

Chapter Two - Inventory and Analysis

Methodology – Overview

The consultant performed initial site reconnaissance trips in the spring of 2003 to inventory, analyze, and document the potential greenway connections within the study area. Preliminary alignments were further studied, photographed and mapped relative to the geographic information systems (GIS) data gathered through Internet resources and data compiled by the consultant. Throughout the course of the project, the consultants performed secondary site visits to field check and verify existing conditions relative to the proposed greenway and trail alignments. In addition to the site visits, a series of public meetings as well as study committee meetings were held throughout the planning process. These meetings provided additional information and community feedback that contributed to the development of this report

Data Collection - GIS

Base mapping information was compiled from the best available information. A boundary and topographical survey of the study area has not been completed to date. GIS tax map parcel information was obtained from the Monroe County Planning Commission along with miscellaneous data such as roads, municipal boundaries and zoning. The National Park Service provided data regarding the Delaware Water Gap National Recreation Area. Additional GIS data including USGS mapping and aerial photographic images were obtained through Internet sources.

Existing Planning Documents Review

Monroe 2020 - An update to the Monroe County Comprehensive Plan was initiated in 1997 under the title “Monroe 2020”. The Plan acknowledges the benefit of recreational amenities and seeks to develop greenways within the County. The document notes the current lack of transportation options for pedestrians and cyclists.

The Monroe County Open Space Plan was adopted in 2001 after successful passage of an Open Space Bond referendum. The plan identifies and prioritizes the most important and threatened open space areas from a countywide perspective using existing data sets and provides methods to dynamically update these areas at both countywide and municipal levels. Chapter 5 of the Plan states that greenways are key to both avoiding fragmented geography and providing alternative transportation options. Standards for greenway facilities are also outlined.

2. Inventory & Analysis

The Smithfield Township Comprehensive Plan Update was completed in 2001. This planning document summarizes present conditions of the Township and analyzes these conditions in order to identify planning goals and to present policies for future growth and development within the Township. The comprehensive plan describes Smithfield Township's existing park and recreational amenities and identifies natural and cultural resources to be protected. These resources include Minisink Park, linkages to the Appalachian Trail and the Delaware Water Gap area. The comprehensive plan recognizes the importance of developing additional bikeway and pedestrian travel systems.

The Delaware Water Gap Welcome Center Comprehensive Plan 2000 identified the opportunity to build a three mile "missing" linkage to the DWGNRA that would make up to 225 miles of NPS trails accessible from the new Welcome Center. Seven linkage destinations, including the MRT, were identified as part of this report:

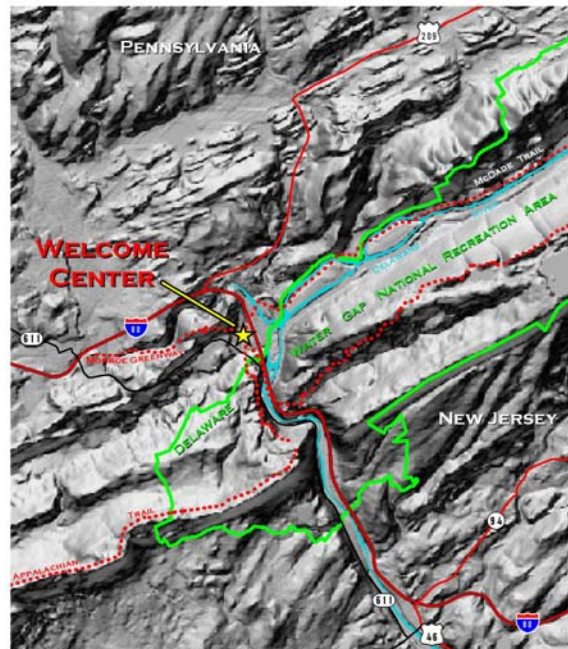
1. McDade Recreation Trail – DWGNRA
2. Monroe County Greenway
3. Borough of Delaware Water Gap
4. Smithfield Township Park
5. Appalachian Trail – PA
6. Appalachian Trail – NJ
7. Delaware River Water Trail

Three (3) alternative alignments were investigated as part of this report and mapped in the '**Linkage Alternatives**' exhibit found at the end of this chapter. These three potential linkages to the MRT are 1.1 – "River Road;" 1.2 – "River's Edge;" and 1.3 – "Island Bridge." All three alignments share the first linkage segment, from the Welcome Center north on River Road to a location approximately 750 feet north of the Brodhead Creek Bridge. From this point north, the alignments begin to diverge.

Alternative #1.3 - "Island Bridge" alignment was identified as the preferred alternative for several reasons:

- Easement acquisition is minimized;

DELAWARE WATER GAP WELCOME CENTER COMPREHENSIVE PLAN JUNE 2000



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Pennsylvania Department of Community and Economic Development
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- Construction-related impacts are minimized;
- ADA accessibility is maximized;
- Visibility to the river environment is maximized; and
- One private property owner is open to negotiating an easement agreement for approximately 80% of the total distance on private property between the Welcome Center and the DWGNRA.

The findings in this report became the genesis for the Shawnee Greenway Trail Location and Feasibility Study. The Shawnee Institute partnered with DCNR to further investigate the possibility of developing the Island Bridge alternative and to summarize the potential impacts this connection would create.

Additional mapping indicating potential trail connections in the Delaware Water Gap vicinity can be found at the end of this chapter.

Programming / Public Participation Summary

Public participation is a key ingredient in the success of any community project. The meetings for the Shawnee Greenway Study were designed to inform the public of the project status, and to receive public input about desired facilities and concerns relative to the trail development within the Study Area and community. Three Public meetings and three Steering Committee meetings were held during the Feasibility and Location Study Process.

Public Meeting #1 was held on September 29, 2003 at the Shawnee Fire Hall where the consultant presented findings from the initial site reconnaissance and the preliminary trail alternatives. The primary focus of the meeting was on project programming. The meeting was well attended with participants offering their ideas, insight and additional local knowledge as well as expressing their concerns about elements of the proposed trail system.

Public Meeting #2 was held on April 4, 2006 at the Shawnee Playhouse and consisted of a presentation of the preliminary trail alignments and recommendations for public review and comment.

Public Meeting #3 was held on May 9, 2006 at the Shawnee playhouse and consisted of a presentation of the DRAFT plan recommendations.

All of the Public Meetings were well attended, and the attendance records and notes from each of these meetings, as well as those from the Steering Committee meetings are included in the appendix of this report.

2. Inventory & Analysis

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