

# Delaware & Lehigh Canal National Heritage Corridor and State Heritage Park

## *Management Action Plan*



### **The Delaware & Lehigh Canal National Heritage Corridor Commission**

The Commission was established by the United States Congress in 1988, and its members were appointed by Secretary of the Interior Manuel Lujan in 1990, on the recommendation of Governor Robert P. Casey.

Its purpose is to oversee a planning and implementation process that will result in the creation of active, successful partnerships among local governments, state agencies, the National Park Service and other federal agencies, business and civic sectors, and environmental organizations: each engaged in cooperative activities that collectively result in the implementation of the National Heritage Corridor plan in the years ahead.

The Commission comprises 21 members:

Four representatives of local government from the Delaware Canal Region

**William M. Pezza**  
Curriculum Coordinator,  
Lower Moreland School District  
Bristol Borough

**J. Steven Humphrey**  
Executive Director,  
Hugh Moore Historical Park and Museums  
Commission Treasurer

**Frank C. Boas**  
Solebury Township  
Commission Secretary

**Kirk Emerson**  
former Director of County-wide Planning, Bucks  
County Planning Commission  
representing Bucks County Commissioners

**Theodore Schnelder**  
former Commissioner

Four representatives of local government from the Lehigh Canal Region

**Donald M. Bernhard**  
Director of Community Development, City of  
Allentown  
Commission Chair

**Annie Bohlin**, representing Luzerne County  
Commissioners

**Isidore C. Mineo**  
Director, Chester County Parks & Recreation  
representing Northampton County

**Kenneth R. Smith**  
Mayor  
City of Bethlehem

Four individuals from the general public of the Delaware Canal Region

**Clifford C. David, Jr.**  
Executive Director,  
Bucks County Conservancy  
Commission Vice Chair

**Elizabeth K. Orlemann**  
Founder, Friends of the Delaware Canal

**Betty Martin Musham**  
President & Chief Executive Officer, Gear, Inc.

**Willis M. Rivinus**  
Management Consultant  
Former Commission Chair

Four individuals from the general public of the Lehigh Canal Region

**Charles W. Derr**  
Hugh Moore Historical Park  
and Museums

**Philip J. Spaziani**  
Retired Educator

**Thomas Stoneback**  
Vice President and Chief Executive Officer,  
Rodale Press, Inc.

**Carole Wildoner-Walbert**  
Attorney at Law

Four representatives of Commonwealth agencies

**Arthur A. Davis**  
Secretary, Pennsylvania Department of  
Environmental Resources

**John W. Brosious**, alternate  
Deputy Secretary for Public Liaison,  
Pennsylvania Department of Environmental  
Resources

**Kurt D. Zwickl**  
Chairman, Pennsylvania Historical and Museum  
Commission  
Commission Vice Chair

**Dr. Brent D. Glass**, alternate  
Executive Director, Pennsylvania Historical and  
Museum Commission

**Andrew T. Greenberg**  
Secretary, Pennsylvania Department of  
Commerce

**Mark Hoy**, alternate  
Director, Bureau of Travel Marketing,  
Pennsylvania Department of Commerce

**Karen A. Miller**  
Secretary, Pennsylvania Department of  
Community Affairs

**Raymond S. Angeli**, alternate  
Deputy Secretary for Programs, Pennsylvania  
Department of Community Affairs

The Director of the National Park Service ex  
officio (or his delegate)

**James W. Gorrell**  
Acting Regional Director, Mid-Atlantic Region

*This plan was prepared with technical  
assistance and funding from the following  
agencies:*

### **The Pennsylvania State Heritage Parks Program**

The Pennsylvania State Heritage Parks Program was proposed by Governor Robert P. Casey and adopted by the Pennsylvania Legislature in 1989. The program highlights and enhances regions of the Commonwealth whose cultural, natural and recreational resources exemplify the industrial heritage of Pennsylvania - the foundation of the nation's prosperity. The State Heritage Parks Program celebrates the stories, the landscapes, and the legacy of the iron and steel, coal, oil, machine and foundry, textile, transportation, lumber and agriculture industries.

The program, administered by the Department of Community Affairs, encourages planning for the future through historic preservation, natural and cultural conservation, education, recreation and economic development. Through intergovernmental cooperation and regional planning strategies, state heritage parks will enrich local economies through the development of cultural tourism, enhancement of local business, creation of new jobs and promotion of public/private partnerships for new investment opportunities.

### **The United States Department of the Interior and the National Park Service**

As the nation's principal conservation agency, the Department of the Interior has basic responsibility for most of our nationally owned public lands and natural and cultural resources. This includes fostering wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historic places, and providing for the enjoyment of life through outdoor recreation.

In response to Public Law 100-692, which established the Corridor, the National Park Service has assisted the Commission in the development of this Management Action Plan.

# **Delaware & Lehigh Canal National Heritage Corridor and State Heritage Park**

## *Excerpts from the Management Action Plan*

**The Delaware & Lehigh Canal  
National Heritage Corridor Commission,  
U.S. Department of the Interior**

**The Pennsylvania State Heritage Parks Program**

**The State Heritage Parks Interagency Task Force**

**The National Park Service**

**Mary Means & Associates, Inc.**

*in association with*

Ellen Fletcher, The Right Word

Carter Van Dyke Associates

Hammer, Siler, George Associates

*and with contributions from*

The Bucks County Conservancy

Ethnologica

Hugh Moore Historical Park and Museums, Inc.

The Department of Landscape Architecture,

The Pennsylvania State University

The Nature Conservancy

Urban Research and Development, Inc.

The Wildlands Conservancy

April 22, 1993

## *Delaware & Lehigh Canal National Heritage Corridor Commission*

January, 1993



Michael Bruce

The Delaware & Lehigh Canal National Heritage Corridor and State Heritage Park presents the most exciting opportunity for the people of the Delaware, Lehigh and Wyoming valleys since the discovery of anthracite coal, the building of the Canals, or the first pouring of iron more than 150 years ago. The Corridor showcases our extraordinary natural, cultural and recreational resources and gives us the opportunity to base growth and development on our heritage.

What is a National Heritage Corridor and a State Heritage Park? It is an area recognized for its important history and rich and distinctive cultural and natural resources. It is an area where many Partner organizations and agencies — at the local, state and federal level — act on a singular opportunity to collaborate for the Corridor's future that makes the most of each Partner's contribution. It is not a traditional park with fences and rules, but rather a special place — a living landscape in which people live and work and share the responsibility to keep it special.

Our Corridor is a nationally significant 150-mile long region in eastern Pennsylvania, within Luzerne, Carbon, Lehigh, Northampton and Bucks Counties. Our unique inheritance of settlement, industrial development and recreational opportunities has earned both recognition and support from the National Park Service and Pennsylvania's State Heritage Parks Interagency Task Force. Make no mistake, these federal and state agencies will not own or control the area. Instead, they are helping local residents and organizations in their own efforts to guide the Corridor's preservation and development, to build a future from our past.

This *Management Action Plan* is our call to action, our guide to creating the Corridor. It identifies the outstanding resources and attractions that have made the Valleys important for centuries. It explores precisely how residents, local governments and civic organizations, and the state and federal governments can act *in partnership* to conserve our heritage, to tell our part in the great American story, and develop our economic base for present and future generations — in short, how to continue enhancing the quality of life we enjoy here.

We all have a stake in this project and we all stand to benefit from the creation of this National Heritage Corridor and State Heritage Park. Exactly who benefits? And how? The Commission believes the answers to these questions start with the following list:

- Nearly two million residents, who see their way of life protected and who take renewed pride in their unique heritage as individuals and as communities — and now as a collective regional community.
- At least three million visitors per year, who come here to be refreshed by the beauty of our countryside and pleasant towns, to learn about our heritage, to recreate on our rivers and mountains, and to have fun.
- Students in schools and colleges, nearly 500,000 of them, who will learn in the living museum surrounding us — a museum of history, sociology, geography, economy, geology, wildlife, botany and a host of other fields.
- Business leaders, who can participate in the overall economic renewal proposed for this region, in the renewal of downtowns, and in the restoration and adaptive reuse of our historic buildings and facilities.
- Municipalities, counties and civic organizations, who can participate in this large, cross-boundary effort to use our heritage in improving quality of life and economic health of our communities.
- State authorities, who will see their efforts and funding multiplied through State Heritage Park partnerships that encourage civic and economic renewal in a region that has suffered the loss of major industrial employers.
- Federal authorities, who recognize the National Heritage Corridor as an innovative and effective way to conserve our nation's heritage and fulfill their mission of bringing the benefits of national parks close to the largest population concentration in America.
- Everyone benefits because the plan's framework for cooperative action allows each of us to build on the strengths of our Partners, achieving more together than any one of us is able to accomplish alone.

This Plan presents a Vision that will be fulfilled only if we all see it, believe it and work for it. It is a call to collective action for every citizen, municipality and government agency with a stake in the Corridor. Please explore the special resources and opportunities of the Corridor as we present them here. Then, we invite you to imagine how you can be a partner in creating this National Heritage Corridor.... Our National Heritage Corridor.



**Donald Miles Bernhard**  
*Chair*

**Willis M. Rivinus**  
*Past Chair*

Delaware & Lehigh Canal National Heritage Corridor and State Heritage Park  
**MANAGEMENT ACTION PLAN**

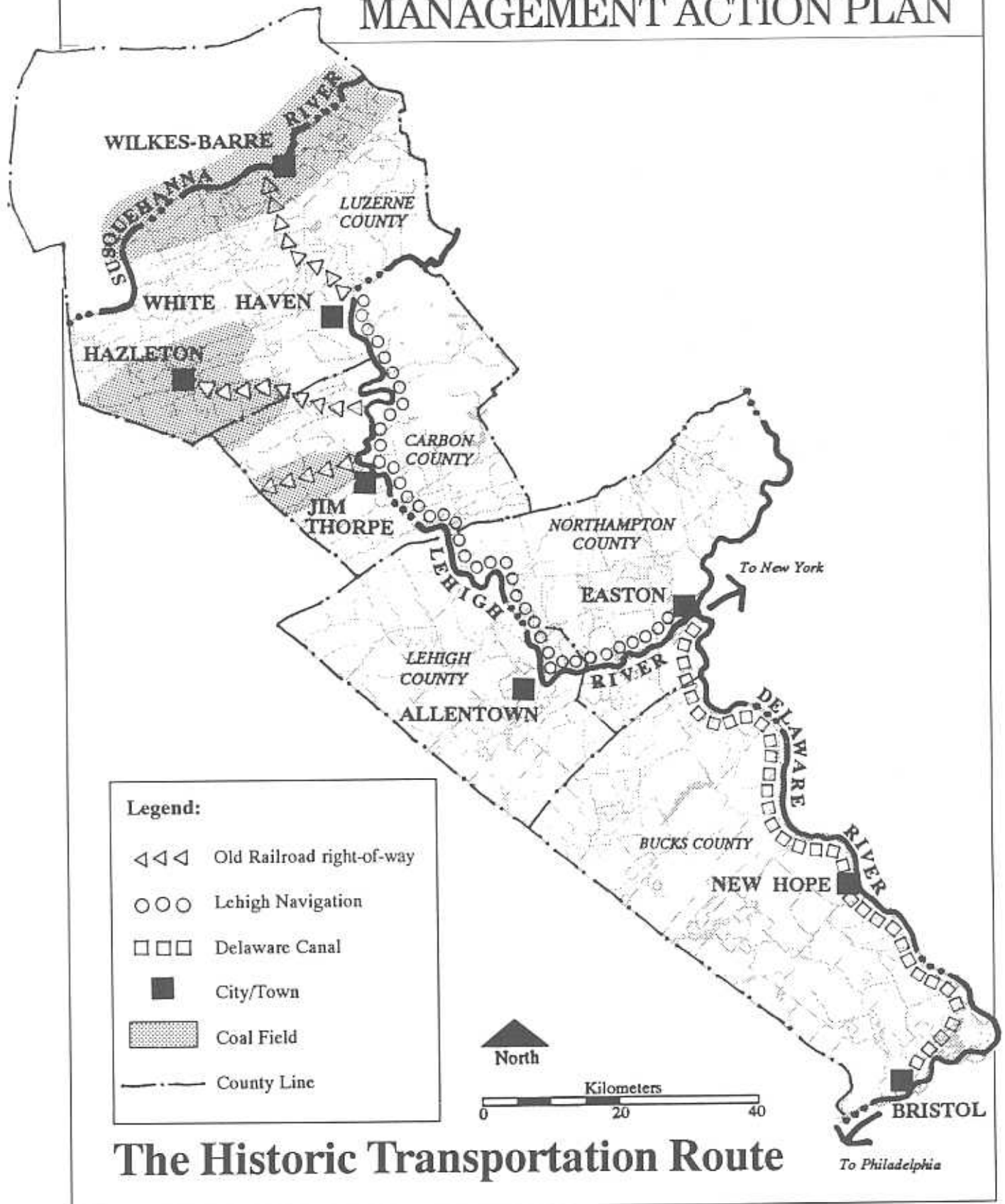


Figure 4.1

# Executive Summary

## Introduction

This Plan covers a great deal of ground...literally and figuratively. The Delaware & Lehigh Canal National and State Heritage Corridor stretches more than 150 miles across five counties and some 100 municipalities. This Plan addresses resources, issues and actions for an equally wide range of subjects, from preservation of historic canals and structures, to historical interpretation, to conservation of ethnic and workplace cultures, to natural resource protection, to tourism and economic development. You will discover in the course of reading this Plan that these seemingly disparate places and issues share a common bond: the heritage of a nationally significant place and chapter in American history.

The Corridor is a living landscape of great historical significance. Early visionary leaders established a society that was unusually open and prosperous — a land of great opportunity. Beginning in the late 17th century, eastern Pennsylvania was the most desirable destination in North America, and the rapid peopling of the region, a high degree of entrepreneurial opportunity and capacity, and abundant natural resources led to innovations in transportation, industry, commerce and engineering that made Pennsylvania a leader in industry and profoundly influenced the development of the nation. The transportation and industrial system that was established here was both the first and the most lasting of its kind. Today, the remarkably intact remnants of the system are at the core of historic towns, ethnic neighborhoods and natural landscapes of great beauty and richness.

This Plan aims to weave together the assets of the Corridor and the opportunities they present and to establish the Heritage Corridor — a cooperative regional conservation and development initiative supported by partnerships among the private sector and governments at all levels.



*Completion of the Corridor-long Delaware & Lehigh Trail is one of the most important early goals for the Corridor. The historic Ashley Planes will provide the dramatic northern terminus for this outstanding 150-mile long trail, which will include the two historic canal towpaths and the old right-of-way of the Lehigh & Susquehanna Railroad.*

The Plan therefore is based on an unusually strong foundation of public dialogue: among individual citizens, community leaders, a wide variety of multi-interest cultural and environmental groups, and government officials representing residents throughout the Corridor.

Many goals and dreams have been articulated in interviews, meetings, workshops, surveys, studies and conversations. In the course of listening to many ideas over the past two years, the Delaware & Lehigh Canal National Heritage Corridor Commission heard some repeated again and again, in community after community, in group after group, from the heart of Luzerne County to the heart of Bucks County.

These ideas amount to a multi-faceted Vision of what residents and leaders want for the Corridor:

- *A region that becomes even more strongly defined by the remarkable remnants of our history, and that becomes even greener, with towns centered on clean rivers;*
- *The continuation of the innovative capacity that has always characterized the Corridor, a capacity that ensures a healthy environment and a visible heritage for us and our children;*
- *A robust economic future that is based on the desirability and rarity of our singular natural and cultural environment, a park-like setting; and*
- *Pride and an ethic of stewardship growing in the heart of every resident — we will understand the meaning of what we have, and act to uphold it.*

The means to achieve this Vision is through the Corridor initiative — a series of conservation and development partnerships among private entities and all levels of government. The four-fold mission of the Corridor is ambitious: to conserve the historic canals and amplify the recreational and educational opportunities based on them; to broadly tell the story of the region by strengthening the infrastructure for interpretation and education; to establish a framework for stewardship which will preserve significant historic sites, enhance recreation, and conserve the natural and cultural environments; and to provide opportunities for capitalizing on heritage development.

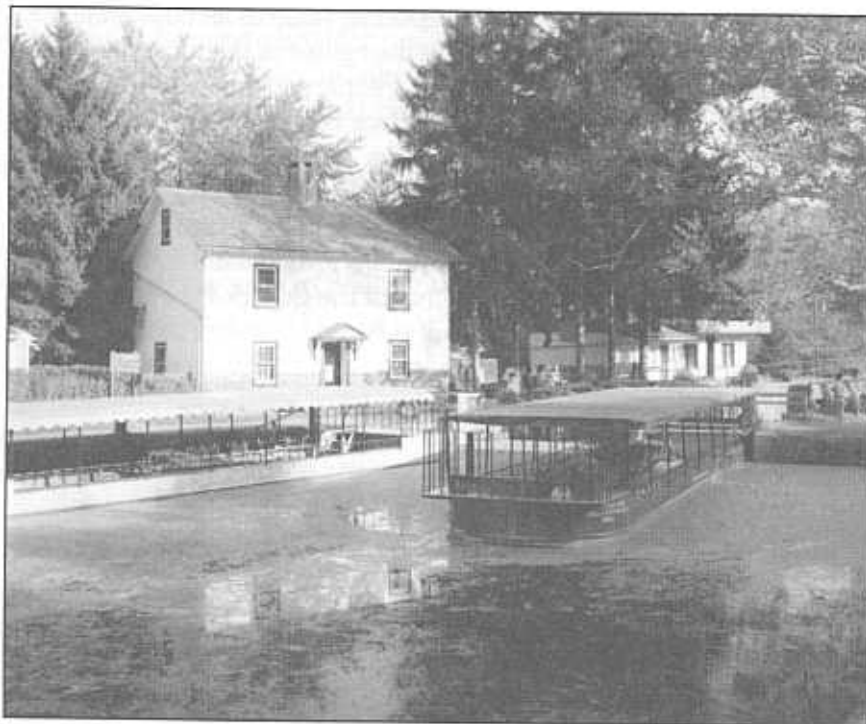
## The Corridor's Importance

Scenic rivers, historic canals and towns, mountains, green valleys, natural areas, recreation, remnants of early industries, and a distinctive social and religious heritage are the essence of the Corridor. Stretching 150 miles, the Corridor follows the historic routes of the Lehigh & Susquehanna Railroad, the Lehigh Navigation, and the Delaware Canal, from Wilkes-Barre to Bristol, in eastern Pennsylvania.



This extraordinary early 19th century transportation system of mountain railroads, rivers, dams and canals, devised to move anthracite coal from mine to market, forms the visible heart of the Corridor. The system was remarkable in its time for its engineering, daring and vision. Today, it is equally remarkable for its endurance, its integrity and its role as the centerpiece of an extensive system of sites, facilities and tours that collectively will tell the Corridor's stories.

The Corridor dramatically illustrates both the first steps and the milestones in the social development of young America, the anthracite coal mining era, the Industrial Revolution, the development of systematic canal and rail transportation, and the evolution of natural conservation. The Corridor and its people made outstanding contributions to our nation's social and industrial growth from 1682 on, and particularly in the years from 1817 to 1930. The Corridor contains nationally significant and intact cultural, natural and recreational resources that tell these stories and their impact on this country.



*Establishment of an integrated, Corridor-wide interpretive system will build on the strengths of the numerous existing interpreting partners and sites, such as the Delaware Canal State Park's locktender house at New Hope—the location of a cooperative venture between the park and the Friends of the Delaware Canal.*

The Corridor is nationally significant in these four ways:

- The Corridor contains sites that represent the earliest practices of the transforming principles that became the foundation of the American Constitution — religious freedom, the separation of church and state, mutual responsibility between government and the people, and equality. Freedom and economic opportunity made the area of the Corridor the destination of choice for immigrants from the 17th to the early 20th centuries, and more than 50 ethnic groups have made a place for themselves here. The landscapes, neighborhoods, town and traditions they created are still intact.

- The anthracite industry began and still continues here. Because of the industry's unprecedented scale, the Corridor became the scene of numerous technological and commercial innovations that transformed American business and industry. The Corridor contained the only historic system of the Industrial Revolution that integrated anthracite mining and resource extraction, canals and railroads, commerce and heavy industry. The system was so efficient that the Delaware and Lehigh Canals were the longest- and last-operated towpath canals in America — commercial navigation continued until 1942. A remarkable number of the historic elements of the system are intact, including the mines and the patchtowns, the canals and canal towns, the railroads, the historic industries that were nourished by the availability of fuel and transportation, and the towns and cities that grew around them.
- The Corridor not only illustrates the historic exploitation of natural resources that was the result of the burgeoning transportation and industrial system, but also the natural and cultural forces for regeneration that give the Corridor exceptional value as an outstanding recreational and scenic resource at the center of the most densely populated area of the United States. People can enjoy more than 100,000 acres of public lands for outdoor recreation, including numerous state, county and local parks. A trail system that includes the Appalachian Trail and five other National Recreation Trails will be greatly enhanced when the Delaware & Lehigh Trail is completed along the historic transportation route. The land itself is unusually beautiful, and the public's enjoyment of the Corridor is enhanced by the exceptionally scenic settings of the historic resources, along wide rivers, in gorges, in mountains, in agricultural valleys and in small towns.
- In recognition of these considerations, and of the nine National Historic Landmarks, six National Recreation Trails, two National Natural Landmarks and hundreds of sites listed in the National Register of Historic Places, in 1988 the United States Congress designated the Corridor as nationally significant. The Commonwealth included the Corridor as a study area of the Pennsylvania State Heritage Parks Program in recognition of its significance and of its seven state parks, three state historical sites, 14 state scenic rivers and 14 state game lands.

The Corridor's assets were inventoried in five detailed assessments of cultural, historic, natural and recreational, land and scenic, and cultural landscape resources in order to confirm their importance, to discover the connections among them and to pinpoint opportunities for preserving and interpreting them. These assessments — published separately from this Plan — have strongly guided the direction of the Plan.

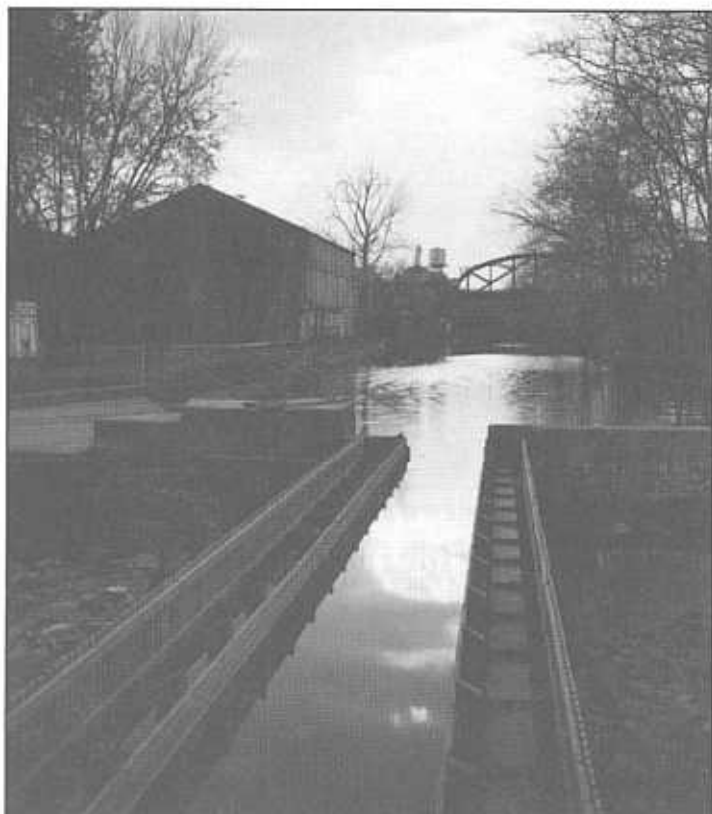
Each of the Corridor's resources are significant in their own right and worthy of preservation. Together, they are the foundation of a heritage corridor that provides outstanding, integrated educational and recreational opportunities for its residents and for millions of visitors.

## The Need for the Plan

The Corridor is richly endowed with resources of all types. The long-term stewardship of many individuals and agencies has helped to preserve much of the area's natural, cultural and historic diversity and to retain its quality of life in the face of extraordinary social and environmental change over the last century. But more and more, both the threats and opportunities here derive as much from shared regional trends as from local factors — rapid suburbanization, broad restructuring of economies, pressures on government budgets, the widening demand for recreation and a surge of interest in heritage tourism. The challenge is to preserve the most significant and meaningful elements and patterns of our cultural and natural heritage while providing opportunities for compatible growth and development.

The Corridor has long had in place a sophisticated and effective palette of civic and conservation partnerships. But the same leaders who were responsible for past successes have come to realize that the new challenges demand a broader range of partners and coordination. What was missing have been the links among the Corridor's many efforts, programs and resources that can give them added value.

The Plan now provides these links. Through it, a wide number of private, civic and government institutions have devised a shared regional vision, mutual guidance for their individual agendas and actions, and new means of collaboration to address the threats and opportunities that now face us all.



*The City of Bethlehem, the Private Industry Council and the Commonwealth of Pennsylvania have been partners in the conservation of historic and recreational resources at Sand Island, and their cooperative work is a model for conservation action throughout the Corridor.*

Joseph E. B. Elliott

## The Plan: Organization of the Corridor

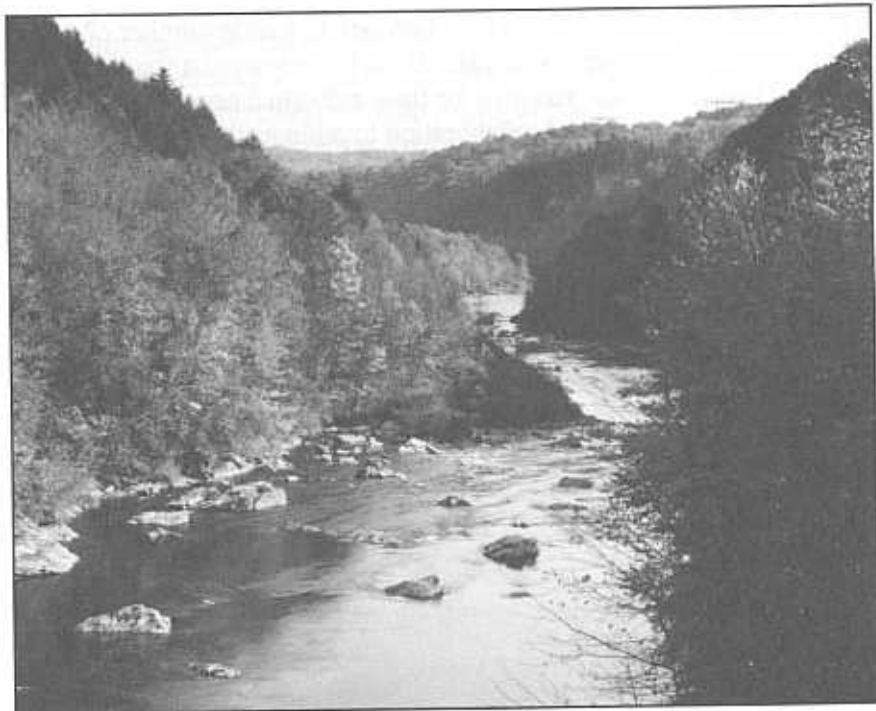
Participants in this planning process have recognized that the scope of effort needed to accomplish the goals requires cooperation among all levels of government and the private sector. At the core of the Plan are shared responsibility, the targeted utilization of existing programs and capabilities, the alliance of energy, talent and resources, and the encouragement of entrepreneurial activity for implementation.

Implementation will be sparked and guided by the National Heritage Corridor Commission, and undertaken by a wide circle of participating institutions — called Partners — to effect appropriate change and improve the quality of life for residents.

In order to meet the challenge of balancing conservation and development, the Plan is designed to forge a meaningful, practicable alliance between them. Although usually considered at odds, these two forces are harnessed by the Plan to be mutually reinforcing.

This Plan will serve as an action agenda for the first ten years of Corridor development.

*Many of the Corridor's natural and scenic resources are protected through public ownership, as is the Lehigh River in the Lehigh Gorge State Park. The Corridor initiative will advocate and promote conservation of other key resources through planning and cooperative action.*



Joseph E. B. Elliott

## Boundaries and Phasing for the Corridor

A set of Corridor boundaries has been established to accommodate phasing and variations in actions and investment.

The proposed Corridor Boundary has four elements, as shown in Figure 3.3. Three nested areas define a hierarchy of phasing and priorities for the resources of the Commission and its Partners. The

fourth element concerns development of physical linkages both within and beyond the Corridor's outermost boundary.

The innermost area is the **Passage** — encompassing the two canals, the old Lehigh & Susquehanna Railroad route, historic industrial areas and adjacent communities and environments. The Passage will be the focus of initial Corridor programs, investment and development, and is the area where the Commission requests that a National Park Service interpretive presence be established.

Beyond the Passage are eight **Reaches**, landscapes with a critical mass of resources that contribute to the Corridor's significance. Each Reach's special attributes — natural areas, anthracite fields, historic industries or agricultural valleys — extend and support the Corridor's key themes. In the first five years of plan implementation, the Commission will limit investment to additional resource and thematic studies and other actions to support development of the interpretive system. In subsequent years, the Commission and Partners will work in the Reaches to maintain the integrity of the resources and to fully integrate these areas into the programs and activities of the Corridor. Full boundaries of the Reaches are shown in Figure 7.0.

Because the Corridor initiative is expected to have an impact on all of the counties of the study area, the full extent of the five counties is included in the outermost area, the **Counties**. Because many state programs are funded on a county-wide basis, such as education and historic resource surveys, the counties are included within the boundary to take advantage of programs that require a county-wide approach.

The fourth and final element is **Linkages**. Linkages indicate places where the Commission sees opportunities to encourage mutually advantageous greenway and heritage development efforts in cooperation with future partners beyond the Corridor.

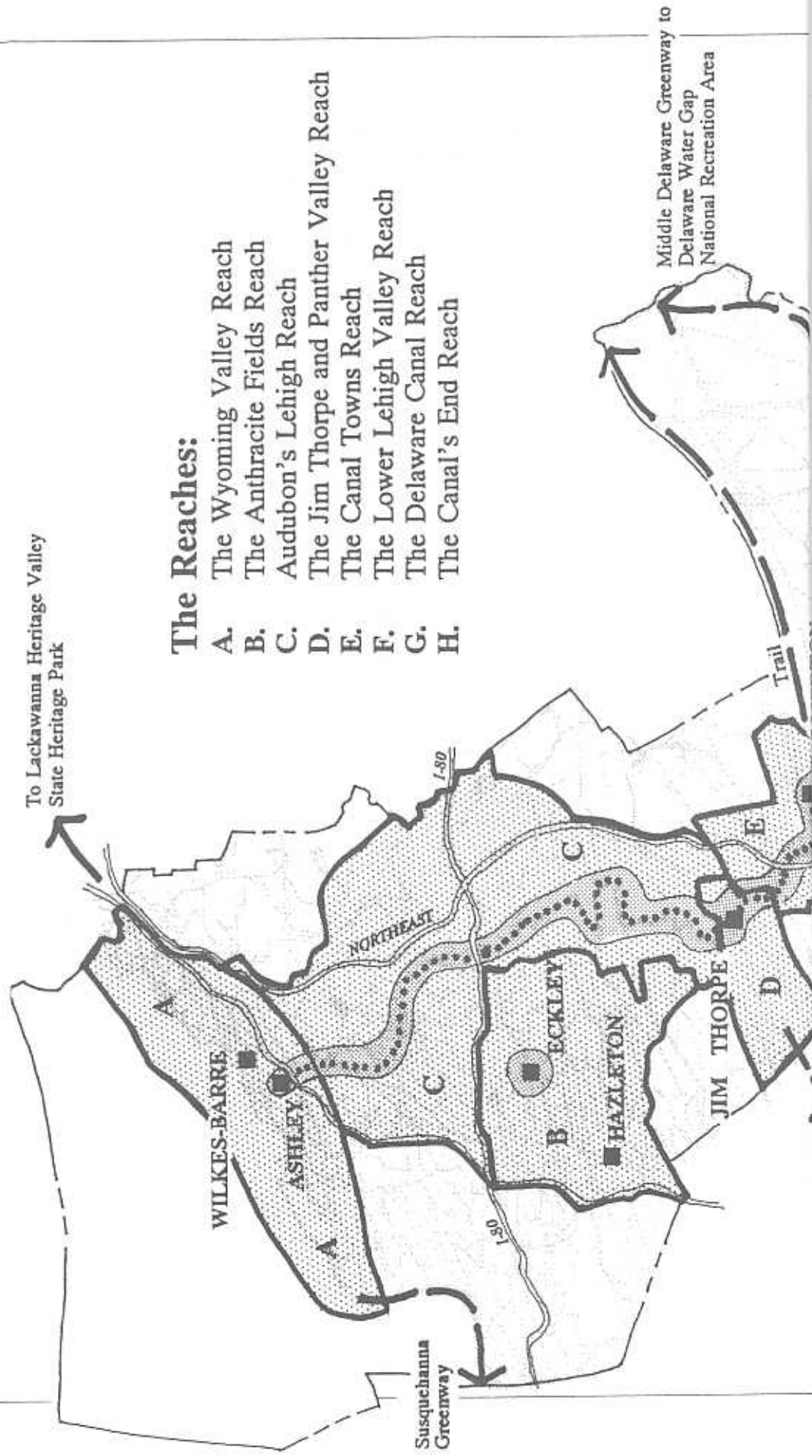
Investment in projects within the Counties and along the linkages will occur after substantial amounts of work and a visible Corridor presence have been achieved in the Passage and Reaches.

## **Management of the Corridor: Achieving Strong and Lasting Partnerships**

The participation and support of a wide variety of private, civic and government entities as Partners are critical to the success of this Plan. Each has a role to play, and the Plan projects the basic elements for mutual cooperation based on the capacities and the needs of each future Partner in terms of Corridor implementation.

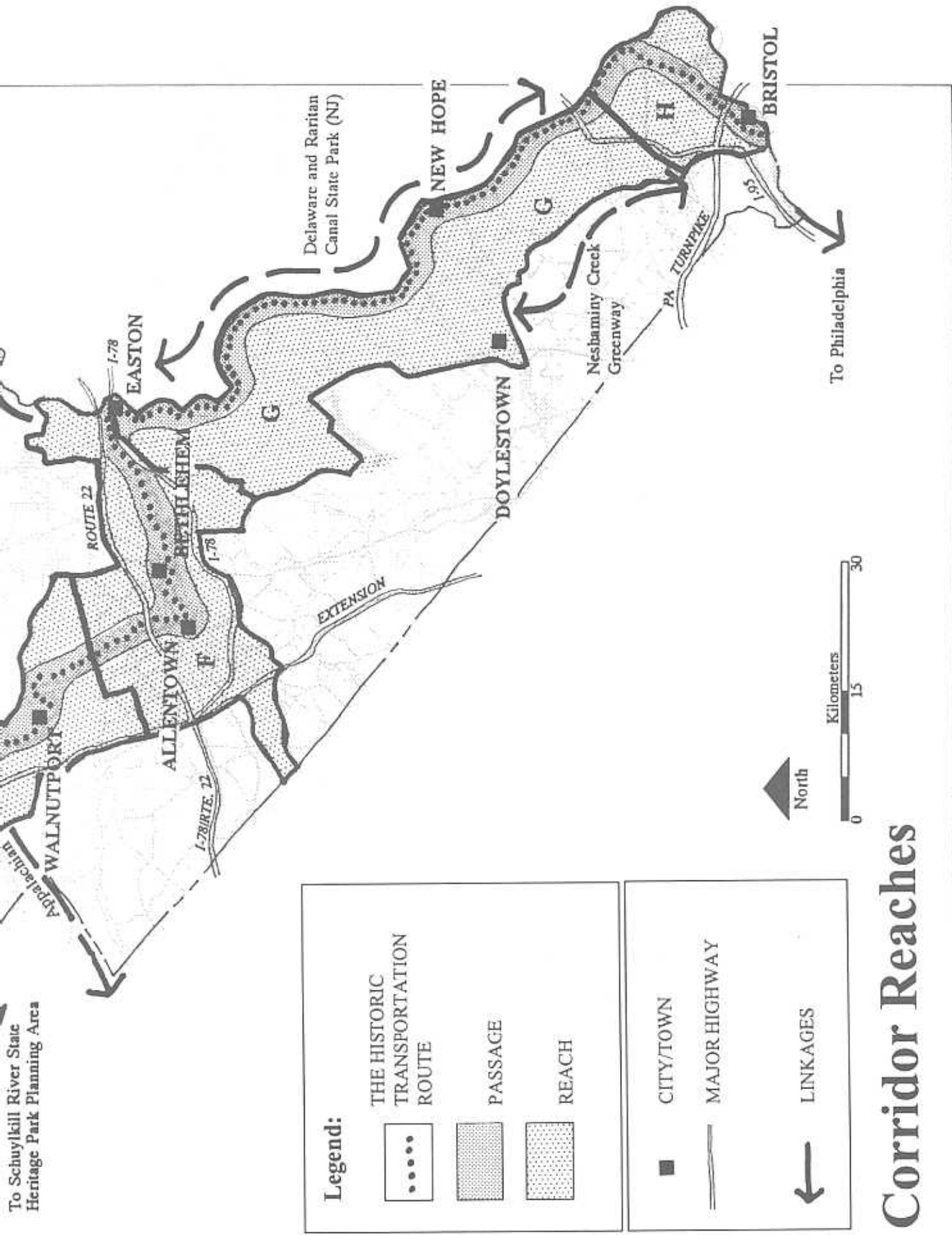
*Private initiatives* by businesses, community development agencies, foundations, conservancies, schools, museums and other non-profit organizations have already been highly effective in implementing the Corridor vision. The Commission will foster the continuation of these

# Delaware & Lehigh Canal National Heritage Corridor and State Heritage Park MANAGEMENT ACTION PLAN



## The Reaches:

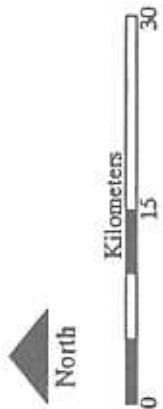
- A. The Wyoming Valley Reach
- B. The Anthracite Fields Reach
- C. Audubon's Lehigh Reach
- D. The Jim Thorpe and Panther Valley Reach
- E. The Canal Towns Reach
- F. The Lower Lehigh Valley Reach
- G. The Delaware Canal Reach
- H. The Canal's End Reach



**Legend:**

- THE HISTORIC TRANSPORTATION ROUTE: Represented by a line with five dots.
- PASSAGE: Represented by a shaded rectangular area.
- REACH: Represented by a dotted rectangular area.

- CITY/TOWN: Represented by a solid black square.
- MAJOR HIGHWAY: Represented by a double line.
- LINKAGES: Represented by a thick arrow.



# Corridor Reaches

preservation, interpretation, and tourism and economic development efforts through information sharing, technical assistance, matching grants and contracts for specific services. In turn, the organizations are asked to modify their missions and agendas to provide community leadership, volunteers and matching funds to support Corridor priorities.

*Municipal governments* manage parks, cultural and natural areas, and run planning, conservation and recreation programs that make significant contributions to key Corridor goals. The Commission will support local governments' planning, land managing and program activities through information sharing, technical assistance and matching grants. In turn, local governments are asked to accept the Plan and its concepts through resolution, to collaborate in regional actions and to amend planning documents to reflect Corridor goals.

*County governments* similarly manage lands and programs that are important building blocks in Corridor implementation. The Commission will support county governments' planning, land managing and program activities through information sharing, technical assistance, matching grants and contracts for specific services. In turn, the counties are asked to adopt the Plan and its concepts through resolution, to collaborate in regional actions, to amend planning documents to reflect Corridor goals, to complete their natural and historic resource assessments and to target county funds and staff to acquire and manage key lands and resources.

*The Commonwealth's State Heritage Parks Program* provides the framework for participation of state agencies in Corridor development. Coordinated through the State Heritage Parks Interagency Task Force, the agencies will shape funding, policy and resource management decisions in accordance with this Plan, and will provide financial and technical assistance to implement Corridor actions.

*Federal agencies* also can participate in implementation by targeting existing and new programs to specific Corridor actions. A number of agencies offer conservation, watershed protection, tourism and economic development and other programs and services that directly support Corridor goals. Primary among these agencies is the National Park Service. The Commission has requested that the NPS establish an interpretive presence at the core of the Corridor — the Passage — by providing leadership and coordination of the actions of many state and local Partners. The Secretary of the Interior and the U.S. Congress, in extending approval of this Plan, will enable the participation of the National Park Service in providing technical and interpretive assistance in achieving the Plan's interpretation initiatives. Through existing technical assistance programs, the NPS can also have a continuing role in recreation, conservation and historic preservation assistance in the Corridor.

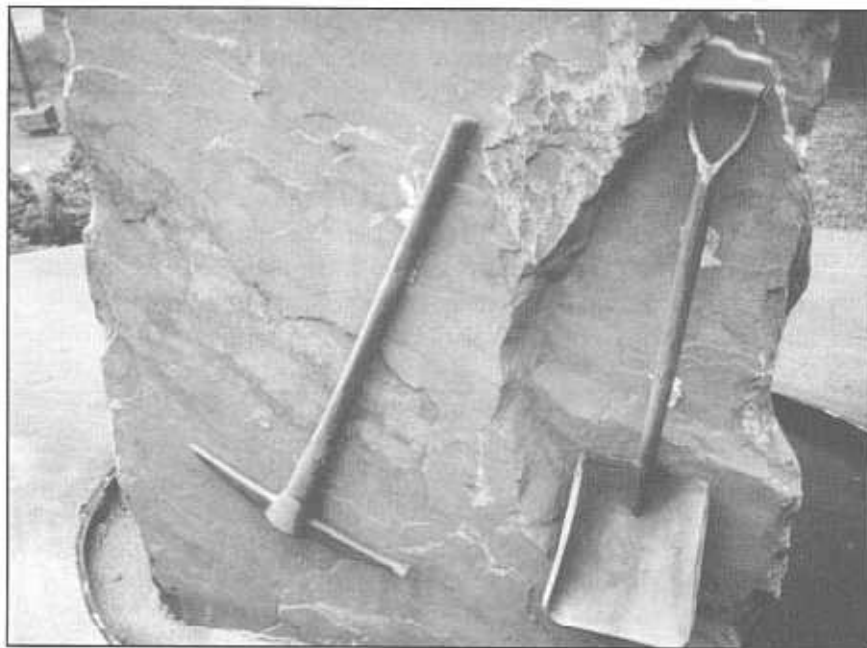
In order to build on the enormous local capacity and achievements already at work in the Corridor, the Plan establishes two formal organi-



zations for the participation of private, local and state Partners: a **Stewardship Compact** and an **Interpretive Compact**. The Stewardship Compact incorporates the Partners' resource management capabilities to develop and protect key physical resources of the Corridor: the Delaware & Lehigh Trail, the Delaware and Lehigh canals, the Delaware and Lehigh rivers and other environmental, scenic, cultural, historic, interpretive and recreational resources that contribute to the Corridor.

The Interpretive Compact builds on and formalizes the Corridor's growing network of interpretive Partners in order to develop a widespread system of interpretive sites, facilities and tours. It is also the mechanism for a collaborative relationship with the National Park Service in developing and implementing the system.

This Plan establishes Commission committees on economic development and tourism and on cultural and historic resource preservation to continue to obtain the advice and participation of individuals and organizations with specialized knowledge in these key areas. (See Figure 8.3 for an illustration of the organizational structure of the Commission, the Compacts and Commission committees; Figure 8.1 for specific roles for all Partners; and Chapter 8 in general for discussion of Corridor management and implementation.)



May Means & Associates, Inc.

*The interpretation of labor history and the conservation of workplace traditions are important aspects of the Corridor effort, and support will be extended to local organizations practicing cultural conservation. The Lattimer Massacre, one of the bloodiest events in labor history, is commemorated by this locally erected and maintained monument.*

## Key Corridor Responsibilities and Actions

This Plan sets out to accomplish a wide variety of actions to preserve and interpret the full range of Corridor resources. It outlines an achievable agenda for the first ten years of Corridor development. It calls for all Partners — private, local, state and national — to work with the Commission and with each other on various responsibilities: to provide physical linkages (Chapter 4), create an interpretive system (Chapter

5), protect key Corridor resources (Chapter 6), capitalize on heritage development opportunities (Chapter 6) and achieve strong and lasting partnerships (Chapter 8). The following actions will develop the Corridor physically, intellectually and economically:

**Providing Physical Linkages:**

- Ensuring the physical integrity of the Delaware and Lehigh canals through rehabilitation, expanded public access and greater public awareness of their value as historic and recreational assets — a responsibility shared by public and private property owners, state agencies, municipalities, various conservation organizations and the Commission, all working through the Stewardship Compact (Chapter 4);
- Creating a long-distance, Corridor-wide physical link by completing the Delaware & Lehigh Trail, a continuous 150-mile trail along the historic anthracite transportation route — a responsibility shared by public and private property owners, state agencies, municipalities, various conservation organizations and the Commission, all working through the Stewardship Compact (Chapter 4); and
- Designating a second major physical link, the Delaware & Lehigh Drive, a driving route connecting visitor orientation facilities and many of the Corridor's significant heritage landscapes and places — a responsibility shared by state, county and municipal road-maintaining agencies, state and private organizations that provide maps and guides, and the Commission (Chapters 4 and 5).

**Creating an Interpretive System:**

- Creating a system of interpretation that includes interpretive services, existing and new interpretive sites, exhibits, tours, signs and publications — a responsibility of local and state interpretive Partners and the Commission in collaboration with the Interpretive Compact and the National Park Service (Chapter 5);
- Designating and/or developing ten visitor orientation facilities at sites in the Passage, each tailored to the needs of both the Corridor-wide interpretive system and the facility's host community and Partners — a responsibility of local and state interpretive Partners, municipalities and the Commission through the Interpretive Compact (Chapter 5); and
- Developing a minimum of five major heritage attractions in White Haven (Main Street retail and a joint state park and Corridor visitor center), Eckley (a conference and training center along with a Corridor visitor center and the current museum), Allentown (a transportation museum at Lehigh Landing), Easton (the National Canal Museum) and the Bethlehem/Easton area (a Museum of the Industrial Revolution) — a responsibility of the respective municipalities and their various local Partners and private donors, other interpretive Partners working through the Interpretive Compact, state agencies and the Commission, in some cases working with the National Park Service (Chapter 5).

### Protecting Key Resources:

- Advocating and assisting resource conservation efforts to preserve the environmental, scenic, cultural, historical and recreational heritage that is both a valued part of our past and present, and also the basis for our developing future — a responsibility of a wide variety of public and private property owners, state agencies, municipalities, various conservation organizations and the Commission, all working through the Stewardship Compact (Chapter 6); and
- Protecting the Delaware and Lehigh rivers and their tributaries and expanding water-based recreational opportunities of all kinds — a responsibility of a wide variety of public and private property owners, state agencies, municipalities, various conservation organizations and the Commission, all working through the Stewardship Compact (Chapters 4 and 6).

### Capitalizing on Heritage Development Opportunities:

- Promoting and assisting development of the heritage tourism industry, through cooperative marketing efforts, technical assistance to communities and organizations, and establishing a Heritage Development Grant and Loan Fund — a responsibility variously of private businesses, operators of attractions, county tourism promotion agencies, state agencies, economic development corporations, interpretive Partners working through the Interpretive Compact and the Commission (Chapter 6); and
- Aiding economic development efforts that are consistent with Corridor goals, including Main Street programs, rehabilitation and re-use of historic buildings, housing programs and enterprise zones which are expected to be drawn to the Corridor as one result of successful tourism and resource-conservation initiatives — a responsibility of private businesses, state agencies, economic and community development corporations, federal and national programs, and the Commission (Chapter 6).



Michael Bourne

*Heritage tourism depends on linking and promoting the tourist markets for history, culture, outdoor recreation, and amusement. New Hope is one of the places in the Corridor where this approach has already been successful. The Corridor initiative will work through existing Partners to widely extend the benefits of heritage tourism.*

## Costs and Benefits

This Plan contemplates the expenditure of an estimated \$157 million dollars over ten years: an estimated \$120 million by local and state Partners in both already-planned and new dollars in the form of both capital investment and such soft costs as staff time contributed by various local and state agencies; and an estimated \$37 million to be raised by the Commission from federal, Commonwealth and private sources. The Commission expects to leverage its share of the cost of developing the Corridor by a minimum ratio of 3:1 as demonstrated by these figures. In general, leverage will be accomplished in part by requiring matching dollars or in-kind contributions, or both, from Partners, projects and/or communities benefitting from Commission funding, and in part through additional, quantifiable benefits that are attributable to the Corridor initiative on a project-by-project basis. These latter benefits will be documented as a part of the Commission's grant-making and evaluation processes.

*This historic Catasauqua silk mill was rehabilitated for housing—one of hundreds of historic buildings in the Corridor that could be rehabilitated for new uses that would contribute to the economic health and the heritage of their communities.*



Joseph E. B. Ebert

The most important physical benefits of the Corridor initiative are the preservation of key natural, recreational, historic and cultural resources. These will include stabilization and interpretation of the canals, the completion of the D&L Trail, added recreational access facilities along the rivers, trails and canals, conservation and greenway actions for natural lands and stream corridors, conservation of historic structures and conservation of scenic landscapes.

An interpretive system will be established, including the interpretation of many currently forgotten sites; improvements and expanded offerings at many currently interpreted sites; and the development or designation of ten visitor orientation centers. The benefits of these major improvements will be extended by expanded interpretive services and improved directional signage, and by the addition of driving tours and wayside exhibits. In addition, the development of major

heritage and recreation attractions, plus expanded marketing and promotion of heritage offerings throughout the Corridor and such associated economic activity as Main Street programs, will result in increased tourism, appreciation and compatible resource use in the Corridor.

The beneficial environmental, cultural and social impacts of these improvements will extend well beyond their direct dollar amounts and added numbers of visitors. In particular, the stronger definition and protection of the Corridor's cultural, historic and natural heritage resources will contribute to increased community pride and commitment to stewardship, the greater use of Corridor resources for hands-on education of Corridor residents and visitors of all ages, and redoubled environmental investment in both reclamation and habitat improvement. Broader awareness of the Corridor as a single region, plus the coordination and assistance offered through the Commission and the Plan, will help to promote greater collaboration among communities and organizations, who will pool their time, talent and resources to work toward a whole that is greater than the sum of its parts. Among the benefits of this collaboration and experience will be greater community capacity to realize economic revitalization and innovation. The protection of both the resources and their surroundings will result in improved development patterns and programs to avert the negative impacts of increased visitation. These patterns will reinforce the quality of life and attractiveness to compatible business and industry enjoyed in Corridor communities.

If it is true that once the many people and places of this region were linked by its historic transportation system, then it is also true that through the National and State Heritage Corridor designation they now share, these communities are linked by the challenge of recreating this region as a unified whole. By drawing upon the energy of many Partners, collective investment and communication, and a grand and abiding vision of its future, during these next ten years this Corridor will emerge as a distinctive and highly desirable place to live, work and visit.

**Phasing of Corridor Investment over Ten Years (in Thousands)**

<b>Cost of Actions</b>	<b>Year 1</b>	<b>Years 2 - 4</b>	<b>Years 5 - 7</b>	<b>Years 8 - 10</b>	<b>Total</b>
Physical Linkages	\$ 630	\$21,575	\$20,885	\$20,215	\$63,305
Interpretive System	2,681	42,798	3,403	738	49,620
Resource Conservation	493	5,907	5,500	6,255	18,155
Economic Development & Tourism	1,105	7,915	5,775	6,725	21,520
Commission Annual Operating Costs	<u>500</u>	<u>1,500</u>	<u>1,500</u>	<u>1,500</u>	<u>5,000</u>
<b>Total</b>	<b>\$ 5,409</b>	<b>\$79,695</b>	<b>\$37,063</b>	<b>\$35,433</b>	<b>\$157,600</b>

Figure 9.1

**Commission and Partner Investment over Ten Years (in Thousands)**

<b>Cost of Actions</b>	<b>Commission Investment</b>	<b>Partner Investment</b>	<b>Total</b>
Physical Linkages	\$ 11,295	\$52,010	\$63,305
Interpretive System	12,045	37,575	49,620
Resource Conservation	3,177.5	14,977.5	18,155
Economic Development & Tourism	6,090	15,430	21,520
Commission Operating Costs	<u>5,000</u>	<u>0</u>	<u>5,000</u>
<b>Total</b>	<b>\$37,607.5</b>	<b>\$119,992.5</b>	<b>\$157,600</b>

Figure 9.2

## The Structure of the Delaware & Lehigh Canal Commission and Corridor Compacts

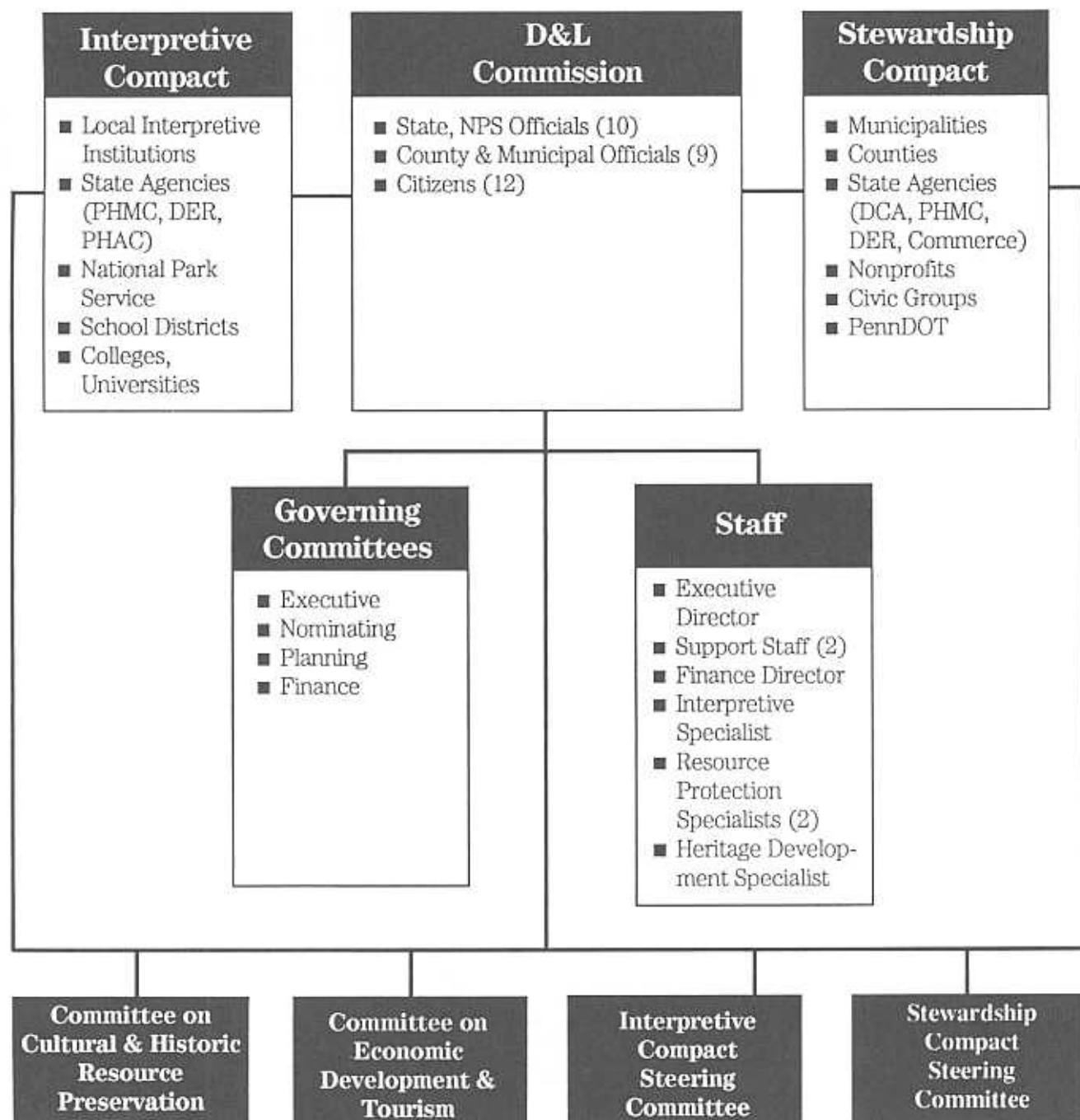


Figure 8.3

## Implementation and Management Responsibilities of Partners

### MUNICIPALITIES

- Adopt the M.A.P and its concepts through resolution.
  - Work with the Commission to understand the municipality's role in the Corridor and to identify specific actions to be undertaken.
  - Designate a primary contact person for communications on implementation.
  - Serve as a Partner in the Stewardship Compact.
  - Provide advice to other municipalities on appropriate aspects of implementation.
  - Amend comprehensive plans, recreation plans, subdivision ordinances, Act 537 water-quality plans, and zoning to reflect Corridor goals and guidelines.
- (Note: these actions range from a minimum to a maximum level of participation, varying through time and according to the level of benefits to be returned to the municipality.)

### SCHOOL DISTRICTS

- Emphasize Corridor interpretive themes and resources as opportunities arise in current curricula.
- Develop or participate in developing a special Corridor educational curriculum for all grade levels.
- Visit Corridor sites.

### THE FIVE COUNTIES

Luzerne  
Carbon  
Lehigh  
Northampton  
Bucks

- Adopt the M.A.P and its concepts through resolution.
- Work with the Commission to understand the county's role in the Corridor and to identify the specifics which apply to each county.
- Designate a primary contact person for communications on implementation.
- Serve as Partner in the Stewardship Compact.
- Include county parks in the Corridor Interpretive Plan; participate in the Interpretive Compact.
- Provide advice to other counties or municipalities on appropriate aspects of implementation.
- Amend comprehensive plans, recreation plans, Act 167 storm water management plans, and other county plans to reflect Corridor goals and guidelines.
- Continue or initiate county historic resources surveys targeted to the Passage and Reaches.
- Target county funds for acquisition and/or development of key sites in the Passage.
- Enable county planning commissions to provide technical assistance in planning to all municipalities.
- Provide matching funds for mutual county/Corridor projects.
- Contribute to the Stewardship Compact through in-kind services and/or funding.

### PRIVATE-SECTOR AND NONPROFIT ORGANIZATIONS

- All: adopt Corridor goals as a part of their missions.
- Existing interpretive organizations (historical, cultural, or environmental): serve as Partners in the Interpretive Compact; aid in the formation of the Corridor-wide interpretive system.
- Community development corporations, tourism promotion agencies (TPAs): market economic development and tourism opportunities in the Corridor; support tourism business development and Main Street programs; participate in the Commission's Committee on Tourism and Economic Development.
- Organizations oriented to the protection of Corridor resources and recreation: serve as Partners in the Stewardship Compact; help to promote more conservancy and historic preservation action.
- Civic, community groups: sponsor educational events and programs; sponsor local and Corridor-wide festivities; help to maintain access and interpretive facilities; erect Commission-sanctioned way-finding and interpretive signs; support Main Street programs; become involved in cultural conservation programs.
- Foundations and businesses: "adopt" interpretive facilities (museums, historic or natural sites, Landings, kiosks, wayside exhibits); join or provide funds to nonprofit organizations; become sponsors of civic activities; provide volunteer management advice to nonprofit organizations and civic groups.

### PENNSYLVANIA DEPARTMENT OF COMMUNITY AFFAIRS (DCA)

- Designate the Passage and Reaches as a State Heritage Park.
- Provide implementation funds through the State Heritage Parks Program.
- Target RIRA, Land and Water Conservation Fund, Main Street, enterprise zone, housing and other programs to Corridor communities.
- Provide technical assistance to local jurisdictions to help them to identify local roles in implementing Corridor goals and for land use planning.
- Provide training to local jurisdictions in conservation of key Corridor resources.
- Provide leadership and coordination in the development of the Corridor.
- Serve as Partner in Stewardship Compact.

### PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL RESOURCES, BUREAU OF STATE PARKS (DER/BSP)

- Provide funds and planning services and oversee construction of a joint State Parks visitor center/Corridor Landing for Lehigh Gorge State Park at White Haven; fund and staff operations at this site.
- Work with the Commission and the Pennsylvania Historical and Museum Commission to establish a Corridor Landing in the Delaware Canal Reach.
- Continue to implement improvements to both Delaware Canal State Park and Lehigh Gorge State Park.
- Serve as a Partner in the Stewardship Compact for mutual management of the Passage.
- Serve as a Partner in the Interpretive Compact.
- Participate in a special Partners coalition to create an open space and recreation master plan for lands in Luzerne and Carbon counties, addressing improved access, acquisition needs, staffing, collaboration on maintenance needs, and visitor services and promotion.

Figure 8.1



## Implementation and Management Responsibilities of Partners, *cont.*

<b>PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION (PHMC)</b>	<ul style="list-style-type: none"> <li>- Work with the Commission to establish a Corridor Landing at Eckley Miners' Village</li> <li>- Provide increased technical assistance for National Register of Historic Places and local historic district designation programs in the Corridor.</li> <li>- Provide technical assistance to Corridor interpretive and educational institutions.</li> <li>- Continue to target existing museum and preservation grants to Corridor organizations and municipalities.</li> <li>- Broaden the interpretation of state-owned historic sites in the Corridor to include related Corridor themes.</li> <li>- Provide matching funds and technical assistance in the development of the National Canal Museum.</li> <li>- Work with Commission to establish a Corridor Landing at Eckley Miners' Village.</li> <li>- Serve as Partner in Interpretive Compact.</li> <li>- Work with the Commission and the BSP to establish a Corridor Landing in the Delaware Canal Reach.</li> </ul>
<b>PENNSYLVANIA HERITAGE AFFAIRS COMMISSION (PHAC)</b>	<ul style="list-style-type: none"> <li>- Provide technical assistance in development of interpretive programs at Corridor Landings and other interpretive facilities.</li> <li>- Target existing cultural conservation grants to Corridor organizations and municipalities.</li> <li>- Provide technical assistance to municipalities and local organizations for documentation and interpretation.</li> <li>- Work with the Commission on the development and implementation of documentation and interpretation programs.</li> <li>- Serve as Partner on Interpretive Compact.</li> </ul>
<b>PENNSYLVANIA DEPT. OF COMMERCE/ECONOMIC DEVELOPMENT PARTNERSHIP (Commerce/EDP)</b>	<ul style="list-style-type: none"> <li>- Promote the State Heritage Parks system.</li> <li>- Feature the Corridor in state tourism promotion efforts.</li> <li>- Target existing tourism grants to cooperative projects of Corridor tourism promotion agencies.</li> <li>- Target existing economic development grants to Corridor agencies for projects meeting Corridor goals.</li> </ul>
<b>PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PennDOT)</b>	<ul style="list-style-type: none"> <li>- Adopt a scenic roads/byways program with a component designed for use in state heritage parks.</li> <li>- Target Intermodal Surface Transportation Efficiency Act (ISTEA) programs and funds to support Corridor actions.</li> <li>- Provide funds for Corridor signage program; endorse and sponsor its implementation.</li> <li>- Show the Corridor on state maps as a "greenline park."</li> <li>- Work with the Commission to design new and remediate old roads and bridge crossings so as to minimize detrimental scenic, environmental, and historic impacts; provide mitigation where impacts cannot be avoided; maximize recreational improvements.</li> </ul>
<b>PENNSYLVANIA DEPT OF EDUCATION (PDE)</b>	<ul style="list-style-type: none"> <li>- Provide technical assistance and funding to develop Corridor curricula for primary and secondary schools.</li> <li>- Support use of Corridor sites for field trips.</li> </ul>
<b>PENNSYLVANIA DEPT OF LABOR AND INDUSTRY (L&amp;I)</b>	<ul style="list-style-type: none"> <li>- Continue the Pennsylvania Youth Corps and training grants within the Corridor.</li> <li>- Target economic development training programs to rehabilitate historic buildings.</li> <li>- Continue support of Pennsylvania Conservation Corps in the Corridor.</li> </ul>
<b>NATIONAL PARK SERVICE (NPS)</b>	<ul style="list-style-type: none"> <li>- Coordinate interpretive services provided by Partners in the Passage; give technical assistance and training to Partner interpreters in the Passage as part of the Interpretive Compact.</li> <li>- Develop the common interpretive message of the Corridor through an interpretive plan.</li> <li>- Establish interpretive programs and provide interpretive services within the Passage.</li> <li>- Give museum and interpretive planning services for development of the National Canal Museum.</li> <li>- Give architectural programming services and interpretive planning services to the Commission and Partners planning the Landings.</li> <li>- Cooperate with National Canal Museum Partners to operate interpretive programs.</li> <li>- Provide technical assistance and training to Partner interpreters in the Reaches on a reimbursable basis.</li> <li>- Continue to provide technical assistance for conservation, preservation and trail initiatives of the Commission and its Partners.</li> </ul>
<b>D&amp;L COMMISSION</b>	<ul style="list-style-type: none"> <li>- Work with Partners to undertake all actions in this Plan.</li> <li>- Continue public involvement and other activities to communicate the Corridor Vision and share information about the Corridor and Partner programs.</li> <li>- Convene Partners to help focus their collective programs, financial resources, and public outreach in the shaping of the Corridor.</li> <li>- Fund specific, highly visible projects, especially those related to interpretive initiatives.</li> <li>- Provide matching grants and technical assistance to its Partners.</li> <li>- Encourage widespread collaboration and communication among its Partners, with or without its direct participation in their activities.</li> <li>- Support the development of networks among Partners.</li> </ul>

Figure 8.1 *cont.*

## ACKNOWLEDGMENTS

### COMMISSION STAFF

David Witwer, Executive Director  
Sue Pridemore, Interpretive Specialist  
Migdalia Alvarez, Secretary

### COMMISSION VOLUNTEERS

William J. McPhillips, Retired Civil Engineer  
Oswald Stewart, Retired Financial Planner  
Stacey Rantala, Student-Lehigh University

### HISTORIC, CULTURAL & INTERPRETIVE RESOURCES COMMITTEE

Gerald R. Bastoni, Director, Kemerer Museum  
Annie Bohlin, Commissioner  
Linda L. Brinker, Executive Director, Historic Fallington, Inc.,  
Douglas C. Dolan, Executive Director, Bucks County Historical Society  
J. Steven Humphrey, Commissioner  
Vince Hydro  
Robert A. Janosov, Professor, Luzerne County Community College  
Mary Ruth Kelly, Director, Wyoming Historical & Geological Society  
Janet Nugent, Executive Director, Northampton County Historical & Genealogical Society  
Elizabeth K. Orlmann, Commissioner  
F. Charles Pettillo, Esq.  
Willis M. Rivinus, Commission Chair  
Lyle L. Rosenberger, Professor, Bucks County Community College, Historic Preservation Program  
Philip Spaziani, Commissioner  
Carol B. Wickkiser, Executive Director, Lehigh County Historical Society  
Benjamin L. Walbert, Architect  
Carole Wildoner-Walbert, Commissioner

### ECONOMIC DEVELOPMENT & TOURISM COMMITTEE

Stephen M. Barrouk, President, The Greater Wilkes-Barre Partnership, Inc.  
Donald M. Bernhard, Commissioner  
Annie Bohlin, Commissioner  
Mary Ann Bungerz, Director, Lehigh Valley Convention & Visitors Bureau  
John M. Cook, Executive Director, Northampton County Development Corporation  
James Carroll, Grant Coordinator, Carbon County Planning Commission  
Bruce Conrad, Director of Remediation Services, Hershhead Resource Development Company  
Robert F. Cornack, Executive Director, Bucks County Industrial Development Corporation  
Clifford C. David, Jr., Commissioner  
Charles W. Derr, Commissioner  
J. Michael Dowd, President, Two Rivers Area Chamber of Commerce  
Howard J. Grossman, Executive Director, Economic Development Council of Northeastern Pennsylvania  
Deb Hickok, Executive Director, Bucks County Tourist Commission  
Judith McGough-King, Executive Vice President, Allentown Economic Development Corporation  
Isidore C. Mineo, Commissioner  
Bettye Martin Musham, Commissioner  
W. Kevin O'Donnell, Executive Director, CANDO, Inc.  
Harold N. Pelta, Director of Development, New Hope & Ivyland Railroad  
Willis M. Rivinus, Commission Chair  
Linda Sullone  
Carole Wildoner-Walbert, Commissioner  
Kurt D. Zwickl, Commissioner

### LAND USE & PLANNING COMMITTEE

Donald M. Bernhard, Commissioner  
Frank C. Boas, Commissioner  
Annie Bohlin, Commissioner  
Frederic H. Brock, Assistant Director, Lehigh Northampton Joint Planning Commission  
John W. Brosious, Commissioner  
Dennis J. DeMaro, Director of Parks & Recreation, County of Carbon  
Kevin Fazzini, Park Operations Manager, Lehigh Gorge State Park  
Kirk Emerson, Commissioner  
Samuel A. Guttman, Director of Planning, City of Bethlehem  
Dale N. Hildebrand  
Kenneth Lewis, Park Operations Manager, Delaware Canal State Park  
William M. Mitchell, Executive Director, Bucks County Parks & Recreation Commission  
William M. Pezza, Commissioner  
Robert Pincavage, Director, Luzerne County Parks Department  
Ann Rhoads, Chair of Botany, Morris Arboretum, University of Pennsylvania  
Robert Smith, Research/Planning Director, Economic Development Council of Northeastern Pennsylvania  
Carole Wildoner-Walbert, Commissioner  
Judy Wink, Chief Naturalist, Carbon County Environmental Education Center

### STATE HERITAGE PARKS INTERAGENCY TASK FORCE

The State Heritage Parks Interagency Task Force advises heritage park areas and provides coordination of agency programs to foster development of parks:

William Daniels, Director, Council on the Arts  
Roger Fiske, Director, Department of Environmental Resources  
Larry G. Williamson, Director Bureau of Recreation & Conservation Department of Community Affairs  
Dr. Dean Steinhart, Director, Office of Environmental Education, Department of Education  
Dr. Shalom Staub, Executive Director, Heritage Affairs Commission  
Brenda Barrett, Director, Bureau for Historic Preservation, Historical and Museum Commission  
Thomas Ten Eyck, Director, Bureau of Transportation Systems Performance, Department of Transportation  
Mark Hoy, Director, Bureau of Travel Marketing, Department of Commerce

### PENNSYLVANIA DEPARTMENT OF COMMUNITY AFFAIRS

Karen A. Miller, Secretary  
Raymond S. Angeli, Deputy Secretary for Programs  
Larry G. Williamson, Director, Bureau of Recreation & Conservation  
Edward F. Dempsey, Director, Region II  
C. Allen Sachse, Recreation & Park Supervisor  
Marilyn B. Wood, Director, Region I  
Debra W. Goldstein, Recreation & Park Advisor  
Philip G. Forester, Former Recreation & Park Advisor

### PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL RESOURCES, BUREAU OF STATE PARKS

Roger Fickes, Director  
William C. Forey, Former Director  
Edwin L. Deaton, Chief of Recreation Division  
J. Michael Jones, Regional Coordinator for Interpretation  
Kevin Fazzini, Assistant Superintendent, Hickory Run State Park

Kenneth F. Lewis, Superintendent, Delaware Canal State Park  
Larry Young, Ranger, Lehigh Gorge State Park

### PENNSYLVANIA HISTORICAL & MUSEUM COMMISSION

Kurt D. Zwickl, Chair  
Brent D. Glass, Director  
Brenda Barrett, Director, Bureau of Historic Preservation  
Dan Deibler, Chief, Division of Preservation Services  
John Fortier, Director, Bureau of Historic Sites and Museums  
Mary Anne Landis, Director, Anthracite Museum Complex

### PENNSYLVANIA HERITAGE AFFAIRS COMMISSION

Shalom Staub, Executive Director

### PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

Thomas Ten Eyck, Director, Bureau of Transportation Systems Performance  
Barbara Mason-Haines, Transportation Planning Supervisor

### NATIONAL PARK SERVICE, MID-ATLANTIC REGIONAL OFFICE

John Reynolds, Regional Manager  
Lorraine Mintzmyer, Former Regional Director  
Joseph W. Gorrell, Former Regional Director  
James M. Coleman, Former Regional Director  
Anthony M. Corbisiero, Associate Regional Director, Planning & Development  
Charles P. Clapper, Jr., Deputy Regional Director  
Joseph DiBello, Chief, Division of Park & Resource Planning  
J. Glenn Eugster, Former Chief, Division of Park & Resource Planning  
Deirdre Gibson, Project Director  
Deborah Darden, Planner  
Helen Mahari, Planner  
Alissa McCann, Architectural Historian

### CONSULTANT TEAM

Mary Means & Associates, Inc.  
Mary C. Means, President  
A. Elizabeth Watson, Project Manager  
Randall F. Mason, Project Associate  
Norene Halvonik  
Albert Joerger  
Christopher Shaheen  
Lisa M. Wickwar  
Kristin N.C. Pfister  
Carol Ann Perovshak

The Right Word  
Ellen Fletcher

Carter Van Dyke & Associates  
Carter Van Dyke  
John Thomas  
Anne Toole

Hammer Siler George Associates  
Vernon George  
Patricia Curran

#### HISTORIC RESOURCES INVENTORY AND ANALYSIS

Hugh Moore Historical Park and Canal Museums  
J. Steven Humphrey, Executive Director  
Lance E. Metz, Historian  
Ann Bartholomew, General Editor  
Dennis Bertland, Historic Survey Consultant  
Nancy Peacock, Historic Survey Assistant  
Benjamin L. Walbert, Preservation Architect

#### NATURAL RESOURCES INVENTORY AND ANALYSIS

Bucks County Conservancy  
Clifford C. David, Jr., Executive Director  
Linda J. Mead, Director of Land Planning  
Patricia A. Pingel, Environmental Biologist  
Leon Kowalski, Community Interviews  
Sanford R. Bender, Mapping  
Florence Wharton, Secretary

#### Wildlands Conservancy

Thomas J. Kerr, Executive Director  
Joseph E. Hoffman, Director of Environmental Management

#### The Nature Conservancy

Anthony F. Davis, Ecologist  
Sarah B. Andersen, Ecologist Research Assistant  
Anthony M. Wilkinson, Coordinator/Zoologist  
Jill R. Belfanti, Data Manager  
JoAnne Stanosz, Ecology Intern

#### CULTURAL RESOURCES INVENTORY AND ANALYSIS

Ethnologica  
LeeEllen Friedland

#### INVENTORY AND ASSESSMENT OF CULTURAL LANDSCAPES

The Department of Landscape Architecture, Pennsylvania State University  
Daniel Jones  
Mark Battaglia  
Thomas Yahner  
Tim Johnson  
Martha Rube  
Peirce Lewis  
Bonj Szczygiel

#### PUBLIC INVOLVEMENT STRATEGY

Mary Means & Associates, Inc.  
Mary C. Means  
T. Allan Comp

Urban Research and Development  
David Humphrey

*Our thanks to the organizations which contributed time and funds to our early public involvement and research projects:*

Air Products Corporation  
Bethlehem Area Foundation  
Bethlehem Steel  
Bucks County Tourist Commission, Inc.  
The Express-Times  
The Friends of the Delaware Canal  
Fuller Company  
Hugh Moore Historical Park and Canal Museums  
The Intelligencer & Bucks County Courier Times  
The Globe Times  
Lafayette College, Technology Clinic  
Leadership Lehigh Valley, Classes of 1990-91  
Lehigh River Foundation  
Lehigh Valley Convention and Visitors Bureau  
Lehigh Valley Times-News  
Merchant's Bank  
Robin Miller, Filmmaker  
The Morning Call  
Muhlenberg College

Pennsylvania Power and Light  
Pocono Mountain Vacation Bureau  
Rodalie Press  
Spillman, Farmer, Architects  
The Sunday Independent

*Our thanks to the organizations and towns which sponsored public meetings during the planning process:*

Allentown Art Museum  
City of Allentown  
City of Bethlehem  
City of Easton  
Borough of Morrisville  
Borough of White Haven  
Bucks County Community College  
Lafayette College  
Luzerne County Community College  
Liberty High School, Bethlehem  
New Hope/Solebury High School  
Lehigh University  
Luzerne County Community College  
Muhlenberg College  
Northampton County  
Pennsylvania State University, Hazleton  
Wilkes University  
Bucks County Conservancy  
Carbon County  
Eckley Miners' Village  
Northampton County  
Washington Crossing Historic Park

*Our thanks to the organizations which contributed time, information and encouragement during the planning process:*

Allentown Economic Development Corporation  
Anthracite Mining Museum/Panther Valley Creek Foundation  
Ashley Breaker Preservation Society  
Association for the Restoration & Preservation of the Delaware Canal  
Bethlehem Collegium  
Bethlehem Economic Development Corporation  
Bristol Historic and Cultural Foundation  
Bucks County Community College  
Bucks County Historical Society  
Bucks County Industrial Development Corporation  
Bucks County Parks & Recreation  
Bucks County Planning Commission  
Burnside Plantation  
CANDO, Inc.  
Carbon County Environmental Education Center  
Carbon County Parks and Recreation Commission  
Carbon County Planning Commission  
Central Bucks Chamber of Commerce  
City of Allentown-Community Development Department  
City of Bethlehem-Planning & Community Development Departments  
Delaware Canal State Park  
Delaware Canal State Park Advisory Committee  
Delaware River Basin Commission  
Easton Economic Development Corporation  
Eckley Miners' Village  
Economic Development Council of Northeastern Pennsylvania  
Forks of the Delaware Heritage Corridor Task Force  
Greater Hazleton Chamber of Commerce  
Greater Hazleton Historical Society  
The Greater Wilkes-Barre Partnership, Inc.  
The Grandy Foundation  
Historic Bethlehem, Inc.  
Historic Easton, Inc.  
Historic Fallington, Inc.  
Historic Morrisville Society  
Historic Preservation Society of Luzerne County  
Homehead Resource Development Company  
Jacobsville Historical Society  
Joint Planning Commission Lehigh-Northampton Counties  
The Kernerer Museum  
Leadership Lehigh Valley

Lehigh Anthracite Region Heritage Advocates  
Lehigh Canal Recreation Commission  
Lehigh County Historical Society  
Lehigh Gap Historical & Preservation Society & Museum  
Lehigh Gorge State Park  
Lehigh River Restoration Association  
Lehigh University  
Lehigh Valley Arts Council  
Lehigh Valley Youth Service Corps, Private Industry Council  
Lehigh Area Chamber of Commerce  
Lehigh Rotary  
Lenni-Lenape Historical Society of Pennsylvania  
Luzerne County Parks Department  
Luzerne County Tourist Promotion Agency  
Mauch Chunk Historical Society  
New Hope Historical Society  
New Hope & Ivyland Railroad  
Northampton County Historical & Genealogical Society  
Northampton County Parks and Recreation  
Old Allentown Association  
Old Freemansburg Association  
Panther Valley Chamber of Commerce  
Pennsbury Manor State Historic Site  
Private Industry Council of the Lehigh Valley, Inc.  
Proud Renaissance in Downtown Easton (PRIDE)  
Sierra Club, Northeast Chapter  
South Bethlehem Historical Society  
Switchback Gravity Railroad Foundation  
Tri-Borough Sportsmen's Club  
Two Rivers Area Chamber of Commerce  
Uhlenstown Historical Society  
United Labor Council of Lower Luzerne County/AFL-CIO  
University of Pennsylvania, Morris Arboretum  
Walnutport Canal Association  
Washington Crossing State Park  
Wilkes College  
Wyoming Historical & Geological Society  
Yardley Historical Society

*Our special thanks to the federal and state leaders who have sponsored the Corridor and generously supported the creation of this Plan:*

Governor Robert P. Casey

Senator Arlen Specter  
Senator Harris L. Wofford  
the late Senator John Heinz

Congressman James C. Greenwood  
Congressman Paul Kanjorski  
former Congressman Peter Kostmayer  
Congressman Paul McHale  
former Congressman Don Ritter

State Senator Roy C. Afflerbach  
State Senator David J. Brightbill  
State Senator H. Craig Lewis  
State Senator Raphael J. Musto  
State Senator Jeanette F. Reibman  
State Senator James J. Rhoades

Representative Paul I. Clymer  
Representative Thomas C. Corrigan, Sr.  
Representative Charles W. Dent  
Representative Robert Louis Freeman  
Representative Leonard Q. Gruppo  
Representative George C. Hasay  
Representative David W. Heckler  
Representative Keith R. McCall  
Representative Anthony J. Melio  
Representative Robert E. Nycy  
Representative Karen A. Ritter  
Representative Paul W. Semmel  
Representative Thomas M. Tighe  
Representative Joseph M. Uliana  
Representative Matthew N. Wright