took action by informing SEPTA the county's funding towards the railroad may be withheld or reduced until they took the trail seriously. This successfully leveraged power with the railroad and lead to a breakthrough in negotiations. The FOCCB used a railroad attorney skilled in Pennsylvania rail law to develop a contract between the County of Delaware and SEPTA, modeled off of ones from Pittsburg. The contract is in the appendix for reference and may be used to model similar agreements.

Creating Connections

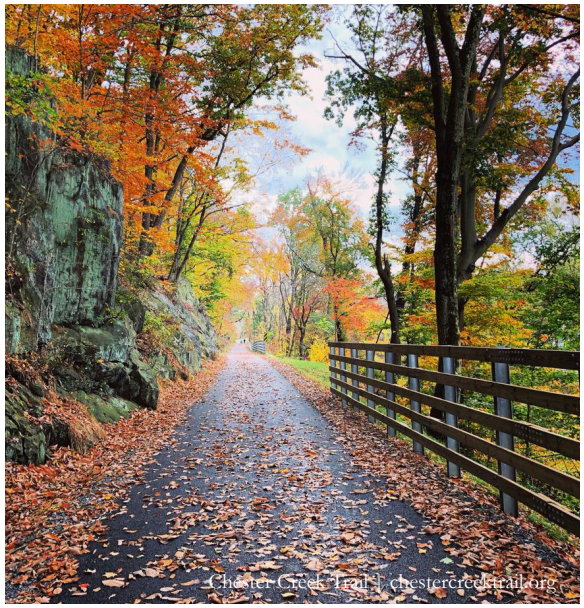
The Friends of the Chester Creek Branch is a 501(c)3 funded through membership dues which allow them to operate the organization. Membership dues are approximately $15-

Overcoming Multiple Obstacles: The Chester Creek Trail

$25 per household (they have anywhere from 50-75 members at any given year) and they also sell memorial bricks and benches to raise money for trail operations and liability insurance. Using these revenues as well as grants, the organization was able to address the various obstacles that they faced in developing the Chester Creek Trail. These obstacles consisted of the following:

- **Ownership Dispute** - a local landowner claimed to have ownership of the rail, showing a 1894 deed, but was refuted thanks to the FOCCB legal team, showing that ownership would only be transferred if SEPTA did not use any part of the trail. **In cases where railroads that do go through the process of abandonment, ownership will revert to the previous landowner if there is record of its ownership.**

- **Glenloch Neighborhood Opposition** - neighbors sued the FOCCB, the municipality, and the county for approving trail plans; their case failed because the trail developers went through a complete land development and zoning process which had multiple opportunities for public discourse.



- **Compromising with Neighbors** - a different group of neighbors opposed a parking lot that was proposed for the trail. The FOCCB accommodated the neighbors by adjusting the size and location of the lot. Later then also built a berm with trees on top to block the view of the lot as requested by the group. They are currently looking for more parking to accommodate the trail's newfound popularity.

- **Business Along the Trail -** the FOCCB tried to accommodate a business along the trail which has frequent truck deliveries by offering to split the cost of moving utility polls. After the owner refused to work with them, the group built the trail up against the poles, but tried to maintain a positive relationship by building their curbs as ramps to allow trucks to pass over their trail.

- **Increased Runoff** - the owners of the local Lynville Farm were upset with the increase in impervious surface that would impact their farmland. It took skilled negotiations to convince the farm to sign off on the project. They succeeded in gaining their support just hours before $0.5 million worth of design money needed to be approved. The state required the county to drive the signed contract to Harrisburg to show that the negotiations had actually been successful. The FOCCB were able to make this agreement possible by staying positive, listening, and being open to negotiating with various parties.

Engineering

Obtaining right of way can be a significant lift for trail advocates--requiring negotiations, plenty of meetings, and public support. Once right of way is

Overcoming Multiple Obstacles: The Chester Creek Trail

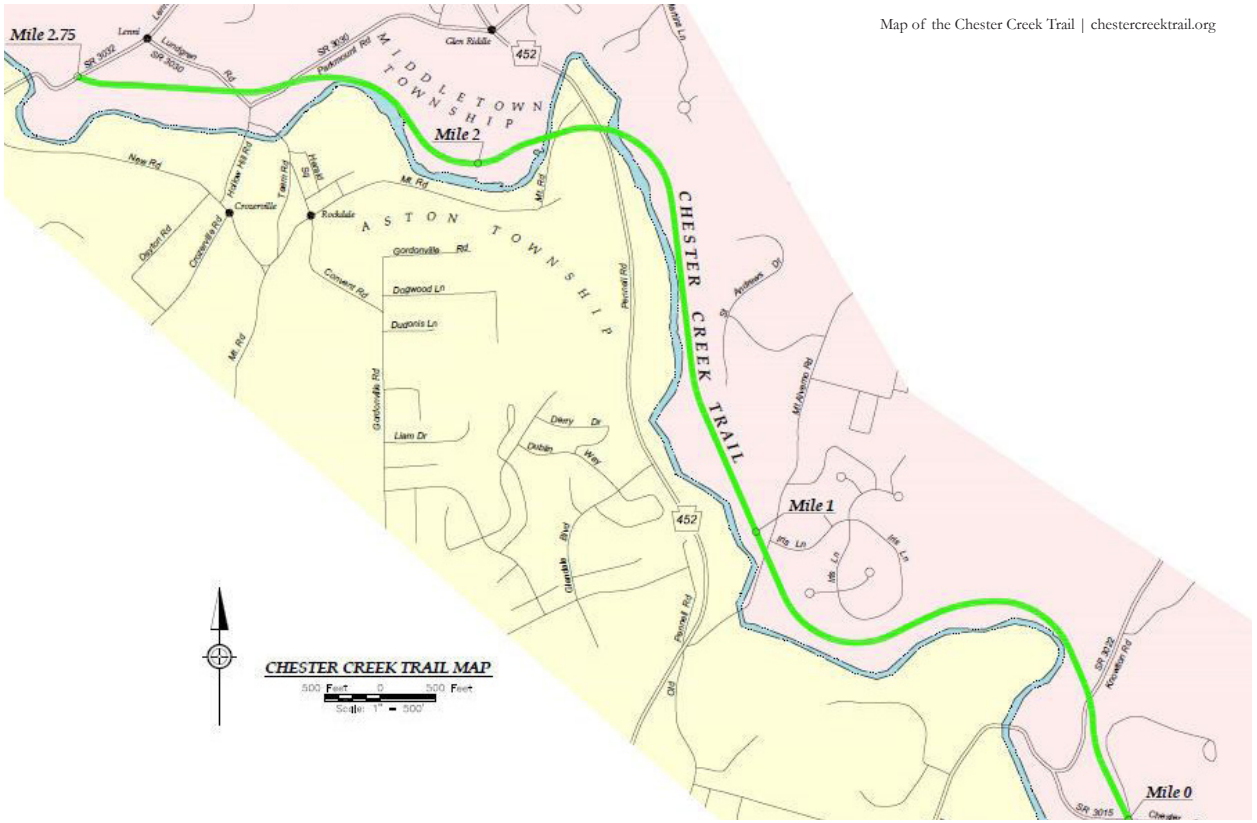
obtained, however, engineering and costs can prove to be a challenge as well. For the Chester Creek Trail, the bids for construction of the trail came in significantly higher than estimated by their engineer. Part of the reason for this was bridge work and hydro engineering, not typical for most trail development.

In spite of the increased cost, the organization was not willing to compromise on the quality of the trail's build. They argued against wooden planking on one of the trail's bridges, driving up construction costs, but eliminating the need for labor and materials to regularly repair the planks. The FOCCB also ensured that structures along the river were built, rerouting the current to avoid erosion of the trail in the future. It may have delayed their trail's construction by involving more parties and permitting from the Army Corps of Engineers, but obtaining funding for construction is often easier to come by than funding for maintenance, so their long-term outlook ensured the trail's maintenance costs were minimized.

Looking to the Future

The part of the Chester Creek Trail that has been constructed is in the middle of its full length. In many ways, this trail did not follow the typical trail development process. The FOCCB started with the "high-hanging fruit", or the most difficult areas, rather than the ones that are the cheapest and easiest.

Now that the hardest piece has been complete, the FOCCB are looking towards either ends of the trail in order to expand and complete the trail.



Map of the Chester Creek Trail | chestercreektrail.org

Southern Extension

The southern extension of the trail goes into Aston Township, an town that has resisted the trail's approach due to a council member's personal interests in parts of the proposed trail alignment. Noting the trail's growing popularity, the FOCCB found it time to pursue the extension's approval. They gathered the local cross country teams and

Overcoming Multiple Obstacles: The Chester Creek Trail

residents of all ages and background to talk about how much they liked the existing trail and the benefits it would bring the local community at a Council meeting.

The Council decided to go into a private session to talk about the issue and rejected the proposal for the trail. Disappointed by the results, the residents went to the Delaware County Times to talk about the issue. The paper published an article stating that the township had lost $450,000 of design money that would've been available. As a result, Delaware County decided to take on the planning and engineering work on behalf of the township, which did not have the capacity to do so-- Aston's trail would move forward, despite the lack of the council's initial support. Local news sources can be very powerful tools in garnering support for a project as in this case, the headline caught the attention of the county's planners.

Northern Extension

To the north of the existing trail, there are engineering difficulties to be overcome, but plans are in process to connect to a nearby Wawa. The Wawa is a great resource and supporter of the project because the township is going to be building some walking paths that would allow their employees to take the train and walk up the hill to their facility. In addition, a local landowner is looking to sell property to the county to use for a trailhead and parking lot. This private support will likely make this extension move quickly into development.

Oftentimes, **once a trail project starts getting built, its popularity helps move it progress faster than the initial process because there is more visibility of it and the benefits are clearer.** Aside from segments directly connecting to the Middletown portion, other townships, including Chester, are building segments in anticipation of the advancing trail.

According to a survey that the Friends of the Chester Creek Branch did on a spring weekend, the Chester Creek Trail had 500 individuals using the trail within a two-hour time period; 40% of the people surveyed came from a neighboring town to enjoy the trail's benefits. As the FOCCB Treasurer stated, **"We've seen bikes, we've seen wheelchairs, we've seen people speaking in sign language, skateboarding, skates, a trike, I've cross country skied it."** The data collected on usage of this trail can help their case for expansion and is a great tool for others looking to do the same.

Lessons Learned

- **Use media attention, op-eds, letters to the editors, etc. to promote your cause**
- **Always be willing to negotiate**
- **Go through zoning and land development process to protect the trail plan**
- **Collect data on use of existing trail segments whenever possible to supposed your case for expansion!**

"Show up. Be Persistent. Be Polite. Keep at it. Don't take sides if you don't have to. Try to get anybody to support you. Lots of community involvement. Sooner or later, it finally works."

FOCCB Treasurer, J. Paul Johnson

community engagement

Engaging the community in a bicycle safety course | Sonia Szczesna

Trail planning projects have the ability to positively impact neighborhoods and communities by creating opportunities for active living and providing communal spaces for public gathering. Trail development, when done with active community engagement, can also address the specific needs and issues the community has such as safety concerns, special needs, and more. Public partnerships with members of the community is the key to creating a strong project and gaining political support for it.

Stakeholder groups from various parts of the community should be engaged throughout the project development phase and have an active role in decision making, developing solutions, and visioning. Here are some areas to start outreach into a community:

- Local School Districts, Youth Programs
- Business owners in the area
- Local Residents or Area Based Groups, such as Neighborhood Associations
- Communities of Interest, such as running clubs or local tri-clubs
- Faith-Based Groups, especially ones with strong civic engagement
- Racial, Ethnic and Cultural Groups
- Local Community and Volunteer Groups

Community Planning: 58th Street Greenway

2013
$3.5 million - 1.4 miles
Community Engagement Rail Crossings| Ordinances
Sharrows | Sidewalk Path

The 58th Street Greenway links the Cobbs Creek Trail and Bartram's Garden through the Kingsessing neighborhood in southwestern Philadelphia. The trail was funded using various grants from the federal Transportation Investment Generating Recovery (TIGER), the Pennsylvania Department of Conservation and Natural Resources (DCNR), the Claneil Foundation, and the William Penn Foundation[17] . The trail consists of on-and-off road segments and is host to some of the few areas in Philadelphia where bicycling on the sidewalk is permitted. Creating this trail required strong community engagement, new legislation, and innovative approaches to moving projects through the pipeline.

Background

This trail segment started out as a feasibility study intended to extend the East Coast Greenway (ECG) from Center City into Delaware County to the Philadelphia Airport and the John Heinz National Wildlife Refuge. Although the route through Delaware County was clear, there were many discussions about how the trail should connect through Philadelphia.

Originally slated to be along the Schuylkill River, the planners acknowledged that a project along the river may take 20-30 years, **so they sought a faster and cheaper alternative to make the connection,** running the alignment through a neighborhood in southwestern Philadelphia. The initial idea, conceived in the 1990s, was faced with push back, as stakeholders did not want the trail to pass through a neighborhood that was perceived to be crime-ridden and dangerous; however, the proponents of this alignment wanted to bring the under-served community into the conversation and convinced local officials that this would be the most cost-effective alignment to provide the essential connection between the Cobb's Creek Trail, Bartram's Garden, and the Schuylkill River Trail extension.

Neighborhood Push-Back

A few members of the community were involved in an advisory group for the project in its early stages, but, when it came time for the Pennsylvania Environmental Council (PEC) to host their first public meeting, they were surprised to find that the public was not interested in hearing from them. Initial discussions involved statements like, **"Why are you doing this to us? We don't need this!"** To the people of this neighborhood, trails were perceived as something that was being developed for others, people outside of this community rather than for the community, with the suspicion that the project would seek to drive residents out of the area. PEC was surprised by the initial reaction: **"I think that we realized... that the neighborhood might have some concerns, but at the same time I could say that my staff who were working on the project pretty much approached it as like 'who wouldn't want a trail? why wouldn't you want a trail?' and were very surprised."** Noting these reactions, the PEC switched gears and met one-on-one with members of the community to learn about the neighborhood's concerns.

Community Engagement

Through conversations with community leaders and residents, it became apparent that what the community actually wanted was safer streets. Among the stakeholders were the residents of a large senior center

Community Planning: 58th Street Greenway

who had difficulty crossing the dangerous roads and families with children that need to get to school or the recreational center. Concerns of speeding vehicles, dangerous intersections, and poor lighting quickly became the topic of conversation and the organizers at PEC were able to adapt plans to meet the community's need.

For example, the initial plans for the 58th Street Greenway were to remove a lane of parking in order to accommodate the trail on the road, but the community strongly opposed this idea. Communities often object to a loss of parking, but after a parking study was done, it was found that there were plenty of spaces in the neighborhood even with the lanes that would be removed.

The trail designers went back to the community to dive deeper into their parking issues. **Through follow-up conversations, they found out that majority of the community consisted of women, many among them single-mothers, who worked odd hours as nurses and security and therefore wanted to be able to park directly in front of their homes due to safety concerns, rather than elsewhere in the neighborhood.** The trail planners understood that this issue was far more complex than a simple inconvenience, so they went back to redesign.

Redesigning with the Community

To address safety concerns and incorporate them into the trail design, the team made traffic calming adjustments such as bump-outs, countdown timers, and pedestrian-oriented lighting to the trail plan that would help alleviate street safety issues. Most significantly, they found an innovative way to create the trail without removing any parking, by widening the sidewalk and making a side path. Philadelphia ordinances generally prohibit bicycling on sidewalks, but with some innovative thinking and the help of the Mayor's Office of Transportation and Utilities, the team created a new permitting procedure that would allow side paths to be developed throughout the City, the application for this permit is available at philadelphiastreets.com. With these adjustments, developers noticed a change in the perception of the trail project among the community.

Programming

Though the planning process took about 9 months to a year after the initial meetings, a significant effort was also invested in developing programming to correspond with the construction and opening of the project to bring the public to the trail. Programs were planned along the proposed segment to start bringing people to the area even before the completion of the project.

Grant funding was used to accommodate a Neighborhood Bike Works, which operated in a facility adjacent to the trail, had resources to host their build-a-bike program, lead rides, and other activities along the future trail segment. Along with that, there were a series of weekend activities that included things such a Zumba, stretching, and a variety of games designed to get people excited and thinking about how to use the trail.

Other Hurdles

The 58th Street Greenway's setting in a dense, urban environment also required bridge and rail crossings which required careful navigation and creative thinking. Instead of rebuilding infrastructure, the engineers on the project worked with what was available. **"We were trying to find shortcuts... we're trying to find ways to move projects quickly and not get stuck in a 10-year rut like a lot of projects do,"**

Community Planning: 58th Street Greenway

58th Street Greenway Ribbon Cutting | planphilly.com

Spencer Finch of Langan Engineering who was involved with the project at the time.

Instead of widening a bridge over Amtrak rail which would require significant funding and negotiations with the railroad company, the engineers found that if the roadways were reconfigured, a contraflow bike lane could be added to one side of the road, while still allowing for two travel lanes of appropriate width.

Lessons Learned

- **Partnering with the community throughout the planning process ensures that the project benefits everyone**
- **Sometimes the best option is one that will take the longest, finding comparable alternatives can be key to getting results**
- **Programming is a great way to activate a new space**

strategies for large projects


Carbon County Pedestrian Bridge | D&L National Heritage Corridor

When dealing with large projects such as the Delaware & Lehigh Trail or the Schuylkill River Greenways, both National Heritage Areas (NHA) with over 100 miles in trails, it is important to identify the segments that will help move the project forward. Projects such as these often go for "low hanging fruit" to start the process because once a trail starts getting constructed, it is easier to keep the enthusiasm and momentum on the project. As a general rule of thumb, these large projects do best getting whatever mileage they can; however, there are some instances where it is useful to go for the more difficult segments first.

- One example of this is the Carbon County Pedestrian Bridge on the D&L Trail. This project took twenty-five years to come to fruition, but it connected an essential segment of the trail through Luzerne, Carbon, and Lehigh. By tackling this project, the Delaware and Lehigh Trail set a precedent for how pedestrian crossings are approached in the rest of the trail and celebrated a huge victory, getting people excited about their trail. See the appendix for a full information sheet on the bridge.

- Another situation where it's worth going after difficult segments first is when dealing with rail or another large, bureaucratic corporation. The D&L Trail recently approached a freight company to discuss acquisition of right of way. The rail informed them that they will be able to address the trail's concerns in five years time. With these projects, sometimes there is not other choice, but to move onto another segment.

- The Schuylkill River Greenways is also looking to maximize on their positive relationships and working on trail projects where the municipalities are receptive. In some cases where a landowner remains unchanged for years, it may be worth re-routing sections to avoid an area.

This document is meant to serve as a reference for new regional trail projects in the tri-state area. These case studies show various approaches to tackling difficult connections or trail projects throughout the Circuit Trail region. Acquiring land or leasing it always comes with concerns, questions, and some push-back, but community involvement can often mobilize the political will needed to move a project forward. All trail projects will vary and there is truly no “one size fits all” solution to the process, but these hope to give an idea of other’s tactics.

conclusion

funding

Pencoyd Bridge, Manayunk | bicyclecoalition.org

The following are major funding sources that can be used for trail development in the state of New Jersey. These funds have been used for design, acquisition, and construction for various trail projects in the Circuit Trails network. Although these are focused in New Jersey, many states have comparable programs, especially in regard to the federally sourced ones. Counties and municipalities are eligible for all of these funding sources, but school districts, non-profits, private firms, and others are only eligible for specific ones and generally should be aligned with the local government to apply for them. This summary is meant to be used as a starting reference to explore the topic of trail funding, but is by no means an exhaustive list. Private funding sources such as foundations, local businesses, banks, and corporations as well as health organizations are a few sources to explore beyond government resources.

Transportation Alternatives Set Aside (TASA)

- Construction | Design & Construction
- Maximum Award: $1M
- Minimum Award: $250,000
- Local Cost Share: None
- Federal funding, application administered by NJDOT
- Funds provided as cost reimbursements

Safe Routes to School (SRTS)

- Construction only
- Maximum Award: $1M
- Minimum Award: $250,000
- Local Cost Share: None
- Federal funding, application administered by NJDOT
- Funds provided as cost reimbursements

Congestion Mitigation & Air Quality (CMAQ)

- Construction only
- Minimum Award: $250,000
- Local Cost Share: None
- Federal funding, application administered by local MPOs
- Funds provided as cost reimbursements

Bikeway Grant Program

- Construction only; Design/Acquisition available for Urban Aid communities or Depressed Rural Centers
- Local Cost Share: None
- State funding
- Funds provided as cost reimbursements

NJDOT Local Bicycle/Pedestrian Planning Assistance Program (LBPPAP)

- Planning Only
- Application process administered by NJDOT - Office of Bicycle & Pedestrian Programs
- Projects Cost Share: None
- Payments are sent to matched consultants

Transportation and Community Development Initiative (TCDI)

- Planning Only
- Maximum Award: $100,000 - $175,000
- Minimum Award: $25,000
- Local Cost Share: 20%
- Federal funding, application administered by DVRPC
- Funds provided as cost reimbursements

Regional Trails Program (DVRPC)

- Acquisition | Planning | Design, | Construction
- Maximum Award: $300,000 - $500,000
- Local Cost Share: Varies by project
- Federal funding, application administered by DVRPC
- Funds provided as cost reimbursements

Regional Trails Program

- Construction | Repair | Equipment
- Maximum Award: $24,000
- Local Cost Share: 20%
- Federal funding, application administered by NJDEP
- Funds provided as cost reimbursements
- As of 2015, grant is being restructured

appendix


58th Street Greenway Sharrows | Bicycle Coalition of Greater Philadelphia blog

The documents in the appendix were generously provided by the various trail organizations that were interviewed for this project. They are meant to serve as models for future agreements and contracts; however, it is likely that each individual trail project will need to modify their agreements based on specific conditions relevant to your area.

jcp&l easement

CLERK'S OFFICE
MONMOUTH COUNTY
NEW JERSEY

INSTRUMENT NUMBER
1998176818
RECORDED ON
Dec 04, 1998
11:28:30 AM
BOOK:DB-5775
PAGE:723
Total Pages: 8

COUNTY RECORDING FEES	$27.00
DEDICATED TRUST FUND COMMISSION	$2.00
TOTAL	$29.00

DEED

JERSEY CENTRAL POWER & LIGHT COMPANY,
d/b/a GPU ENERGY,

a Corporation

of the State of New Jersey

Grantor

TO

THE COUNTY OF MONMOUTH

Grantee

RECORD AND RETURN TO:

371923

EASEMENT

This Easement, made this 30th, day of Oct, 1998.

BETWEEN

JERSEY CENTRAL POWER & LIGHT COMPANY, d/b/a GPU ENERGY, a corporation existing under and by virtue of the laws of the State of New Jersey, having its principal office at 2800 Pottsville Pike, in the Township of Muhlenberg, in the County of Berks, in the Commonwealth of Pennsylvania herein designated as the GRANTOR;

AND

The COUNTY OF MONMOUTH, a municipal corporation of the State of New Jersey with offices in the Hall of Records, Borough of Freehold, in the County of Monmouth, in the State of New Jersey, herein designated as the GRANTEE.

WITNESSETH, the GRANTOR, for and in consideration of One Dollar ($1.00), lawful money of the United States of America, to it in hand and truly paid by the GRANTEE, at or before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, and the GRANTOR being therewith fully satisfied, and the mutual agreements herein set forth, does by these presents grant, bargain, sell and convey unto the GRANTEE forever, an easement to all those tracts and parcels of land and premises situate lying and being in the Township of Upper Freehold and the Township of Millstone in the County of Monmouth in the State of New Jersey, NJS 46:15-2.1, Municipality of the Township of Upper Freehold:

BLOCK NUMBERS	LOT NUMBERS
10	5
13	9 & 20
22	10
22.01	25
27	38
28	13
35	18
37	4
54	3
55	3
56	26

Municipality of the Township of Millstone:

BLOCK NUMBERS	LOT NUMBERS
1.01	1.01
1.02	2.01
2.01	1.02

This Instrument Prepared By:

Robert L. Walters

jcp&l easement

THESE parcels conveyed are a portion of the premises conveyed to Jersey Central Power and Light Company by deed from the Pennsylvania and Atlantic Railroad Company, a corporation of the State of New Jersey, dated August 16,1955 and recorded in the County of Monmouth Clerk's Office on September 16, 1955 - in Book of Deeds # 2610 , pages 299 through 305 , and by deed from Penn Central Corporation, successor in title to Pennsylvania and Atlanic Railroad Corporation, a corporation of the Commonwealth of Pennsylvania by virtue of a merger, dated December 31, 1979, dated May 25, 1982 and recorded in the County of Monmouth Clerk's Office on July 2, 1982, in Book of Deeds # 4360, pages 881 through 913.

SAID easement is granted solely for a bikeway for public recreation and transportation and shall be fourteen (14') feet in width, to wit, a ten (10') foot wide trail surface bordered on either side by two (2') feet wide shoulders; also, the installation of perimeter fencing shall be allowed to restrict vehicular access and to guide users to designated crosswalks; and, at approximately 13 points along said easement, where there are road crossings, an additional easement wide enough to permit parking only shall be granted; all subject to the provisions of paragraph 14 herein.

SAID easement upon and across the GRANTOR'S lands in the Township of Upper Freehold and the Township of Millstone in the County of Monmouth, New Jersey described as follows:

BEING an easement and right of way fourteen (14') feet in width beginning at a point on the northerly side of Route 537 (Monmouth Road) and continuing north along the right of way of the former Penn Central Corporation to a point on the boundary between Middlesex County and Monmouth County in the Township of Millstone in the County of Monmouth.

The PERMITTED easement use shall include all non-motorized trail use and not be limited to a bikeway. Examples of other possible trail uses include walking, cross country skiing, jogging and horseback riding, except that Grantee may use motorized vehicles for inspection and maintenance purposes.

AS PART of the consideration for the granting of the easement and right of way for this public bikeway the GRANTEE does, for itself, its successor and assigns in the construction and use of the GRANTEE'S bikeway covenants and agrees with the GRANTOR, its successors and assigns, that the following conditions shall be observed by the GRANTEE, its successors and assigns, employees, agents and contractors and licensees:

1. GRANTEE acknowledges that the area of the easement granted by this instrument is also used by the GRANTOR for its high voltage electrical conductors, overhead or underground, or both.

2. GRANTEE'S rights hereunder are subordinate to GRANTOR'S paramount right to use the land for the transmission and distribution of electricity, including, but not limited to the right to construct, maintain and operate thereon one (1) or, from time to time, more lines for the transmission and distribution of electrical energy consisting of overhead and underground conductors and lightning protection devices, communication wires, supporting structures, guys, push braces, ducts, conduits and other accessory apparatus and equipment deemed by GRANTOR to be necessary therefor, including within the sidelines of said right of way and prolongations thereof any roads, rivers, streams, streets, or highways bounding or crossing the same, together with the right from time to time, to patrol, inspect, redesign, rebuild, or alter said lines and to install such additional lines, apparatus and equipment as GRANTOR may, at any time deem necessary and the right to remove any line or any part thereof; together also with the right from time to time to remove or clear and keep clear any or all trees, underbrush, structures, and other obstructions upon said right of way.

3. All digging within five (5') feet of GRANTOR'S underground facilities, if any, must be done by hand.

4. If the GRANTOR deems it necessary or desirable to support its poles as a result of trenching operations performed by the GRANTEE or its contractors under the terms of this agreement the Grantee shall promptly reimburse GRANTOR for its expenses therefor.

5. In the exercise of the rights and privileges hereby granted, GRANTEE will not interfere with GRANTOR'S present and future public utility facilities or the safe and uninterrupted operation thereof and will perform all work in a good workmanlike manner. All work performed pursuant hereto shall be done in compliance with the provisions of the Federal Occupational Safety and Health Act of 1970 and Subpart N of Chapter XVII of the rules and regulations issued under said Act, and with the provisions of the New Jersey High Voltage Proximity Act (Chapter 249 of the Laws of 1948, N.J.S. 34:6-47.1 et seq.) and provisions of the New Jersey Administrative Code concerning prohibited operations and precautions to be taken in the proximity of high voltage lines, and all other safety rules and regulations, but in no event shall GRANTOR be required to discontinue its operations or de-energize its conductors.

6. GRANTEE assumes complete responsibility for notifying all workmen on its projects of the existence and danger of GRANTOR'S electric lines and shall indemnify and hold GRANTOR harmless from any failure on the part of such workmen to have such knowledge.

7. GRANTEE, by its acceptance hereof, consistent with the limitations contained in the New Jersey Tort Claims Act, N.J.S.A. 59:1-1 et seq. assumes all risk of or damage to property and injury to or death of any persons occurring by reasons of or in connection with construction, operation, maintenance, repair, renewal and removal of said GRANTEE'S bikeway and agrees to defend, indemnify, protect and save harmless GRANTOR from and against all liability, claims, demands, suits, causes of action, judgments, damages, penalties, fees, costs, and expenses arising therefrom, or in any way caused by the exercise by GRANTEE or by the employees, servants, invitees, agents, contractors and licenses of GRANTEE of the rights granted hereby.

8. GRANTEE'S bikeway shall be improved to a minimum width of ten (10') feet, and shall be constructed of sufficient strength to withstand GRANTOR'S heavy equipment and vehicles which must enter upon the easement area, and shall be capable of supporting the wheel loads imposed by GRANTOR'S heavy line construction equipment (AASHO-H-20 loading), except new bridges which may be constructed to a 5000 lb. load limit and to include the weight limit to be posted at each bridge.

9. It shall be the obligation of the GRANTEE to replace in kind, any plantings that are maintained as a screen for GRANTOR'S facilities within the property to be utilized by it and which may be destroyed as a result of the installation, repair or replacement of GRANTEE'S bikeway.

10. GRANTEE must assure GRANTOR of continuity of access to its property and facilities at all times.

11. No machinery or equipment which is capable of extending to a height of more than fifteen (15') feet above grade is to be used by GRANTEE without prior written notice to and approval from GRANTOR.

12. No assessment shall be levied against the lands of GRANTOR hereby encumbered by reason of the installation or renewal of GRANTEE'S bikeway, nor shall the valuation of said lands be increased on

jcp&l easement

account thereof. GRANTEE shall indemnify, save harmless and defend GRANTOR from and against any and all claims, losses, taxes, fines, penalties, and/or damages resulting therefrom.

13. GRANTEE shall during construction obtain, keep in force and furnish GRANTOR certificates of insurance, in form satisfactory to GRANTOR, including appropriate Owner's, Landlord's and Tenant's or Comprehensive Liability Insurance with coverage of not less than $100,000.00 for property damage and $500,000.00/$1,000,000.00 for personal injury or death, naming the GRANTOR as an additional insured and protecting against all claims for personal injury, death and property damages arising out of GRANTEE'S exercise of rights granted hereby. Grantor acknowledges that the Grantee is a public entity which, pursuant to the Laws of the State of New Jersey has a self-insurance retention fund together with a policy of excess liability coverage in the amount of $5,000,000.00. Grantor hereby agrees that the self-insurance retention fund together with the excess policy satisfies the aforementioned insurance requirements. This easement shall not become effective until such insurance certificates have been delivered to and approved by GRANTOR, and no work shall be performed hereunder unless such insurance is in effect.

    Prior to construction of any section of GRANTEE'S bikeway within the land conveyed or easement and right of way granted herein above, GRANTEE shall submit the design and location of the bikeway section to GRANTOR for review and approval.

14. Prior to construction of parking and/or the installation of fencing, GRANTEE shall submit the design and location of the parking and/or fencing toGRANTOR for review and approval.

The CONVEYANCE of the premises herein before described property is subject to:

1. any judgments or awards open of record against the GRANTOR, but the GRANTOR will defend and indemnify the GRANTEE, its successors and assigns in, from and against any action or proceeding to enforce any judgment or award;

2. zoning ordinances, municipal, state and federal laws, ordinances, rules and regulations, insofar as the same may apply to the herein described premises;

3. rights of way and easements, covenants, conditions, restrictions, licenses and consent agreements and encroachments whether or not of record including, but not limited to such easements and agreements mentioned in the deeds between Jersey Central Power & Light Company, a corporation of the State of New Jersey, and the Pennsylvania and Atlantic Railroad Company, a corporation of the State of New Jersey, dated August 16, 1955, and recorded in the Monmouth County Clerk's Office on September 16, 1955, in Book 2610 of Deeds, page 299; and The Penn Central Corporation, successor in title to Pennsylvania and Atlantic Railroad Corporation, a corporation of the Commonwealth of Pennsylvania, dated May 25, 1982 and recorded in the Monmouth County Clerk's Office on July 2, 1982, in Book 4360 of Deeds, page 881.

4. such facts as an accurate survey and inspection would disclose; and

5. outstanding private rights or rights of the public in any street, road, highway, lane, farm or private crossing, utility line, brook, stream, drain, ditch, sewer or other water facility crossing or bounding the premises.

The GRANTEE shall have the right, and at its expense, to improve existing bridges, and where necessary, to construct new bridges to facilitate the use of the bikeway by the public. GRANTOR shall receive one (1) week notice prior to the commencement of any such improvements.

The GRANTEE retains the right to keep the corridor clear of vegetation.

The GRANTEE shall, pursuant to relevant law, obtain grants and permits for development and activities consistent with the use of the bikeway and the design plans as approved by the GRANTOR.

Subject to GRANTOR'S prior approval, the GRANTEE has the right to post and enforce its rules and regulations within the right of way including the prohibition and/or curing of unauthorized use encroachments, and trespass.

WHENEVER in the Easement any party shall be designated or referred to by name or general reference, such designation is intended to and shall have the same effect as if the words "heirs, executors, administrators, and successors and assigns" had been inserted after each and every such designation.

THIS Easement contains the entire agreement between the parties with respect to said easements and rights of way.

SIGNATURES. This Easement is signed and attested to by each parties, proper corporate officers as of the date hereof.

Attested by:

William C. Matthews II, Asst. Secretary

Jersey Central Power & Light Company,
d/b/a GPU Energy

By: Robert S. Taubman
~~George R. Repke, Jr.~~, Vice President

APPROVED AS TO FORM

Richard C. Wenner
Clerk of the Board of Chosen Freeholds

The County of Monmouth

By: Harry Larrison
Harry Larrison Jr.
Director of the Board of Chosen Freeholders

sublease to FOCCB

AMENDMENT TO PUBLIC-PRIVATE PARTNERSHIP AGREEMENT

MADE AND ENTERED into this 19th day of February, 2014 by and between the FRIENDS OF THE CHESTER CREEK BRANCH, INC, a Pennsylvania non-profit corporation, with mailing address of P.O. Box 2313, Aston, Pennsylvania 19014, (hereinafter called "FOCCB") and COUNTY OF DELAWARE, a political subdivision of The Commonwealth of Pennsylvania, (hereinafter called "County").

WITNESSETH:

WHEREAS, the County and SEPTA have entered into a Lease Agreement (hereinafter called "SEPTA Lease") whereby SEPTA has leased to the County a certain parcel of land known as the Chester Creek Branch railroad line; and

WHEREAS, the proposed Chester Creek Branch Trail is a transportation and multi-purpose recreational trail potentially extending from the Caleb Pusey Plantation in the Borough of Upland to the old Wawa Train Station in the Borough of Chester Heights, and potentially in the future to the East Coast Greenway in the City of Chester;

WHEREAS, the proposed route may utilize the entire Chester Creek Branch railroad line right-of-way in Delaware County and traverses or ends in 5 municipalities and one city in Delaware County; and

WHEREAS, on April 26, 2011 the County and FOCCB entered into Agreement to set forth their respective functions and responsibilities in connection with the acquisition, development, operation and administration of the Chester Creek Branch railroad line right-of-way and other connecting routes in Delaware County for recreational and transportation trail .

WHEREAS, the County and SEPTA have entered into an amendment to the Lease Agreement and the County has entered into the following Agreements with the Commonwealth and Middletown Township:

Trail Structure Agreement – PennDOT

Shared Use Path Crossing Agreement – PennDOT

Shared Use Path Crossing Agreement for Mt Alverno Rd. – Middletown

Stormwater Maintenance Agreement – Middletown

NOW, THEREFORE, the County and FOCCB, intending to be legally bound, the parties hereby agree as follows:

1. FOCCB will assume the responsibilities and obligations imposed on the County by the SEPTA Lease and the attached Amendment marked Exhibit "A" and will assume the primary responsibility for the development, administration, monitoring and maintenance of the Chester Creek Branch Trail and its related facilities in accordance with the SEPTA Lease and Amendments.

2. FOCCB will assume the responsibilities and obligations imposed on the County by the following Commonwealth and Middletown Township Agreements marked Exhibit "B":

Trail Structure Agreement – PennDOT

Shared Use Path Crossing Agreement – PennDOT

Shared Use Path Crossing Agreement for Mt Alverno Rd. – Middletown

Stormwater Maintenance Agreement – Middletown

FOCCB easement agreement

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT (the "AGREEMENT") is made this____ day of October, 2014, among Middletown Township (" The Township") , the County of Delaware, Pennsylvania ("The County"), and the Linvill Life Estate Beneficiaries (referred to herein as "Linvills").

BACKGROUND

WHEREAS, the Township is the owner of a parcel of land in Middletown Township, Delaware County, Pennsylvania, the Deed for which is dated May 1, 1987 andrecorded in the Office of the Recorder of Deeds of Delaware County, Pennsylvania, in Book 0460, Page 2184 et seq (The Township Property) (The Township Deed);

WHEREAS, Linvills hold a Life Estate in the Township's Property, the terms of which are set forth in the Township Deed (The Linvills Life Estate);

WHEREAS, the County leases property owned by the Southeastern Pennsylvania Transportation Authority (SEPTA), a legal description of which is attached hereto, made a part hereof, and marked Exhibit "A" (The County Leased Property);

WHEREAS, the County has agreed to permit FOCCB to operate a Rail Trail on the County Leased Property;

WHEREAS, due to the Rail Trail's construction, storm water runoff will flow from the County Leased Property onto a portion of the Township's Property which is subject to the Linvills Life Estate, as shown on a Plan prepared by Wilson Consulting Group PC, designating a "Temporary Drainage Easement" (The Drainage Easement Plan) (The Drainage Easement Area). The Drainage Easement Plan is attached hereto, made a part hereof, and marked as Exhibit "B". A legal description of the Drainage Easement Area is attached hereto, made a part hereof, and marked Exhibit "C".

NOW THEREFORE, in consideration of the Background above, which is incorporated herein, and the covenants and conditions set forth herein, the parties hereto, intending to be legally bound hereby, agree as follows:

1. Grant of Easement.

   Township and Linvills hereby grant and convey to the County the following rights and easements:

   a. A permanent right and easement to enter upon the Township's Property, subject to the Linvills Life Estate, to perform such work as may be necessary in order to keep the natural basin located in the Drainage Easement Area functioning properly.

   b. A perpetual right and easement to direct water runoff from The County's Leased Property onto through and across The Drainage Easement Area.

2. Construction.

   The County shall, at the County's sole cost and expense, construct water drainage facilities in accordance with the Land Development Plans prepared by Wilson Consulting Group P.C. approved by Township on January 9, 2012, in Resolution 2012-20, which Plans are incorporated herein by reference thereto (The Land Development Plans). During construction of the water drainage facilities, the County shall use its best efforts not to interfere with the use of the of the Township Property by Township or Linvills. Upon completion of the construction of the drainage facilities, the County shall promptly restore the Property to substantially the same condition that existed prior to such construction, except as specified in this Agreement and the Land Development Plans.

3. Maintenance.

   The County shall be solely responsible for maintaining and repairing the Drainage Easement Area, at the County's sole cost and expense. The County shall promptly repair, restore and reseed, to its original condition, any portion of the Township Property damaged by the water drainage facilities. During maintenance or repair of the water drainage facilities, the County shall use its best efforts not to interfere with the Township and/or the Linvills' use of the Township Property.

4. Indemnification.

   The County will indemnify and hold harmless the Township and the Linvills from any costs, claims, suits, actions, judgments or damages or injuries, including court costs and reasonable attorney's fees, arising out of or from the County's obligations under this Agreement or use by the County of The Drainage Easement Area. The County will name the Township and the Linvills as additional insureds in the County's liability insurance policies. A Certificate evidencing being

FOCCB easement agreement

named as additional insureds shall be delivered to the Township and Linvills prior to the start of any construction and annually thereafter.

5. The County/Linvills Use of The Easement Area.

The County and/or the Linvills shall retain and have the right to enjoy the Drainage Easement Area for all lawful purposes, provided that neither the Township nor the Linvills shall or will, at anytime hereafter, build, install, construct or locate any temporary or permanent building or structure and/or plant any vegetation aside from grass on or within the Drainage Easement Area without the prior written consent of the County, which consent the County shall not unreasonably withhold or delay.

6. Natural Basin Conversion to Pond.

All Parties agree that the Linvills, during the duration of the Linvills' Life Estate, shall have the right, at the Linvills' sole cost and expense, to convert the natural basin which is part of the Drainage Easement Area, to a pond which may be used for irrigation and/or agricultural purposes, conditioned upon the Plans for such pond being submitted to and approved by the Township and the County. In the event the Linvills construct a pond on the Drainage Easement Area, the Linvills shall name the Township as an additional insured on their General Liability Insurance Policy and a Certificate evidencing being named as an additional insured shall be delivered to the Township prior to the start of any construction and annually thereafter until the expiration of the Life Estate. Linvills agree to indemnify and hold harmless the Township from any costs, claims, suits, actions, judgments or damages or injuries, including court costs and reasonable attorney's fees, arising out of or from the Linvills' construction and maintenance of the pond. In the event the Linvills construct the pond, the County's obligation to maintain the Drainage Easement Area shall terminate and end.

7. Recording.

This Agreement shall be recorded in the Office of the Recorder of Deeds of Delaware County, Pennsylvania.

8. Governing Law.

This Agreement shall be governed by the laws of the Commonwealth of Pennsylvania.

9. Entire Agreement.

This Agreement contains the entire agreement among the parties regarding the transactions described herein. This Agreement shall not be modified without the prior written agreement of the parties.

10. Binding Effect.

This Agreement shall be binding upon and inure to the benefit of the parties, and their respective heirs, administrators, executors, successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this Easement Agreement the day and year first above written.

memorandum of agreement

Execution Document

MEMORANDUM OF UNDERSTANDING

MADE AND ENTERED into this _____ day of _____, 2018 by and between the FRIENDS OF THE CHESTER CREEK BRANCH, INC, a Pennsylvania non-profit corporation, with mailing address of P.O. Box 2313, Aston, Pennsylvania 19014, (hereinafter called "FOCCB") and the COUNTY OF DELAWARE, a political subdivision of The Commonwealth of Pennsylvania, (hereinafter called "County").

WHEREAS, the County and SEPTA have entered into a Lease Agreement whereby SEPTA has leased to the County a certain parcel of land known as the Chester Creek Branch railroad line; and

WHEREAS, the Chester Creek Branch Trail is a transportation and multi-purpose recreational trail potentially extending from the Caleb Pusey Plantation in the Borough of Upland to the old Wawa Train Station in the Borough of Chester Heights, and potentially in the future to the East Coast Greenway in the City of Chester;

WHEREAS, the route may utilize the entire Chester Creek Branch railroad line right-of-way in Delaware County and traverses or ends in 5 municipalities and one city in Delaware County; and

WHEREAS, the County and FOCCB, have entered into this Public-Private Partnership Agreement (PPPA) to set forth their respective functions and responsibilities in connection with the acquisition, development, operation and administration of the Chester Creek Branch railroad line right-of-way and other connecting routes in Delaware

Execution Document
County for recreational and transportation trail purposes.

NOW, THEREFORE, the County and FOCCB do agree that the Public-Private Partnership Agreement (as of February 19, 2014) will be rescinded, FOCCB shall not be considered a Designated Operator of the Trail for the purpose of the SEPTA Lease, and the following will be the understanding of the parties' respective roles regarding the current trail and future trails along the Chester Creek Branch:

1. The County hereby agrees to assume primary responsibility for the development, administration, monitoring, and maintenance of the Trail and its related facilities in accordance with the SEPTA Lease and all responsibilities and obligations imposed on it by the Related Agreements.

2. County will be responsible for routine maintenance including:
   - Trash collection
   - Mowing the grass
   - Removing safety hazards, fallen trees

3. FOCCB may notify the County in the event of trail maintenance issues and safety hazards as described in paragraph 22.

4. County will control the use of the proceeds obtained from the sale of the rail for any item associated with trail.

5. County will carry insurance for the trail.

6. County will coordinate with emergency responders (fire, EMS, police).

7. County will be responsible for signage for listing rules, hours and other matters.

8. The County and FOCCB agree that the trail's name will remain as "Chester Creek Rail Trail".

9. The County will incorporate the logo used by the FOCCB into the Chester Creek Rail Trail signage to the extent possible. The logo to be used is as follows:

memorandum of agreement

10. County and FOCCB will coordinate installations of benches, trash receptacles, kiosks, monuments, plantings, or similar site improvement.

11. FOCCB will submit a site plan for proposed benches, trash receptacles, kiosks, monuments, plantings, or similar site improvement detailing the location, size, materials, and any other details deemed necessary by the County to the County for review as described in paragraph 22.

12. The County may approve the installation of benches, trash receptacles, kiosks, monuments, plantings, or similar site improvement. Approvals shall be communicated to FOCCB as described in paragraph 22.

13. FOCCB will not install benches, trash receptacles, kiosks, monuments, plantings, or similar site improvement without prior written approval from the County.

14. FOCCB may commence work when the County has approved the proposed improvements.

15. FOCCB will adequately secure the premises during performance of any work approved by the County.

16. FOCCB will notify the County in writing not more than three (3) days after completion of work approved by the County.

17. The County and FOCCB agree that benches, trash receptacles, kiosks, monuments, plantings, or similar site improvement will become the property of the County upon completion and shall be appropriately maintained and repaired by the County.

18. FOCCB will obtain Comprehensive General liability and Directors & Officers insurance and to the fullest extent permitted by law, FOCCB shall indemnify and hold harmless the County from any liability associated with FOCCB's activities, functions, and responsibilities.

19. FOCCB will coordinate community events including, but not limited to running races with the County.

20. The County will not be responsible for snow removal from the trail and associated facilities except for the Knowlton Road trailhead parking lot.

21. In return for FOCCB's ongoing commitment to support and enhance the Trail, the County agrees that FOCCB shall be entitled to participate as a design partner in connection with any extensions of the Trail; provided, however, that the parties

acknowledge that FOCCB shall have no financial obligation whatsoever with the design, feasibility, construction or otherwise in connection with such extension.

22. Correspondence regarding trail maintenance, safety, or proposed improvements should be directed as follows:

If to County:

Marc Manfre
Director, Parks and Recreation Department
County of Delaware
Government Center Building
Media, PA 19063
610-891-4663
ManfreM@co.delaware.pa.us

Norm Bennett
Supervisor, Parks and Recreation Department
County of Delaware
Government Center Building
Media, PA 19063
610-891-4663
BennettN@co.delaware.pa.us

If to FOCCB:

Friends of the Chester Creek Branch, Inc.
P.O. Box 2313
Aston, PA 19014
Attn: President

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d&l trail bridge info sheet

D&L TRAIL
CARBON COUNTY PEDESTRIAN BRIDGE

$3,900,000 TOTAL PROJECT

25 Years in the Making

The idea for a pedestrian bridge in Jim Thorpe was originally outlined in the Delaware & Lehigh National Heritage Corridor's 1992 Management Action Plan. The following year, an ISTEA Application was filed to design and construct the Mansion House Pedestrian Bridge. Ten years later in 2003, PennDOT and DCNR funds were awarded to begin designing the bridge. Fourteen years later, construction has commenced.

58 Miles Connected

Residents and visitors will have unobstructed, well-marked access to the D&L Trail through three counties (Luzerne, Carbon, and Lehigh). The trail will be continuous from the Black Diamond Trailhead near Glen Summit, through White Haven, Lehigh Gorge State Park, Jim Thorpe, Weissport, Lehighton, Slatington, and Cementon. When complete, this bridge is expected to make Carbon County the first county in the corridor to have a continuous through route.

12 Partners

Army Corps of Engineers, Carbon County Commissioners, Carbon County Conservation District, Delaware & Lehigh National Heritage Corridor, Norfolk Southern Railroad, Pennsylvania Department of Conservation & Natural Resources, Pennsylvania Department of Environmental Protection, and Reading Blue Mountain & Northern Railroad.

283,000 Annual Trail Users

According to the 2012 Rails to Trails Conservancy Economic Impact Study of the D&L Trail, an estimated 282,796 people used the trail that year. In 2016, the D&L installed its own trail counters to update this data and expects the number of users to increase. Counters have been installed above and below the bridge to show the impact it will make.

100's Funders

In addition to more than $600,000 awarded by the PA Department of Conservation & Natural Resources to design, engineer and permit the bridge and $3.3 million granted through PennDOT's Transportation Enhancement, hundreds of riders contributed through three "Bike for the Bridge" events.

$238,700,000

Economic impact generated by the Delaware & Lehigh National Heritage Corridor, supporting 3,323 jobs, and $22.4 million in tax revenue.

Delaware & Lehigh National Heritage Corridor
2750 Hugh Moore Park Road Easton, PA 18042
delawareandlehigh.org

For More Information: Elissa Garofalo, Executive Director
elissa@delawareandlehigh.org
610-923-3548 x223

The Delaware & Lehigh National Heritage Corridor is a 501(c)3 non-profit corporation whose mission is to enrich communities through actions and partnerships that preserve the resources, tell the stories, and enhance the quality of life for Corridor residents.

endnotes

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3 Flusche, D. (2012, July). Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure (Rep.). Retrieved https://www.bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf

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