



ECG CLOSE THE GAP SUMMIT STATUS UPDATE TO BLUEPRINT FOR ACTION

DESCRIPTION	STATUS 2004		STATUS 2006 (UPDATE)	NEXT STEPS
	Components/Status Description			
Segment 1: <i>Hudson River Waterfront Walkway 3.5 miles Hudson County/Jersey City</i>	a) Liberty St. Park 0.75 miles b) Lib Harbor N. 2.15 miles c) Goldman Sacks 0.2 miles d) 0.1 miles e) 0.3 miles	a) Constructed b) In Design c) In Construction d) In planning e) Gap (on-road), secure design funding	a-e) Alignment remains as outlined in 2004 Study Note: Additional on-road alternate north to George Washington Bridge	Coordinate with Private Institutions, including Liberty Harbor North/MOCC to designation on and off road alignments
Segment 2: <i>Harsimus Stem "6th Street" Embankment 0.9 miles Hudson County/Jersey City</i>	a) 0.9 miles	a) Defined (using unimproved RR ROW) Bridges missing. Assist in securing ROW from private development	a) Alignment remains as outlined in 2004 Study <ul style="list-style-type: none"> • Acquisition issues: Pending Surface Transportation Board decision. • Planning has been advanced 	a) Coordinate preservation efforts with Embankment Coalition. Jersey City Rails to Trails, JCLC. Confirm this segment has been added to the City Master Plan b) Advocate for trail development along 1 Block section between Washington Blvd. and Marin Blvd.
Segment 3: <i>Jones Park Path, 0.4 miles Bergen Arches Jersey City, Turnpike Authority National Docks Line River Line</i>	a) 0.3 miles b) 0.1 mile	a) In public control b) Gap (on-road), secure design funding	a) Outstanding issues with alignment b) Confirm interim and long-term alignment preference	a) Coordinate with JC DPW, schools, NJTPA, Hudson Co. and National Docks Rail Line Crossing?
Segment 4: <i>Bergen Arches, 1.1 mile Jersey City/Hudson County/DOT</i>	a) 1.1 miles	a) Defined (using abandoned RR ROW). Advocate for trail, and get alignment in master plan	a) Alignment remains as outlined in 2004 Study	a) Advocate for trail development with NJTPA, NJDOT, and private institutions Conrail/Norfolk-Southern
Segment 5: <i>West of Arches to Newark</i>	a) 1.8 miles Including Wittpenn	a) Defined using inactive RR ROW. Advocate for	a) Alignment changed to proposed Wittpenn Bridge	a) Confirm concept with NJDOT, PSE&G, NJT,





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<i>Industrial Line Boonton Line Rail-Trail, 1.8 miles Hudson County, Jersey City, Secaucus, Kearny</i>	Bridge	trail, and get alignment in master plan	<ul style="list-style-type: none"> Interim route uses Port Authority Trans Hudson train 	Norfolk Southern, Conrail, HCIA, and Private Institutions
Segment 6: <i>Newark Industrial Track, 2.8 miles Hudson County- Kearny Harrison</i>	a) 2.8 miles	a) Defined, secure design funding	a) Alignment remains as outlined in 2004 Study. <ul style="list-style-type: none"> Norfolk Southern may prefer sale/purchase, not ROW sharing 	a) Coordinate ROW use with Private Institutions and Norfolk Southern Rail
Segment 7: <i>West Hudson Park Path, 0.6 miles Hudson County</i>	a) 0.6 miles	a) In public control, secure design funding	a) Alignment remains as outlined in 2004 Study	a) Pursue design
Segment 8: <i>West Hudson Park to Passaic Riverfront Path, 0.5 miles Frank Rodgers Blvd. to Newark Harrison</i>	a) 0.5 miles	a) Gap (on-road), designate interim on-road routing and sign	a) Alignment remains as outlined in 2004 Study	a) Solicit support and sign route
Segment 9: <i>Passaic Riverfront Path, 0.7 miles</i>	a) 0.7 miles	a) Defined using unimproved riverfront, secure design funding	a) Alignment remains as outlined in 2004 Study	a) Solicit support and initiate design by Newark or Essex Co.
Segment 10a: <i>Newark Greenway Phase II, 1.0 miles</i>	a) 1.0	a) In planning using undeveloped roadside ROW, secure design funding	a) Alignment remains as outlined in 2004 Study	a) Maintain support for Newark Greenway design and construction
Segment 10b: <i>Newark Greenway Phase I: Irving Turner Blvd.</i>	a) 2.5 miles	a) In design, secure construction funding	a) In design	a) Continue support for Greenway design and construction by Newark





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Segment 11: <i>Weequahic Park Path, 0.7 miles</i>	a) 0.7 miles	a) In public control as unimproved parkland, secure design funding	a) Gap (on park roads)	b) Solicit support for off-road path from Essex County Parks
Segment 12: <i>Weequahic Park to Elizabeth River Parkway, 2 miles</i>	a) 2 miles	a) Gap (on-road) designate interim on-road routing and sign	a) Gap (on-road), building housing on south side of road <ul style="list-style-type: none"> NJ ECG considers on-road alignment for long-term use, which uses low volume residential street 	a) Confirm support, designate and sign
Segment 13: <i>Elizabeth River Parkway Trail, 1.8 miles</i>	a) 1.8 miles	a) In Planning <ul style="list-style-type: none"> Uses undeveloped riverside park ROW, secure design funding Uses existing foot trail path in park, not rail ROW Under rail overpass and along Elizabeth River 	a) In Construction (Intersection of Route 82 at shopping center) <ul style="list-style-type: none"> As part of the NJDOT Route 82 Streetscape project the ECG will be accommodated using a widened sidewalk (6') located along the existing jug-handle (eastbound Route 82), and extend from the Suburban Golf Course driveway to the entry of the shopping center. Additional improvement as part of the streetscape project includes curb ramps, improved crosswalks, and new sidewalks. 	a) In Planning <ul style="list-style-type: none"> Route alignment to be confirmed and/or revised by Union Co.
Segment 14: <i>Suburban Golf Course Path, 0.4 miles</i>	a) 0.4 miles	a) Defined, in public control as undeveloped roadside ROW, secure design	a) Defined, in public control. <ul style="list-style-type: none"> National has this broken down as 0.2m & 0.2m 	a) Confirm property ownership and solicit support from owners





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		funding	(Two different land owners?)	
Segment 15: <i>Kawameeh Park Trail, 0.3 miles</i>	a) 0.3 miles	a) In planning using undeveloped parkland, secure design funding	a) Alignment defined as outlined in 2004 Study	a) Solicit support from Union County and advocate for design <ul style="list-style-type: none"> Define ownership
Segment 16: <i>Kawameeh Park to Black Brook Park, "Fairway Drive Corridor", 1.5 miles</i>	a) 1.5 miles	a) Gap (on-road), secure design funding	a) Gap (on-road) <ul style="list-style-type: none"> Using existing road under parkway Trail may be off-road adjacent to golf course 	a) NJ ECG considers on-road alignment will be longer term use, which uses low volume street <ul style="list-style-type: none"> Solicit support for proposed alignment
Segment 17: <i>Black Brook Park Path, 0.4 miles</i>	a) 0.4 miles	a) Complete	a) Complete	a) Designate & Sign <ul style="list-style-type: none"> Limits are Michigan Avenue & 14th Street
Segment 18: <i>Lenape Park Path, 0.7 miles</i>	a) 0.7 miles	a) In planning using parkland, monitor design process	a) Alignment defined as outlined in 2004 Study <ul style="list-style-type: none"> Funding for planning phase not approved Limits extend from 14th St. to Kennelworth Blvd. 	a) Define process to utilize federal grant <ul style="list-style-type: none"> Design and construct path – Union Co. lead
Segment 19: <i>Nomahegan Park Path, 1.2 miles</i>	a) 1.2 miles	a) Complete (Paved path)	a) Complete, open for use	a) Designate & maintain Signs





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Segment 20: <i>Riverside Drive Path, 1 mile</i>	a) 0.6 miles b) 0.4 miles	a) Complete (trail using riverside ROW). Designate b) Gap (on-road)	a) Complete, Designate b) Gap on-road <ul style="list-style-type: none"> • Concern of getting easements 	a) Designate & maintain Signs
Segment 21: <i>Cranford/Route 28 Crossing, 0.6 miles</i>	a) 0.4 miles b) 0.2 miles	a) In planning using roadside ROW, monitor design process b) Defined, in use	a) Alignment Defined <ul style="list-style-type: none"> • The alignment has been modified since 2004 study. Centennial Avenue is being used instead of High Street. • Route 28 intersection in planning under NJDOT ECG Intersection Project b) Defined, in use	a) Further coordination is required regarding proposed redevelopment in the area and possibility of trail being included as part of this (Cranford Crossing & Riverside Development) b) Designate & maintain Signs
Segment 22: <i>Rahway River Parkway Path, 6.2 miles</i> <i>Valley Road to Rt. 27 – Paved Trail</i>	a) 1.5 miles b) 4.5 miles c) 0.2 miles	a) Completed (Paved trail). Designate b) In planning, secure design funding c) Gap (on-road), secure design funding	a) Completed (Valley Rd. to Route 27) b) Issues with alignment c) Gap (on-road)	a) Designate & Sign b) Solicit planning and design efforts c) NJ ECG considers on-road alignment will be in use long-term, given road has low volumes
Segment 23: <i>Rahway River Parkway to Long Hill Park, 1.7 miles</i> <i>New Brunswick Avenue Corridor</i>	a) 1.7 miles	a) Gap (on-road), secure design funding	a) Gap (on-road)	a) Solicit support, designate and maintain signs, advocate for on-road enhancements
Segment 24: <i>Long Hill Park, 0.8 mile</i> <i>Woodbridge Twp.</i>	a) 0.8 miles	a) Dirt path, secure design funding	a) Dirt path, secure design funding <ul style="list-style-type: none"> • Rahway River 	a) Advocate for County sponsored design project. Contact:





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<i>Middlesex County</i>			Greenway County Park	Middlesex Co. Parks/Planning Depts.
Segment 25: <i>Long Hill Park to Merrill Park, 0.1 miles</i> <i>"Middlesex Avenue Corridor"</i>	a) 0.1 miles	a) Gap (on-road), secure Design funding	a) Gap (on-road), secure Design funding b) County Road – between Rail Road and street	a) Advocate for design project. Contact: County Engineer
Segment 26: <i>Merrill Park Path, 1.7 miles</i> <i>Woodbridge Twp.</i> <i>Middlesex County</i>	a) 1.2 miles b) 0.5 miles	a) Complete (non-linked Paved paths) b) Not built, secure design funding	a) County Park (might have designated bikeway) b) Not built, secure design funding	a) Check with County on whether there will be a continuous designated bikeway b) Advocate for design with County Parks/ Planning Depts.
Segment 27: <i>Merrill Park to Roosevelt Park, 1.5 miles</i> <i>Woodbridge Twp. and Edison Twp.</i> <i>Middlesex County</i> <i>"Middlesex Essex Turnpike Corridor"</i>	a) 1.5 miles	a) Gap (on-road), secure design funding	a) Gap (on-road)	a) Advocate for design funding. County road contact: County Engineer
Segment 28: <i>Roosevelt Park Path, 1 mile</i> <i>Edison Township</i> <i>Middlesex County</i>	a) 1 mile	a) Complete (Paved path)	a) Complete (Paved path)	a) Designate and install signs
Segment 29: <i>Roosevelt Park to US Rte. 1, 0.25 miles</i>	a) 0.25 miles	a) Gap (on-road), secure design funding	a) Gap (on-road), secure design funding <ul style="list-style-type: none"> • Grandview – Municipal 	a) Advocate for planning and design. Pursue with Middlesex





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<i>Edison Township Middlesex County</i>			Road Roosevelt – County Park (ADA complaint – totally handicapped accessible)	County
Segment 30: <i>Power Trail, 0.8 miles Edison Township Middlesex County</i>	a) 0.8 miles	a) Unimproved power line ROW, secure design funding	a) Unimproved power line ROW, secure design funding • May need alternative routing	a) Solicit support, designate and sign alternate interim route. Advocate for Power Line trail or alternate as required
Segment 31: <i>Middlesex Greenway, 2 miles Edison Township Middlesex County</i>	a) 2 miles	a) In Planning • using unimproved RR ROW, secure design funding, and monitor construction	a) In Design	a) Continue to track progress to completion, designate and sign
Segment 32: <i>Middlesex Greenway to Raritan River Seaport Trail, 2 miles Edison Township Middlesex County</i>	a) 2 miles	a) Gap (on-road), secure sponsor and master plan position	a) Alternative on-road alignment defined as an interim route	a) Solicit support for alternative routing and designate and sign. Advocate for off- road planning and design
Segment 33: <i>Raritan River Seaport Trail, 5 miles Edison Township Middlesex County</i>	a) 4 miles b) 1 mile	a) In planning (Industrial land), monitor design process b) In public control	a) In planning (Industrial land), monitor design process b) In public control	a) Need to determine the extent of dedication b) Track progress to completion • Secure funding for planning and design of any needed segments
Segment 34: <i>Thomas Edison Co. Park, 0.1 miles Edison Township Middlesex County</i>	a) 0.1 mile	a) Gap (undeveloped parkland)	a) Concept	a) Advocate for new off- road path. Contact Middlesex County Parks Ralph Albinir





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Segment 35: <i>Riverfront Path (2), 2.9 miles</i> <i>Edison Township</i> <i>Middlesex County</i>	a) 0.5 miles b) 2.0 miles c) 0.4 miles	a) Unimproved RR ROW and wooded riverfront in public control b) Defined c) Gap (on-road), secure design funding	a) Right of Way donated Marina & related development near Raritan Center – need to confirm b) Defined c) Gap (on-road), secure design funding	Advocate for planning and design via: a,b,c) Contact Edison and/or Middlesex County
Segment 36: <i>Donaldson Park Path, 0.7 miles</i> <i>Highland Park Boro</i> <i>Middlesex County</i>	a) 0.6 miles b) 0.1 miles	a) Complete b) In public control through park land, secure design funding	a) County might establish designated bikeway. Donaldson is County Park – Dir. Ralph Albinir b) Possible wetlands involvement; Donaldson Park is being renovated	a) Follow-up with County b) Pursue with the County
Segment 37: <i>Riverfront Path (1), 1.2 miles</i> <i>Highland Park Boro</i> <i>Middlesex County</i>	a) 1.2 miles	a) In planning using undeveloped riverside ROW, secure design funding	a) Segment included in Highland Park Master Plan	Advocate for planning and design a) Highland Park is possible sponsor (lead) b) Follow-up with Highland Park
Segment 38: <i>Johnson Park Path, 1.5 miles</i> <i>Piscataway Township</i> <i>Middlesex County</i>	a) 1.5 miles	a) Complete	a) Complete	a) Designate, and install signs
Segment 39: <i>Raritan River Crossing, 0.2 miles</i> <i>Piscataway Township</i> <i>New Brunswick</i> <i>Middlesex County</i> <i>“Landing Lane Bridge Corridor”</i>	a) 0.2 miles	a) Defined using roadway and sidewalk of Landing Lane Bridge; secure sponsor and include in master plan	a) Need connections between end of D&R Canal Towpath and Landing Lane Bridge; need to get approval of County <ul style="list-style-type: none"> • New Brunswick Engineering Dept. might consider John Lynch 	a) Advocate for planning and design with appropriate agencies (Middlesex County, NJDOT, NJTPA, Army Corps of Engineers, NJDEP)





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			Bridge as alternate; would need connection between Lynch Bridge and D&R towpath; NJDOT involvement	
Segment 40: <i>D&R Canal Towpath, 34 miles</i>	a) 3.5 miles b) 30.5 miles	a) Complete (Stone dust trail) b) Complete (Hardpack)	a) Complete (Stone dust trail) b) Complete (Hardpack)	a,b) Maintain trail and signs
Segment 41: <i>D&R Canal Towpath to the Calhoun St. Bridge, 2.5 miles Trenton Mercer County</i>	a) 2.5 miles	a) Gap (on-road), secure sponsor and master plan position – some could be off-road	a) Gap (on-road), secure sponsor and master plan position – some could be off-road; Old Grove Street – behind house – hard to follow – needs sign; Mulberry – Penn Ave. – Southern – dirt path – leads back onto canal (transportation Master Plan) capital to coast; eventually go through Greenway (slowly acquiring parcels from Conrail)?	a) Follow-up with City of Trenton; City of Trenton Trish Long Contact
Segment 42: <i>Calhoun St. Bridge, 0.3 miles</i>	a) 0.3 miles	a) Complete (Separated pedway)	a) No change	a) Maintain trail and signs

