

Lehman Township

Comprehensive Plan Update



Appendix



Lehman Township Board of Supervisors

Robert H. Rohner - Chairman

Theresa Laino - Supervisor

Aaron Springs - Supervisor

Lehman Township Planning Commission

Roy Borgfeld

Peter Contino

Cynthia Lynch

Jeff Porter

Kathleen Simoncic



Appendix Contents

1.....Meeting Minutes

33.....Public Opinion Survey Results

115....DEWA Visitor Use Management Plan
(Draft #1, October 2019) Documents





SIMONE COLLINS
LANDSCAPE ARCHITECTURE
 119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401
 PHONE: 610.239.7601 FAX: 610.239.7606
 WWW.SIMONECOLLINS.COM

MEETING NOTES

Project:	Lehman Township Comprehensive Plan Update	Project No.:	19036
Location:	Lehman Township Municipal Building 193 Municipal Drive, Bushkill, PA 18324	Meeting Date/ Time:	05.15.2019 6:00pm
Re:	Kickoff Meeting	Issue Date:	03/25/2019

ATTENDEES:

Simone Collins: Peter Simone, William Collins, Pankaj Jobanputra, Joseph Wallace
Century Engineering: Chris Sylvester, John Derryberry
Lehman Township: Robert Rohner

1. William Collins (WC) began the meeting with background information surrounding the Bushkill area and prior work completed. WC detailed the poor working relationship between Lehman Township and the National Park Service (NPS). WC stressed the importance of this relationship as the NPS occupies a large area of the Township.
2. WC asked the group to think about how this Comprehensive Plan can be used to leverage cooperation with the NPS or expose the fact that cooperation is not going to happen. Can this Comprehensive Plan be used to unite various groups and create bridges towards better NPS relationships?
3. WC asked Robert Rohner (RR), of Lehman Township, what is the Township's goal in regards to the NPS? RR informed the group that it is clear the NPS will not cooperate with the Township. Therefore the Township is looking for the NPS to clean up prior mess and for both parties to move on.
4. WC suggested the use of positive language and strategy in the Comprehensive Plan that will give elected officials something to work with. WC suggested that the plan reference the hopes of Lehman Township for better leadership from the federal government (NPS) in the future.
5. Peter Simone (PS) asked if Lehman Township could partner with Pike County as the Township drafts the letter of opportunity to Senators Bob Casey Jr. and Pat Toomey. PS suggested that Lehman Township make this a regional effort.
6. A new library was discussed in Milford, the Peter's House was supposed to be used for a library, but has not happened.

7. Pankaj Jobanputra (PJ) spoke about the Simone Collins (SC) public outreach component of the Comprehensive Plan. The public will be reach via a survey that is easy to understand and easily digestible.
8. PJ suggested the team assemble and reach out to a list of potential partners in the Township. This will include:
 - a. Housing Development Groups
 - b. Home Owners Associations (HOAs)
 - c. Bushkill Youth Association (RR to get contact for SC) this group uses the baseball fields by the Township building
 - d. PEEC (Pocono Environmental Education Center)
9. The existing sewer system that runs through the National Park. This is an important key to future growth. This sewer system is important to establish commercial.
10. When asked, RR suggested that the best potential commercial location in Lehman Township is Milford Road down to Bushkill Falls Road. RR suggested SC look at this location for a potential 'village or town center'. RR reinforced that Lehman Township would be open to clustered development rather than the standard strip commercial development.
11. PS suggested that SC get a copy of the Lehman Township 537 Sewage Treatment Plant Plan
12. RR informed the group that American Water bought the local plant in the early 2000's
13. SC should meet with American Water to get a pulse on what their capacity is, and to anticipate where development is going.
14. PS asked what are the biggest concerns for Lehman Township as SC begins work on the Comprehensive Plan? RR listed the following:
 - a. The Township wants more age-restricted living to accommodate an ageing population that may otherwise leave Lehman for adjacent municipalities /states. RR informed that an area at Lehman Point has already been purchased for use of age-restricted living. RR recommended looking at the Highland Village area first for age-restricted living. The closest age-restricted living is in Stroudsburg (20 miles away)
 - b. The Township wants to see new business, and commercial areas. This includes planning for a new gas station. Look at Milford Road for potential gas station.
 - c. RR confirmed that Lehman Township is Not looking for any new housing developments
15. The disused arts center on Bushkill Falls Road is to be re-developed. Several developers have already shown interest.
16. RR informed the group that the Bushkill Outreach facility will be built and located within Lehman Community Park. This new facility will offer food and other services to the poor and homeless. This new facility can also be used in an emergency scenario. WC urged the group to creatively think how to combine social services in the park.
17. RR informed the group that John Tressler is the Lehman Twp Engineer and an important contact

TRANSPORTATION

18. WC asked about state routes that pass through Lehman Township. RR informed that truck traffic is not wanted on SR 209, and that locals regularly take Milford Road. SR 2001 is not yet completed and improvements will be completed in 2021
19. PS asked if the improvements to Milford road were on the TIP, RR was not sure
20. Lehman Township is not opposed to the division of traffic, can't keep trucks off certain roads
21. Bushkill Falls Road is a state road (SR 2003) SC will look at peak school traffic.
22. Route 80 is used by commuters travelling to New York City and Philadelphia. Commuters will leave Lehman area roughly 3am for travel to these destinations.
23. Bus service to NYC is provided by Martz. The Monroe County Transit Authority covers Lehman Township. Rich Schlameuss is the assistant executive director and a solid contact for this authority.
24. Bushkill Falls Road is a state road and Winona Falls Road is a Township Road
25. There is a summer bus shuttle from Monroe to Milford
26. Park and Ride locations are well-used
27. Money has been acquired to assess a new park & ride at Fernwood under power lines. Century Engineering to assess and determine this viability. Century and SC to determine if there is additional ridership down to route 80 that would benefit from this service. Can bus service be brought to Fernwood?
28. We need to show demand – are park and rides in the area worth it, and are they working. Where do users use it? Along 209 there is marked parking, in Bushkill there is resistance to formalized parking. People randomly park to reach the McDade Trail
29. Adjacent Monroe County pushes LERTA sites for tax breaks (Local Economic Revitalization Tax Assistance)
30. Schools in Lehman Township (Middle and High) are from roughly the late 1990's
31. Comprehensive Plan must show and assess park and ride and whether this would benefit from increased bus transit service?
32. Bushkill Village is a major trailhead for the McDade Recreational Trail. Bushkill Village has a grant pending for bridge improvements and connections to the Village. The Comprehensive Plan should reference the Bushkill Village Plan and explain / show why the project is not being completed by the NPS. In Bushkill Village, the Peter's House is the most historic structure. The Turn Store (the Roost) was never acquired by the NPS.
33. Lehman applied for TAO to close gap over Bushkill Creek, NPS doesn't see risk. In the Comprehensive Plan we need to reference the BVCP – reference lack of safety
34. SC should use the Bushkill Village concept at Milford Road. SC should look at how to connect the villages of Lehman Township by sidewalk, trails and a larger trail system.
35. Lehman Township has no official map, SC to send information on the benefits of this to the Township for future consideration. Lehman should consider an official map for the building of a trail system.
36. Pike County currently has a transit bus system for the elderly and disabled.
37. There is a proposed access road across from the National park off of Minks Pond Road. This is being considered as additional emergency access for adjacent neighborhoods.

38. RR informed that tax rates of have been consistent over last decade
39. Met-Ed (first energy corp.) is the public utility – is there room for sidewalk / trail around these utilities?

ADDITIONAL SITE RECON NOTES

40. SC to check if Lehman Township has buffer and riparian ordinances
41. Does Lehman have steep slopes and SC should evaluate current areas of zoned commercial/ village commercial to ensure they are the best topographically suited for commercial to maximize developable land.
42. PEEC is an important partner in Lehman Township
43. Is Saw Creek Development on public sewer? SC should determine this.
44. Check population migration patterns: age, diversity,
45. McDade Trail is a 5' wide cinder trail, not ADA
46. Lehman Township park is cut off from rest of township and is not easily accessible.
47. Conference center, geared towards the Jewish community
48. SC should speak with the fire chief to see if current location of the fire hall works / if there are any major problems with reaching areas of the Township. The current location of the fire company is on the far west of the Township.
49. What portion of the population commutes from Lehman Township?

SC TO DO:

- Send information about official maps to LT
- Assemble list of community partners and contact
- Get copy of 537 Sewer Treatment Plan
- Get updated zoning from LT
- Create public Survey

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Joseph P. Wallace



Lehman Township *Comprehensive Plan Update*

Planning Commission Meeting #1

Lehman Township Municipal Building
Thursday, June 13th, 2019 - 7:00pm

Meeting Agenda

1. Introductions / Committee sign-in
2. Review Project Schedule & Procedures
3. Scope of Work Overview
4. Review Findings From Site Reconnaissance / Current Issues
5. Discuss Components of Lehman Comprehensive Plan
6. Draft Public Opinion Survey
7. Brainstorming Session : Project Goals, Facts and Concepts
8. Next Steps

Future Meetings

(see schedule on opposite side)

Consultant Team Contacts

Simone Collins Landscape Architecture

610.239.7601 - 119 E. Lafayette Street, Norristown, PA 19401

William Collins, RLA, FASLA – wcollins@simonecollins.com

Pankaj Jobanputra, AICP - pjobanputra@simonecollins.com

Joe Wallace – jwallace@simonecollins.com

Century Engineering

302.734.9188 – 4134 N. DuPont Highway, Dover, DE 19901

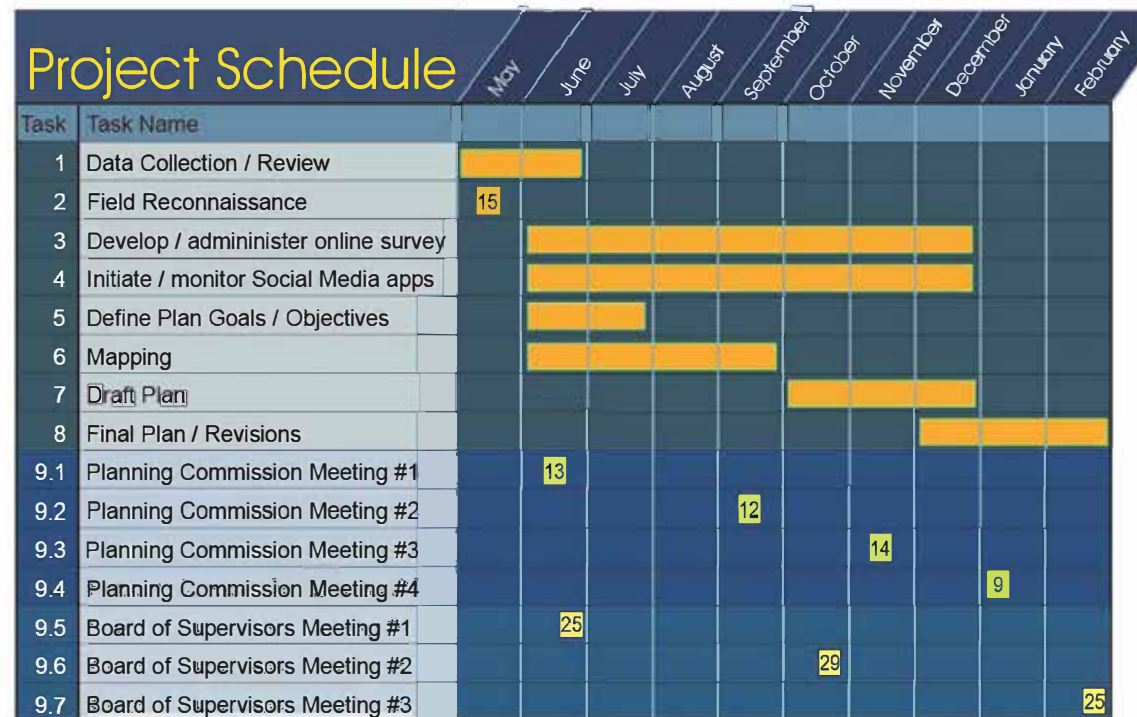
Christopher Sylvester, PE, PTOE – csylvester@centuryeng.com

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119 E. LAFAYETTE STREET NORRISTOWN, PA 19401
PHONE: 610.239.7601 FAX: 610.239.7606
WWW.SIMONECOLLINS.COM

Lehman Township

Comprehensive Plan Update



Lehman Township
Comprehensive Plan Update

Sign In Sheet
Planning Commission Meeting 1
June 13, 2019

Name	Email
Jon Trebbler	jtrebbler@bjengineers.com
PAUL MENDITTO	paul.menditto@gmail.com
JEFF PORTER	PORTERJ@ME.COM Saw Creek
BOY BORG FELD	BORG FELD@PTD.NET Pacano Ranch Lands
Kathleen Simonic	Kathlesmo@yahoo.com " "
Peter Contino	peter5@PTD.NET. Pacano Mtn. K. Estates
Mary Ann Conza	pay2@ptd.net
Erika Mills	erika@karpawichlaw.com



SIMONE COLLINS
LANDSCAPE ARCHITECTURE
119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401
PHONE: 610.239.7601 FAX: 610.239.7606
WWW.SIMONECOLLINS.COM

MEETING NOTES

Project:	Lehman Township Comprehensive Plan Update	Project No.:	19036
Location:	Lehman Township Municipal Building 193 Municipal Drive Bushkill PA 18324	Meeting Date/ Time:	6/13/2019 7:00pm
Re:	Planning Commission Meeting #1	Issue Date:	6/17/2019

ATTENDEES:

See Sign-in Sheet

GENERAL NOTES:

1. Pankaj Jobanputra (PJ) gave a brief introduction to Simone Collins (SC) and the Comprehensive Plan Update, reviewed project schedule, and progress to-date. PJ reviewed the project scope and emphasized the importance of easily readable graphics for the final report.
2. PJ asked the Planning Commission to review the draft public opinion survey given to them for additional comments / feedback.
3. William Collins (WC) reviewed the current issues / observations of Lehman Township
 - a. "Relationship with National Park Service" WC described the state of relationship between Lehman Township and the National Park Service, the lack of partnerships, promises not delivered. For example: Rehabilitation of the Peter's House in Bushkill Village. WC encouraged multi-municipal conversations about cooperation with the National Park Service
 - b. "Potential for 'Village Center' Cluster Development" Roy Borgfeld (RB) emphasized the potential importance of Bushkill Village as a symbolic 'town center' as well as recommendations in the final report for historic preservation. WC informed that Bushkill Village qualifies as a 'cultural landscape' under the guidelines of the National Park Service
 - c. "Sewer system in Lehman Park – important for new development" John Tresslar (JT) informed SC that there is a lot being prepped along Milford Road for potential commercial development.

- d. “Pedestrian & bicycle connectivity” WC proposed improving sidewalk and trail infrastructure to accommodate cyclists and pedestrians
- e. “Opportunity for Park & Ride” WC asked the group for feedback on proposed Fernwood Park & Ride location
- f. “Need for Age-Restricted Housing” PJ reiterated the desire for age-restricted housing by Lehman to retain aging residents that might relocate elsewhere
- g. “Access and Opportunities at new Bushkill Outreach” PJ explained that SC will look at new opportunities to expand the impact of this important service from a planning perspective
- h. “Partnerships with East Stroudsburg School District” PJ explained that the ESSD is an important partner in the region, and will need to be involved in the decision and planning process.
- i. “Conservation of Large camps” SC will look at the historic camps in Lehman Township for potential future land conservation. WC stressed the importance of starting a dialogue with Camp owners now, to express Township interest in future conservation.
- j. “Redevelopment/reuse of the Mountain Laurel Arts Center” PJ explained that there is a great opportunity for development in this location – development that will benefit the citizens of Lehman Township – possibly mixed use development.
- k. “Improvement to Milford Road” PJ explained that SC saw construction on Milford Road on the site recon of May 15th. SC will factor these infrastructure improvements into future planning in Lehman Township.
- l. “Emergency access road off of Minks Pond Rd.” PJ explained that SC will consider this proposed improvement as part of the planning process.
- m. “Commuting patterns to metro areas” SC will analyze the movement of commuters to and from Lehman Township as part of the planning process.
- 4. PJ reviewed the photographs and insight gathered from the SC and Century Engineering site reconnaissance of May 15th, 2019. These insights led directly to the issues / observations of the previous bullet.
- 5. PJ discussed the potential components of the Lehman Township Comprehensive Plan Update
 - a. Planning Context:
 - i. Goals and Objectives
 - ii. Population, Employment & Housing
 - iii. Transportation
 - iv. Land Use
 - v. Natural Features
 - vi. Historic Resources
 - vii. Community Facilities and Services
 - viii. Tax Structure and Budget
 - b. Recommendations
 - i. Transportation
 - ii. Land Use
 - iii. Energy and Resource Conservation
 - iv. Parks, Open Space and Natural Areas
 - v. Economic Development

- vi. Arts and Culture
- vii. Historic Preservation
- viii. Community Facilities and Utilities Plan
- ix. Compatibility with Surrounding
- x. Municipal Plans
- c. Implementation
 - i. Implementation Priorities
 - ii. Implementation Strategy
 - iii. Potential Funding Sources
- 6. PJ reviewed the draft public opinion survey given to the Planning Commission. SC requested that the commission review and provide feedback on the survey by June 24th, 2019. The survey will go live after the Board of Supervisors meeting June 25th, 2019.
 - a. The committee informed SC that during the previous comprehensive plan process, a rigorous public involvement campaign was organized. Meetings were held at the firehouse and other community centers.
 - b. Once live, SC will bring hard copies of the survey to the Lehman municipal building. SC will also bring hard copies of flyers promoting future meetings to display at the municipal building.
- 7. PJ explained the 'brainstorming' session as a method of gathering valuable information from the public and the planning commission.
 - a. SC will send the Bushkill Village Conservation Study as well as the Lehman Township Open Space and Recreation Plan to the Planning Commission before the next meeting on September 12th.
 - b. SC was informed that the proposed 'Highland Village' project would be important to review. This project was a 5000+ unit mixed-use development. SC to get documents from Lehman Township.
 - c. SC learned that there are sewer and other utilities in Tamiment available to serve future development at the Mountain Lauren Arts Center.
- 8. It was recommended that SC review current user demand at Park & Ride locations adjacent to Lehman Township.
- 9. SC will send an electronic version of the draft public opinion survey to the Planning Commission for review and feedback by June 24th, 2019. The next meeting in this process will be the Board of Supervisors meeting on June 25th, 2019.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE

Joseph P. Wallace



ARCHITECTURE



Lehman Township *Comprehensive Plan Update*

Board of Supervisors Meeting #1

Lehman Township Municipal Building
Tuesday, June 25th, 2019 - 7:00pm

Meeting Agenda

1. Introductions / Board of Supervisors sign-in
2. Review Project Schedule & Procedures
3. Scope of Work Overview
4. Review Current Observations & Township Demographics
5. Review June 13th Planning Commission Meeting
6. Review May 15th Site Reconnaissance
7. Discuss Components of Lehman Comprehensive Plan
8. Discuss Public Opinion Survey
9. Discuss Planning Context
10. Brainstorming Session : Project Goals, Facts and Concepts
11. Next Steps

Future Meetings

(see schedule on opposite side)

Consultant Team Contacts

Simone Collins Landscape Architecture

610.239.7601 - 119 E. Lafayette Street, Norristown, PA 19401

William Collins, RLA, FASLA – wcollins@simonecollins.com

Pankaj Jobanputra, AICP - pjobanputra@simonecollins.com

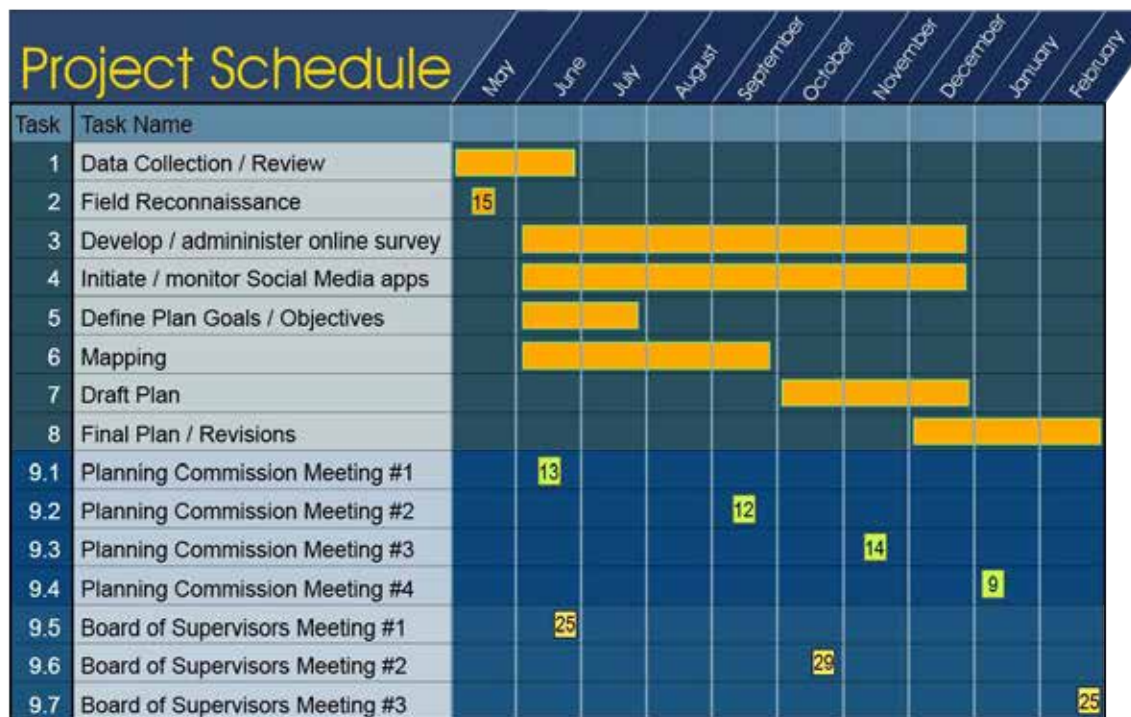
Joe Wallace – jwallace@simonecollins.com

Century Engineering

302.734.9188 – 4134 N. DuPont Highway, Dover, DE 19901

Christopher Sylvester, PE, PTOE – csylvester@centuryeng.com

119 E. LAFAYETTE STREET NORRISTOWN, PA 19401
PHONE: 610.239.7601 FAX: 610.239.7606
WWW.SIMONECOLLINS.COM



Lehman Township

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Simone Collins • Landscape Architecture • 119 East Lafayette • Norristown, Pennsylvania 19401 • 610 239 7601



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119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401
PHONE: 610.239.7601 FAX: 610.239.7606
WWW.SIMONECOLLINS.COM

MEETING NOTES

Project:	Lehman Township Comprehensive Plan Update	Project No.:	19036
Location:	Lehman Township Municipal Building 193 Municipal Drive Bushkill PA 18324	Meeting Date/ Time:	6/25/2019 7:00pm
Re:	Board of Commissioners Meeting #1	Issue Date:	6/28/2019

ATTENDEES:

See Sign-in Sheet

GENERAL NOTES:

1. William Collins (WC) gave a brief introduction to Simone Collins (SC).
2. Pankaj Jobanputra (PJ) reviewed the Comprehensive Plan Update, project schedule and scope.
3. William Collins (WC) briefly reviewed the current issues / observations of Lehman Township
 - a. "Relationship with National Park Service" WC described the state of relationship between Lehman Township and the National Park Service.
 - b. "Potential for 'Village Center' Cluster Development"
 - c. "Sewer system in Lehman Park – important for new development"
 - d. "Pedestrian & bicycle connectivity" WC proposed improving sidewalk and trail infrastructure to accommodate cyclists and pedestrians
 - e. "Potential Demand for Park & Ride" – to be assessed
 - f. "Need for Age-Restricted Housing" PJ reiterated that demographic data presented later in presentation will reinforce the need for this
 - g. "Access and Opportunities at new Bushkill Outreach"
 - h. "Partnerships with East Stroudsburg School District" WC explained that Lehman and ESSD have been good partners and consider new ways to serve citizens of the Township.
 - i. "Conservation of large camps" – communication is essential
 - j. "Redevelopment/reuse of the Mountain Laurel Arts Center" PJ explained that there is an opportunity to revisit concepts for development in this location –that will benefit the citizens of Lehman Township – possibly mixed use development.

- k. *“Improvements to Milford Road”*
 - l. *“Emergency access road off of Minks Pond Rd.”*
 - m. *“Commuting patterns to metro areas”* SC will analyze the movement of commuters to and from Lehman Township as part of the planning process.
- 4. PJ reviewed demographic data gathered and analyzed by SC.
 - a. Population: PJ informed the BOS that Lehman’s population grew by 42% between 2000 and 2010 and declined slightly between 2010 and 2017. Around 2016 Lehman population began to trend upward. Pike County showed a similar trend but did increase its population between 2016 and 2017 due to in-migration and private-sector job growth.
 - b. Age: PJ reviewed data that showed a 19% drop in children under the age of 5 between 2000-2017. Data also showed a 128% increase in seniors 65 and up between 2000-2017. WC suggested this is an opportunity for schools in Lehman to benefit both ends of the age spectrum (community space, trails, education opportunities, etc.)
 - c. Race: PJ reviewed data that showed growing Hispanic and African-American populations between 2000-2017.
- 5. PJ reviewed the Planning Commission Meeting #1 from June 13th, 2019. WC stressed that the list of consensus items for SC pursue is not finite, and may be modified by the BOS and Lehman Township. Major items of consensus were:
 - a. *Lehman Township to communicate with other municipalities in reference to National Park Service*
 - i. Rob Rohner informed the consultants that adjacent municipalities have also had difficult experiences with the National Park Service (NPS). WC informed that these inter-municipal dialogues are essential for change. Despite a lack of cooperation by the NPS it is essential that Lehman codify its future plans within a strategic planning document. WC informed the BOS that SC will contact adjacent municipalities in the course of the Comprehensive Plan Update. Rob Rohner told SC that unkempt properties within the National Park Service have become blighted.
 - ii. Rob Rohner informed SC that in addition to the Peter’s House, the NPS is neglecting the historic Eshbach House which is on the National Historic Register.
 - b. *Lehman Township to begin dialogue with camp owners, express interest in conservation*
 - c. *‘Cluster development’ and other commercial / retail opportunities to be considered*
 - d. *Consultants to examine how to expand services for Bushkill Outreach*
 - i. Rob Rohner informed SC that seniors in Lehman Township are already excited for the new center to be built within Lehman Community Park.
 - e. *Consultants to examine former Mountain Laurel Arts Center for future repurposing*
 - f. *Partnerships with community groups, institutions (HOA’s, School District) are essential*
 - g. *Opportunities for age-restricted housing to be examined*
- 6. PJ reviewed the site reconnaissance from May 15th and discussed briefly how these observations inform the early stages of the planning process.
 - a. WC asked the BOS if the improvements to Milford Road include bicycle infrastructure. BOS explained that PennDOT widened this road with shoulders in part to accommodate bicycle movements. SC will look further into this.

- b. WC stressed that the private recreation provider in Lehman Township, Bushkill Falls, provides free admission to residents of Lehman. The NPS charges Lehman residents for admission / parking. These different models will be presented side by side.
7. PJ discussed the potential components of the Lehman Township Comprehensive Plan Update
 - a. Planning Context:
 - i. Goals and Objectives
 - ii. Population, Employment & Housing
 - iii. Transportation
 - iv. Land Use
 - v. Natural Features
 - vi. Historic Resources
 - vii. Community Facilities and Services
 - viii. Tax Structure and Budget
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 - vi. Arts and Culture
 - vii. Historic Preservation
 - viii. Community Facilities and Utilities Plan
 - ix. Compatibility with Surrounding
 - x. Municipal Plans
 - c. Implementation
 - i. Priorities
 - ii. Strategy
 - iii. Potential Funding Sources
8. PJ reviewed the public opinion survey. The Public Opinion Survey will go online this week and the link to the survey will be posted to Township website. The link to survey will be emailed to the Planning Commission and the Board of Supervisors for distribution within the Township. Physical copies of the survey will be available at the Township building for pickup/drop-off. PJ reviewed the flyer created to advertise the public opinion survey. WC suggested distribution of this flyer at community events (i.e. Blues Festival).
 - a. SC recommended the addition of the following questions:
 - i. Overall, how would you rate the current relationship between Lehman Township and the National Park Service (owner and operator of the Delaware Water Gap National Recreation Area)?
 - ii. Do you use the parks and recreation opportunities of the Delaware Water Gap National Recreation Area? Why or why not?
 - iii. The BOS agreed to the addition of these questions to the survey.
9. PJ reviewed the Lehman Township planning context. PJ reviewed important waterways, developments, retail/commercial locations, landmarks, parks and open space.

10. SC to identify utility locations for PA American Water. Future planning efforts to work off of these systems.
11. BOS informed SC that Ken's Woods Campground is no longer in operation.
12. BOS recommended adding state game lands, gun clubs, and Girl Scout clubs to context mapping for SC review and analysis. There are 3 gun clubs near Minks Pond Road – conversations about long-term conservation of these lands should begin with property owners.
13. Brainstorming Session:
 - a. WC suggested that Lehman Township has a strong partner in the DCNR. WC suggested reviewing planned conservation efforts with DCNR.
 - b. WC suggested that the Comprehensive Plan Update informs future zoning and ordinance development in the Township.
 - c. Rob Rohner to gather and send utility GIS data (if available), as well as Township crash data to consultants.
14. Discussion:
 - a. The BOS informed SC that each private community within Lehman Township has its own array of community service (open space, play courts, etc.) This relative 'autonomy' of planned Lehman Township neighborhoods is important to consider during the planning process.
 - b. SC to contact Marie Zimmerman Farm in Milford, PA. This organization has gotten further than most toward a working relationship / partnership with the NPS.
 - c. It was recommended that SC analyze the potential for a new access road north of Raspberry Run Road that would connect Minks Pond Road to Bushkill Falls Road.
15. Next Steps:
 - a. SC to administer online survey this week and establish & continue dialogue with community partners (Township / County Staff, HOAs, MCTA, PEEC, BYA, etc.)
 - b. SC to continue project mapping & define goals and objectives for the Comprehensive Plan Update.
 - c. SC to send a .pdf of this evening's presentation to Rob Rohner and Lehman Township.
 - d. PJ informed the group that a draft plan will be presented in November, and after a review period by Lehman Township, the final plan will be presented at the BOS meeting on February 25th, 2020.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Joseph P. Wallace



Lehman Township

Comprehensive Plan Update

Planning Commission Meeting #2

Lehman Township Municipal Building
Thursday September 12th, 2019 - 7:00pm

Meeting Agenda

1. Introductions / Sign-in
2. Project Schedule and Project Progress
3. Project Scope
4. Project Vision & Goals
5. Meetings with Community & Municipal Partners
6. Public Opinion Survey Results
7. Data Inventory & Analysis
8. Preliminary Land Use Opportunities
9. Official Map Recommendations
10. Next Steps

Future Meetings

(see schedule on opposite side)

Consultant Team Contacts

Simone Collins Landscape Architecture

610.239.7601 - 119 E. Lafayette Street, Norristown, PA 19401

William Collins, RLA, FASLA – wcollins@simonecollins.com

Pankaj Jobanputra, AICP - pjobanputra@simonecollins.com

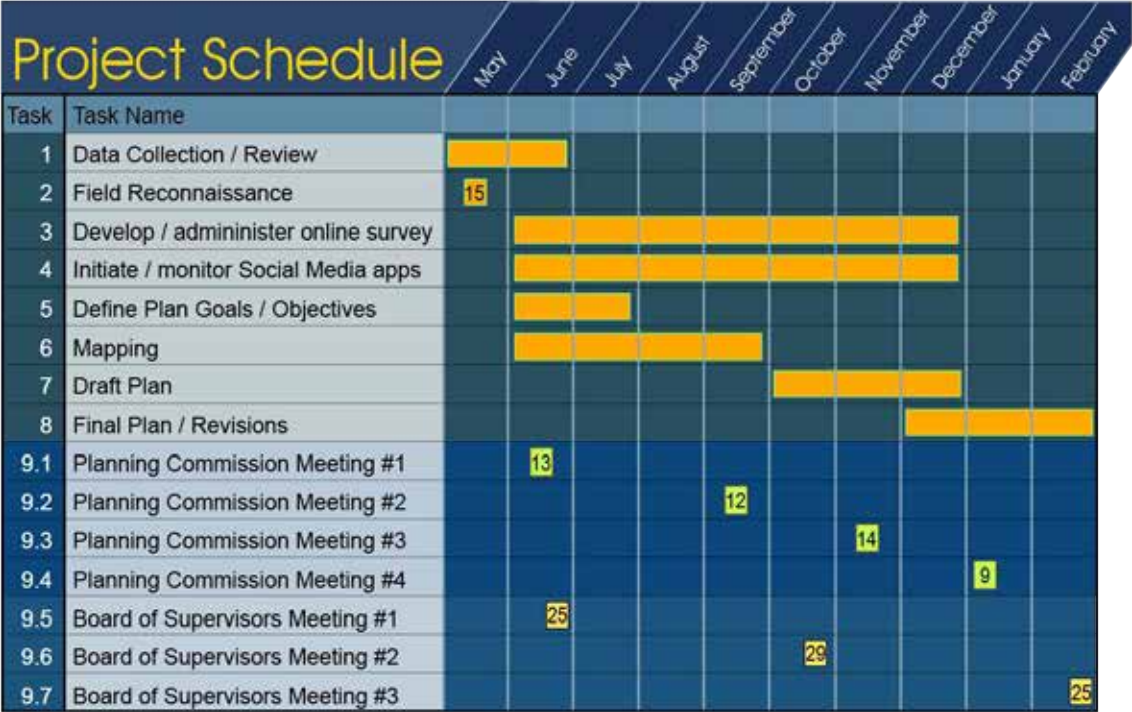
Joe Wallace – jwallace@simonecollins.com

Century Engineering

302.734.9188 – 4134 N. DuPont Highway, Dover, DE 19901

Christopher Sylvester, PE, PTOE – csylvester@centuryeng.com

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PHONE: 610.239.7601 FAX: 610.239.7606
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Sign In Sheet
Planning Commission Meeting 2
September 17, 2019

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SIMONE COLLINS
LANDSCAPE ARCHITECTURE
 119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401
 PHONE: 610.239.7601 FAX: 610.239.7606
 WWW.SIMONECOLLINS.COM

MEETING NOTES

Project:	Lehman Township Comprehensive Plan Update	Project No.:	19036
Location:	Lehman Township Municipal Building 193 Municipal Drive Bushkill PA 18324	Meeting Date/ Time:	9.12.2019 7:00pm
Re:	Planning Commission Meeting #2	Issue Date:	9.20.2019

ATTENDEES:

See Sign-in Sheet

GENERAL NOTES:

INTRODUCTION

1. William Collins (WC) gave a brief introduction to the Comprehensive Plan Update.
2. Pankaj Jobanputra (PJ) reviewed the project schedule, progress to-date, and reviewed the project scope. PJ informed the group that the SC team is approaching the halfway completion point in the Comprehensive Plan Update process.

VISION AND GOALS

3. PJ reviewed the updated vision statement and project goals. The updated project goals address: Land Use, Transportation, Open Space & Recreation, Community Facilities, Resources (cultural, historical, and ecological), Housing & Economic Development. PJ informed the group that the final report will be organized by these goals.

COMMUNITY PARTNER MEETINGS

4. WC reviewed the community partners meetings that were completed August 27th, 28th, and 30th 2019. SC met with the following community and municipal partners to learn about common goals, challenges, as well as areas for future cooperation:

- a. The National Park Service
 - b. Pike County Planning
 - c. Pike County Transit
 - d. Monroe County Planning
 - e. Delaware Township
 - f. Porter Township
 - g. Middle Smithfield Township
 - h. Pocono Environmental Education Center
5. The SC team will continue to meet with important community partners such as: Neighborhood Housing Authorities, DCNR, East Stroudsburg School District, and more.

PUBLIC OPINION SURVEY

- 6. PJ reviewed the preliminary results from the public opinion survey which went online in June
- 7. To date, 148 responses have been received and the survey will remain active until November 2019. PJ reviewed the categories of questions represented within the survey questions:
 - a. General Information
 - b. Housing
 - c. Transportation
 - d. Parks and Recreation
 - e. Work and Commuting Patterns
- 8. PJ reviewed the to-date results for a variety of survey questions. Additionally, PJ reviewed the preliminary priorities as identified by the survey results.

INVENTORY AND ANALYSIS

Historical Development

- 9. PJ reviewed the historical development analysis completed by the SC team. For this analysis, PJ reviewed three distinct historical land use patterns:
 - a. Saw Creek 1939-2019 (illustrated impacts of single-family low-density residential development)
 - b. Bushkill Village 1939-2019 (illustrated of impacts from establishment of the Delaware Water Gap National Recreation Area)
 - c. Minks Pond 1939-2019 (illustrated an area of Lehman which has maintained its distinct rural character)

Economic Profile

- 10. PJ reviewed the economic profile for Lehman Township and Pike County.
- 11. PJ reviewed the top 50 employers in Pike County, and noted the following of which are located within Lehman Township:
 - a. East Stroudsburg Areas School District
 - b. State Government (DCNR partly within Lehman)
 - c. Federal Government (NPS partly in Lehman)
 - d. Saw Creek Estates Community Association
 - e. Bushkill Inn & Conference Center

12. PJ reviewed the following as they relate to Lehman Township & Pike County
 - a. Median Household Income
 - b. Top Industries
 - c. Top Occupations
13. PJ explained to the planning commission the concept of a 'Workforce Development Area' (WDA) which is: *"A countywide or regional area established by the federal government through which it provides funding to assist all individuals looking for a new job or to advance their careers, as well as employers who need to fill vacancies with skilled workers or to train their workforce"*
 - a. The Pocono Counties WDA is composed of the following counties:
 - i. Wayne
 - ii. Pike
 - iii. Monroe
 - iv. Carbon
 - b. PJ reviewed employment projections for the Pocono Counties WDA, which predicts the following top five industry employment projections
 - i. Healthcare Support Occupations, 15.5%
 - ii. Healthcare Practitioners & Technical Occupations, 9.9%
 - iii. Food Preparation & Serving Related Occupations, 9.2%
 - iv. Construction & Extraction Occupations, 8.4%
 - v. Personal Care & Service Occupations, 8.2%

Housing

14. PJ reviewed current housing data for Lehman Township, which includes:
 - a. median home value
 - b. median monthly mortgage
 - c. median monthly rent
 - d. Owner-occupied housing unit rate.
 - e. Total housing units (and homes used for seasonally) in 2000, 2010, 2017

Natural Features

15. Joseph Wallace (JW) reviewed the natural features mapping and analysis.
16. JW reviewed the existing topographic and geologic features which influence all other ecological systems in Lehman Township. Lehman Township's unique topography also has a clearly defined impact on present and future land use and development.
17. JW explained that the region's topography has a clear connection the complex hydrologic systems and soil variety within the Township.
18. JW explained that steep slopes (slopes over 15%) are should not be developed upon, as they are prone to erosion which will negatively impact water quality.
19. JW explained that while much of Lehman has an intact forest canopy, large areas are managed by DCNR District #19 as well as the National Park Service. Both organizations have different forest management practices.

Transportation

20. JW reviewed existing automobile transportation infrastructure, daily traffic counts, and crash data form 2013-2017

21. JW reviewed existing trails in Lehman Township as well as potential trail locations identified in the Lehman Township 2009 Open Space and Recreation Plan, as well as the Bushkill Village Conservation Study.

Community Facilities

22. JW reviewed existing community facilities (sewage treatment, sewage disposal, community water supply) as these facilities are important for determining areas of future development or redevelopment.
23. JW reviewed existing community facilities (schools, fire service, police and emergency services, hospitals and medical services, and libraries) and their relative distance from Lehman Township.
24. JW reviewed existing parks and recreation in Lehman – this includes the Delaware Water Gap, DCNR State Forest, and Lehman Community Park.

Land Use

25. JW reviewed the ‘Conservation Design’ land use principle. This land use and land development principle protects the area's natural environmental features through sustainable land development - this includes:
 - a. Preserving open space and viewsheds
 - b. Protecting farmland
 - c. Protecting natural habitats for wildlife
 - d. Preserving water quality
 - e. Maintaining the character of rural communities.
26. JW explained these concepts through the lens of the existing Saw Creek Estates Development. JW reviewed the ecological conditions in this areas (hydrology, slopes, and ecological corridors) and explained that the existing development is damaging to such natural systems. JW explain that future land use development must respect and preserve such natural and ecological systems.
27. JW reviewed current zoning and current land use in Lehman Township.

PRELIMINARY LAND USE OPPORTUNITIES

28. PJ reviewed preliminary land use opportunities which include:
 - a. Reconsider existing industrial use classification along Bushkill Falls Road
 - b. Development of Mt. Laurel site
 - c. Focus of commercial uses along SR 2001 and 2003 corridors
 - d. Development of the Milford Road township property
 - e. Development of Bushkill Village per the BKV Conservation Study

OFFICIAL MAP

29. PJ reviewed the benefits of adopting the recommendations in the Comprehensive Plan Update as part of an Official Map. PJ reviewed adjacent municipalities that already have official maps adopted.

NEXT STEPS

30. PJ explained that SC will continue development of the draft plan, develop the land use opportunity map, and will continue conversations with municipal and community partners.

31. The next meeting / progress update for the Lehman Township Comprehensive Plan Update will take place October 29th 2019 at 7:00pm at the Lehman Township Municipal Building.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Joseph P. Wallace



Lehman Township

Comprehensive Plan Update

Board of Supervisors Meeting #2

Lehman Township Municipal Building
Tuesday, October 29th, 2019 - 7:00pm

Meeting Agenda

1. Board of Supervisors sign-in
2. Review Project Schedule
3. Scope of Work Overview
4. Review September 12th Planning Commission Meeting
5. Review Inventory & Analysis Mapping
6. Review Preliminary Recommendations
7. Draft Report Format
8. Next Steps
9. Discussion

Future Meetings

(see schedule on opposite side)

Consultant Team Contacts

Simone Collins Landscape Architecture

610.239.7601 - 119 E. Lafayette Street, Norristown, PA 19401

William Collins, RLA, FASLA – wcollins@simonecollins.com

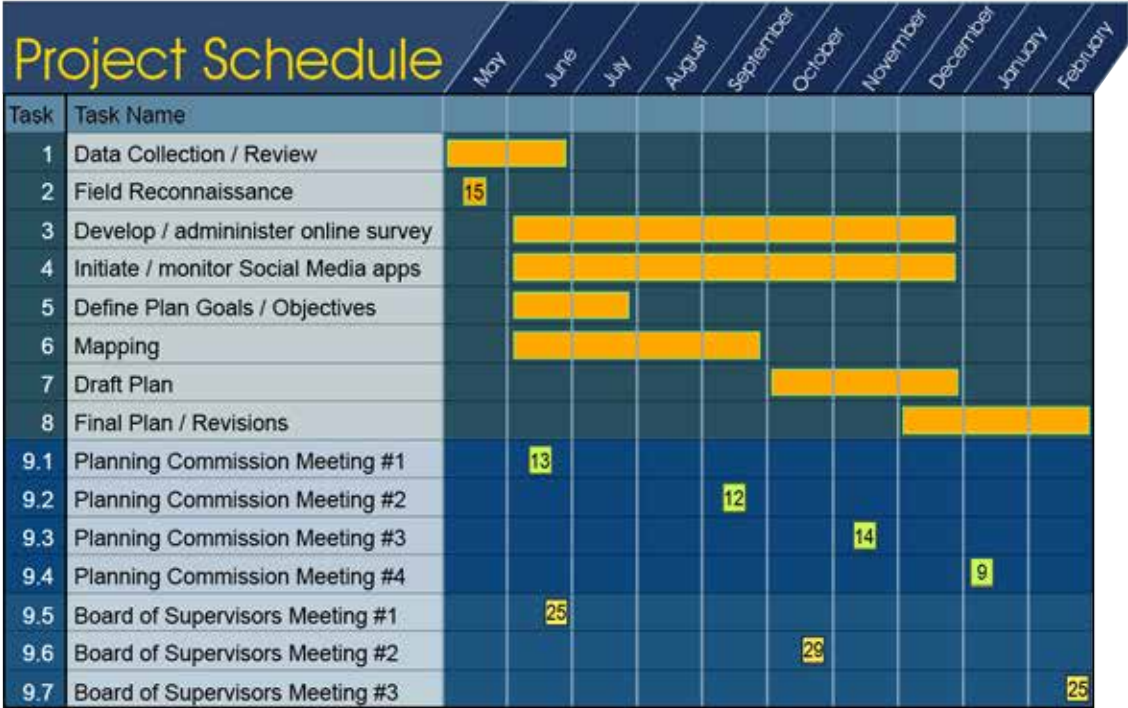
Pankaj Jobanputra, AICP - pjobanputra@simonecollins.com

Joe Wallace – jwallace@simonecollins.com

Century Engineering

302.734.9188 – 4134 N. DuPont Highway, Dover, DE 19901

Christopher Sylvester, PE, PTOE – csylvester@centuryeng.com





SIMONE COLLINS
LANDSCAPE ARCHITECTURE
119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401
PHONE: 610.239.7601 FAX: 610.239.7606
WWW.SIMONECOLLINS.COM

MEETING NOTES

Project:	Lehman Township Comprehensive Plan Update	Project No.:	19036
Location:	Lehman Township Municipal Building 193 Municipal Drive Bushkill PA 18324	Meeting Date/ Time:	10.30.2019 7:00pm
Re:	Board of Supervisors Meeting #2	Issue Date:	10.31.2019

ATTENDEES:

See Sign-in Sheet

GENERAL NOTES:

INTRODUCTION

- Pankaj Jobanputra (PJ) reviewed the project schedule, progress to-date, and reviewed the project scope.

PLANNING COMMISSION MEETING 9.12.2019

- PJ reviewed the Lehman Township Planning Commission progress presentation from 9.12.2019. Simone Collins mailed (2) copies of the presentation to the Board of Supervisors (BOS) prior to this evening's meeting for review and comment. PJ asked if there were any questions or comments on the Planning Commission presentation. The BOS did not have any questions related to the 9.12.2019 meeting.

REVIEW INVENTORY AND ANALYSIS MAPPING

Public opinion survey

- PJ reviewed the results from the public opinion survey which went online in June 2019.
- To date, 158 responses have been received - the survey will remain active through November 2019.

- Lehman Township should re-engage the public to provide comments on this survey, and position the survey as a way for residents to comment on current developments with DEWA and the Visitor Use Management Plan.
- PJ reviewed the general survey results related to: work and commuting patterns, parks and recreation, community values and goals.

Economic Profile

- PJ reviewed the economic profile for Lehman Township and Pike County.
- PJ reviewed the top 50 employers in Pike County, and noted the following of which are located within Lehman Township:
 - East Stroudsburg Areas School District
 - State Government (DCNR partly within Lehman)
 - Federal Government (NPS partly in Lehman)
 - Saw Creek Estates Community Association
 - Bushkill Inn & Conference Center
- PJ reviewed the following as they relate to Lehman Township & Pike County
 - Median Household Income
 - Top Industries
 - Top Occupations
- PJ reviewed employment projections for the Pocono Counties WDA, which predicts the following top five industry employment projections
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 - Healthcare Support Occupations, 15.5%
 - Healthcare Practitioners & Technical Occupations, 9.9%
 - Food Preparation & Serving Related Occupations, 9.2%
 - Construction & Extraction Occupations, 8.4%
 - Personal Care & Service Occupations, 8.2%

Housing

- PJ reviewed current housing data for Lehman Township, which includes:
 - median home value
 - median monthly mortgage
 - median monthly rent
 - Owner-occupied housing unit rate.
 - Total housing units (and homes used for seasonally) in 2000, 2010, 2017

Natural Features

- PJ reviewed the natural features mapping and analysis.
- PJ briefly reviewed the existing topographic and geologic features which influence all other ecological systems in Lehman Township. Lehman Township's unique topography also has a clearly defined impact on present and future land use and development.
- PJ explained that steep slopes (slopes over 15%) are should not be developed upon, as they are prone to erosion which will negatively impact water quality.

Transportation

- PJ reviewed existing automobile transportation infrastructure, daily traffic counts, and crash data from 2013-2017
- PJ reviewed existing trails in Lehman Township as well as potential trail locations identified in the Lehman Township 2009 Open Space and Recreation Plan, as well as the Bushkill Village Conservation Study.

Community Facilities

- PJ reviewed existing community facilities (sewage treatment, sewage disposal, community water supply) as these facilities are important for determining areas of future development or redevelopment.
- PJ reviewed existing community facilities (schools, fire service, police and emergency services, hospitals and medical services, and libraries) and their relative distance from Lehman Township.

Land Use

- PJ reviewed the 'Conservation Design' land use principle. This land use and land development principle protects the area's natural environmental features through sustainable land development - this includes:
 - Preserving open space and viewsheds
 - Protecting farmland
 - Protecting natural habitats for wildlife
 - Preserving water quality
 - Maintaining the character of rural communities.
- PJ reviewed current zoning and current land use in Lehman Township.

REVIEW PRELIMINARY RECOMMENDATIONS

Resources

- Conceptual Ecological Corridor: landscapes are fragmented by development, which negatively impacts wildlife movement / populations. A conceptual ecological corridor through the middle of Lehman that could potentially connect the core ecological areas of the Delaware State Forest District and the Delaware Water Gap National Recreation Area (DEWA).
- Ecological Buffers: Conceptual hydrologic and soil buffers could protect the downstream hydrology at Bushkill Falls from future development at Mt. Laurel.
- Historic Preservation: The comprehensive plan will identify historic / cultural areas currently not on the National Historic Register or on other state or county historic registers and recommend their preservation.

Transportation

- Conceptual roadway locations: (1) Minks Pond Connector Road to provide (2) Lehman to Delaware Township Connector (3) Saw Creek to Tamiment Connector (4) New roadways within potential future development at the 'New Bushkill'
- Fernwood Park & Ride: A potential park and ride at Fernwood could provide ride share opportunities for the commuters of Pike and Monroe Counties. This space could also be used for DEWA remote visitor parking.

Open Space & Recreation

- PJ explained that the SC team looked to the Pike County Comprehensive Plan & the previous Lehman Township Open Space & Recreation Plan for proposed conservation areas. These include: Twelve Mile Pond, Whittaker's End, and Little Bushkill Ridge.

Housing

- PJ explained that future housing development should be concentrated, mixed-use development. This concentration is proposed at the intersection of State Routes 2001 & 2003 (Milford Rd & Bushkill Falls Rd.). Housing can include: age-restricted housing, multi-family housing, townhomes, and workforce housing.
- One board member asked PJ to define workforce housing – PJ explained workforce housing is the same as affordable housing.

Economic Development

- Future development can be concentrated at the intersection of State Routes 2001 & 2003 (Milford Rd & Bushkill Falls Rd.). Lehman Township currently owns a parcel of land in this area which can be used as part of future development.
- This conceptual development area can potentially become the 'town center' lost in Bushkill Village during the Tocks Island relocation. SC proposes shifting the town center north to this new location, dubbed the 'New Bushkill'. Growth in this area can include mixed-use housing, retail, open space, and multi-modal transportation connections.

Land Use

- PJ reviewed the previous development plan for the Mt. Laurel property. This development plan did not adequately plan for the preservation of ecological resources (hydrology, steep slopes, and wildlife corridors).
- PJ reviewed the concept for conservation planning for Mt. Laurel. This concept identifies priority ecological resources (hydrology & steep slopes) and conceptualizes buffers around each. This concept identifies several remaining areas that could be suitable for mixed-use development. Similar to conceptual development in the 'New Bushkill' a mix of housing types, respect for ecological resources, and plans for multi-modal transportation should be considered.
- PJ reviewed the existing zoning and potential zoning changes. These zoning changes include the expansion of village commercial zoning along the intersection of SR 2001 & 2003 (Milford Rd & Bushkill Falls Rd).
- One board member suggested expanding the village commercial zoning further north along Milford Rd.
- PJ explained that Lehman is required to have some area for industrial use within their municipal zoning. Potentially the area zoned industrial in the north of the Township (currently undeveloped) to an area along Bushkill Falls Rd. can be moved to where future Township growth can be directed. This will be 'light' industrial that can include: breweries, small-scale manufacturing, and incubation space for small businesses. WC explained that these zoning modifications can direct the kind of industry desired in Lehman.
- PJ explained that the Mt. Laurel property can be zoned village commercial, and also has a 'Mt. Laurel Mixed-Use Overlay' which provides additional direction on what type of development can occur in this area. This overlay zoning for Mt. Laurel can provide height / density bonuses for

workforce housing, and apply design standards for development (i.e. Materials, building heights, streetscape elements).

- Mixed-use cluster development is the goal for future development in Lehman Township. This type of development has the best potential for preserving the ecological resources and rural character of the municipality.

DRAFT REPORT FORMAT

- PJ reviewed the sample report format which was printed and bound for the BOS.

DISCUSSION

- WC explained that future development in Lehman should not be typical strip development that occurs in isolated and disconnected clusters. Development should be dense and respectful of ecological factors.
- One BOS member asked if SC evaluated population growth / demand for new conceptual development. WC explained that SC is not evaluating demand, but rather is tasked with guiding future growth and development.
- WC noted that evaluating current water/ sewer capacity for future growth in these areas is a project unto itself.
- One BOS member asked if funding is available for updates to municipal zoning and for conservation land use planning. WC noted that funding is available for municipalities that wish to implement conservation zoning.

NEXT STEPS

- SC will present the draft plan to the Planning Commission on November 14th, 2019.
- The next meeting / progress update for the Lehman Township Comprehensive Plan Update will take place November 14th, 2019 at 7:00pm at the Lehman Township Municipal Building.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

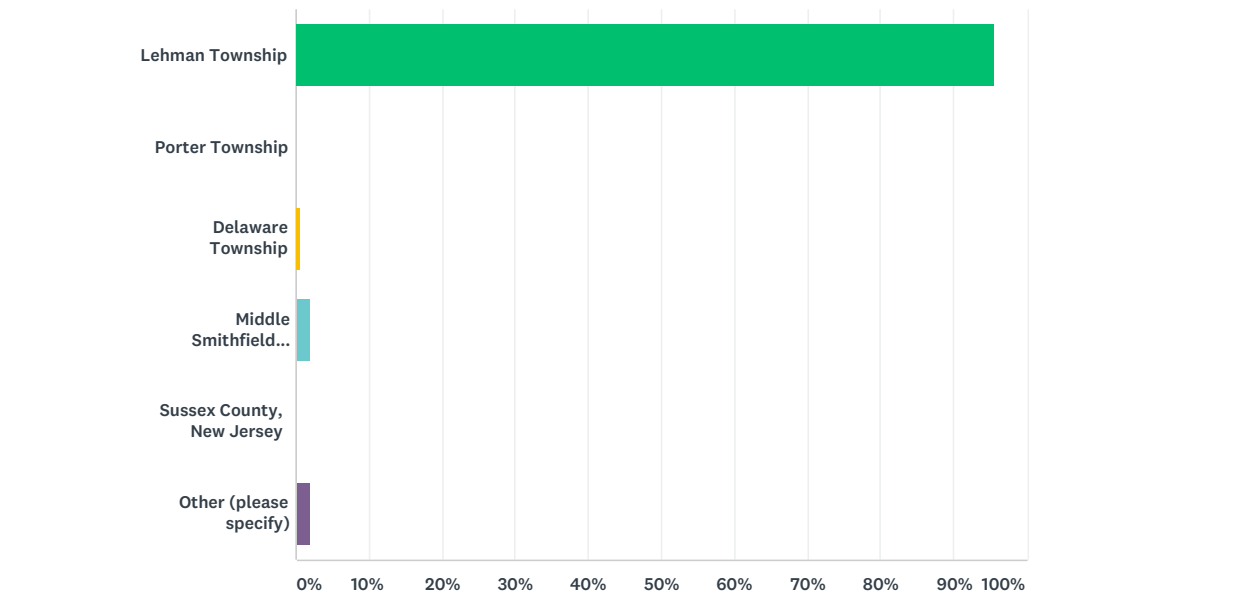
Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE

Joseph P. Wallace

 ARCHITECTURE

Q1 Where is your place of residence?

Answered: 163 Skipped: 0

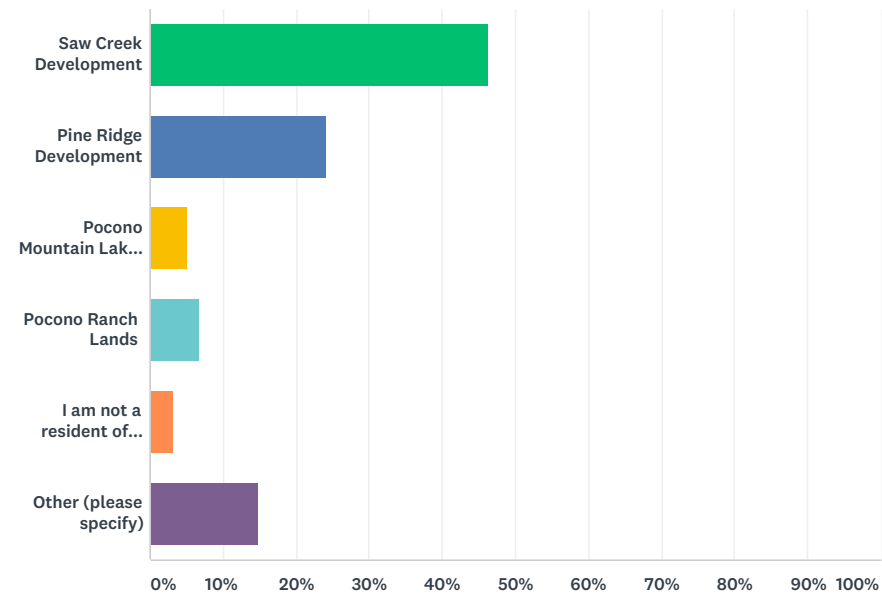


ANSWER CHOICES		RESPONSES	
Lehman Township		95.71%	156
Porter Township		0.00%	0
Delaware Township		0.61%	1
Middle Smithfield Township		1.84%	3
Sussex County, New Jersey		0.00%	0
Other (please specify)		1.84%	3
TOTAL			163

#	OTHER (PLEASE SPECIFY)	DATE
1	Mount Laurel, New Jersey	9/7/2019 4:24 AM
2	Jersey City, NJ	9/6/2019 9:41 PM
3	Hawley, pike county	8/7/2019 2:20 AM

Q2 If you are a resident of Lehman Township, where is your place of residence within the Township?

Answered: 162 Skipped: 1



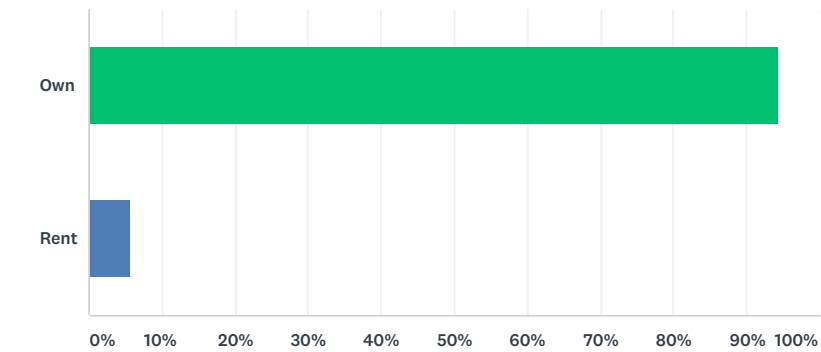
ANSWER CHOICES		RESPONSES	
Saw Creek Development		46.30%	75
Pine Ridge Development		24.07%	39
Pocono Mountain Lake Estates		4.94%	8
Pocono Ranch Lands		6.79%	11
I am not a resident of Lehman Township		3.09%	5
Other (please specify)		14.81%	24
TOTAL			162

#	OTHER (PLEASE SPECIFY)	DATE
1	Tamiment	11/6/2019 12:43 PM
2	Rustic Acres	11/6/2019 12:13 PM
3	Winona Community Association	10/26/2019 1:36 PM
4	Arne rd	10/25/2019 11:49 PM
5	Minks pond road	9/19/2019 2:33 AM
6	Rustic Acres	9/13/2019 2:43 PM
7	The Glenc	9/9/2019 2:14 PM
8	Rustic Acres	9/7/2019 4:18 PM

Lehman Township Comprehensive Plan		SurveyMonkey
9	Not in a community.	8/26/2019 2:18 PM
10	Tamiment	8/23/2019 10:58 PM
11	Mink Pond Road	8/16/2019 5:24 PM
12	Rustic Acres	8/6/2019 9:52 PM
13	The Glenda's is the	8/6/2019 3:16 PM
14	Glen at Tamiment	8/6/2019 3:13 PM
15	Rustic Acres	8/6/2019 2:04 PM
16	Between Pine Ridge and PMLE	8/4/2019 3:06 PM
17	Not in a community	8/2/2019 5:22 PM
18	Steele Road	8/1/2019 2:55 PM
19	Rustic acres	8/1/2019 2:01 PM
20	rustic acres	7/31/2019 2:13 PM
21	Glen of Tamiment	7/31/2019 2:08 PM
22	Tamiment	7/31/2019 12:50 PM
23	Sunset acres dirt road	7/30/2019 8:17 PM
24	Rustic Acres on Sugar Mountain	7/17/2019 6:39 PM

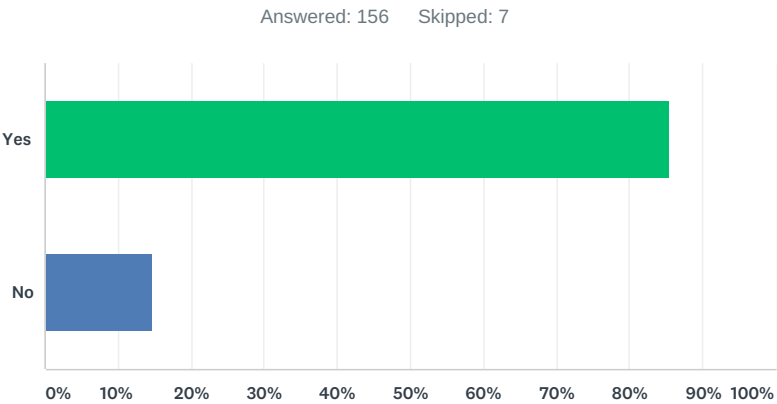
Q3 Do you own or rent your place of residence?

Answered: 162 Skipped: 1



ANSWER CHOICES		RESPONSES	
Own		94.44%	153
Rent		5.56%	9
TOTAL			162

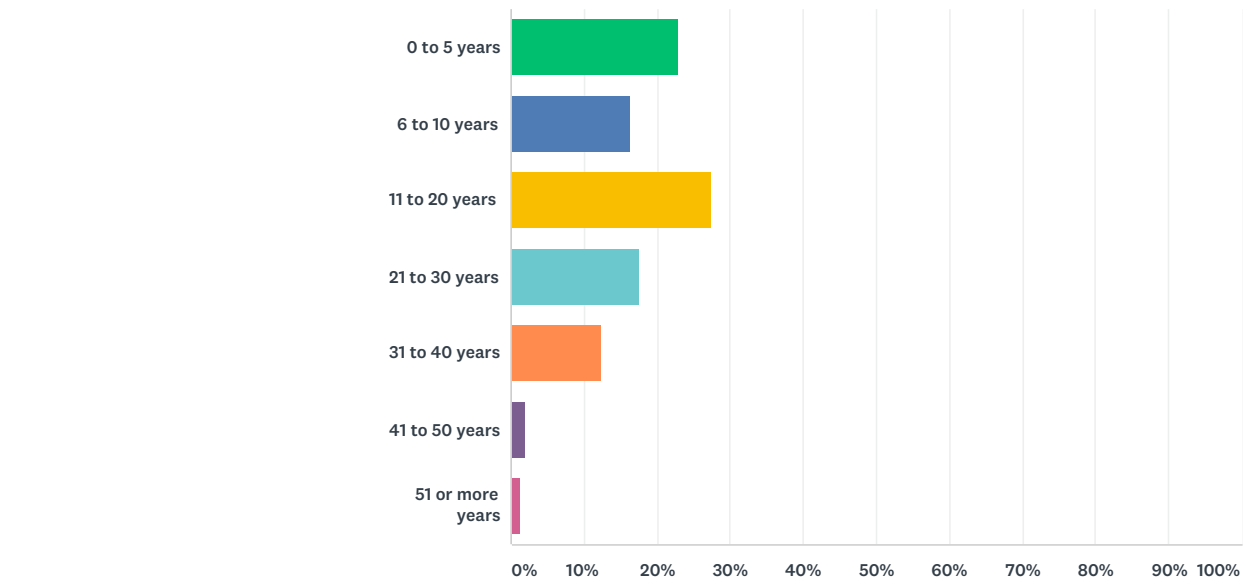
Q4 If you own property in Lehman Township, is this your primary residence?



ANSWER CHOICES	RESPONSES	
Yes	85.26%	133
No	14.74%	23
TOTAL		156

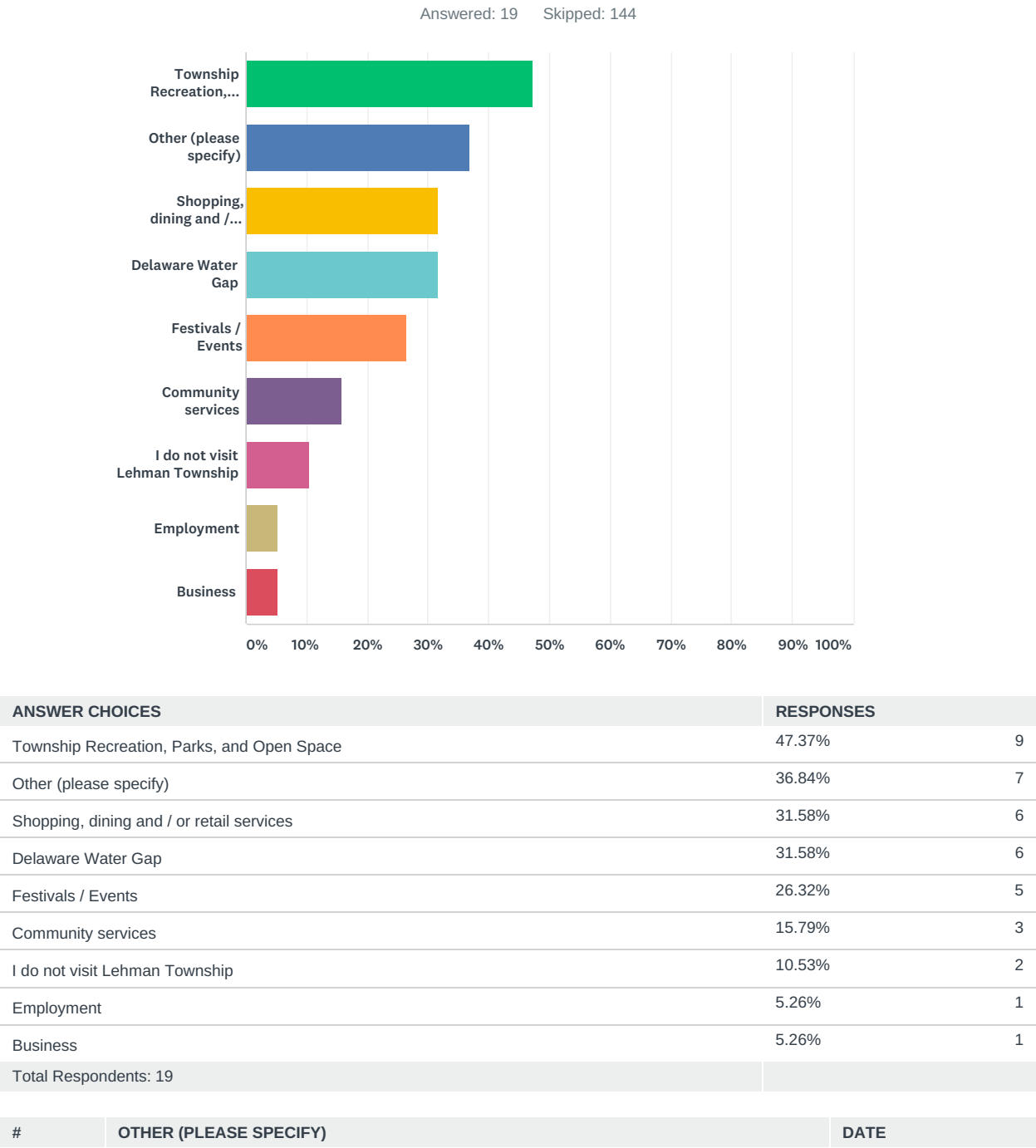
Q5 If you are a resident of Lehman Township, how long have you lived there?

Answered: 153 Skipped: 10



ANSWER CHOICES	RESPONSES	
0 to 5 years	22.88%	35
6 to 10 years	16.34%	25
11 to 20 years	27.45%	42
21 to 30 years	17.65%	27
31 to 40 years	12.42%	19
41 to 50 years	1.96%	3
51 or more years	1.31%	2
TOTAL		153

Q6 If you are not a resident of Lehman Township, what are the primary reasons you visit Lehman Township? Check all that apply. (Please disregard if you are a Lehman resident.)

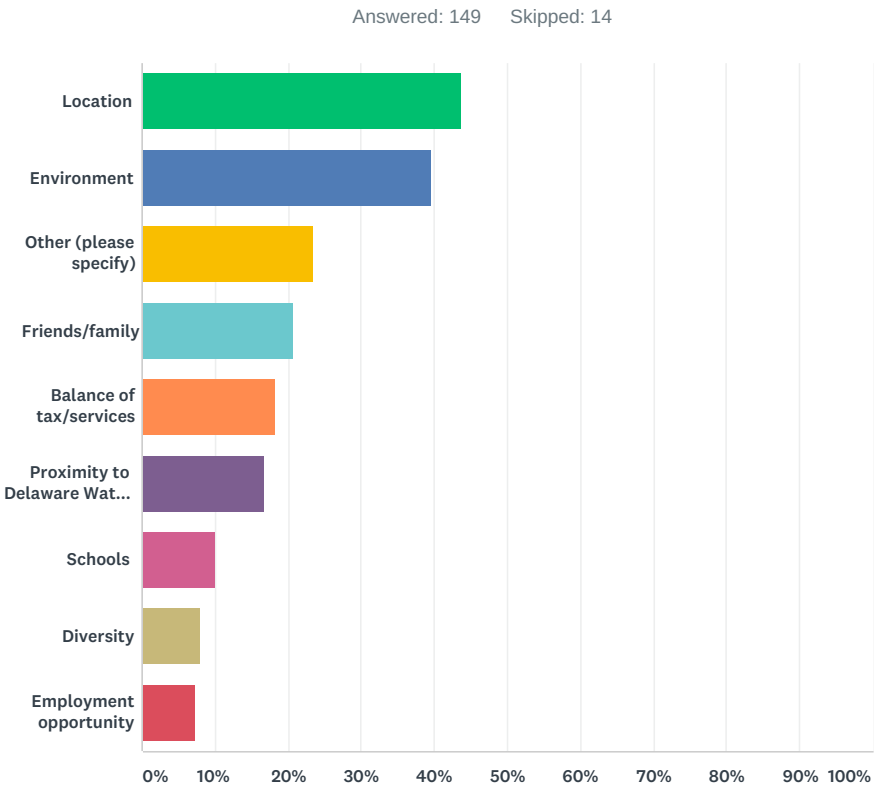


Lehman Township Comprehensive Plan

SurveyMonkey

1	I own a house in Saw Creek	9/7/2019 4:24 AM
2	N/A	8/8/2019 2:17 AM
3	Family	8/7/2019 10:40 PM
4	Friends and family	8/7/2019 2:20 AM
5	Resident	8/1/2019 4:37 PM
6	I am a resident	8/1/2019 2:55 PM
7	I live in Saw Creek Estates, so technically, when I drive to member services or any amenity location, I'm visiting Lehman Township.	7/12/2019 7:44 PM

Q7 If you are a resident of Lehman Township, why did you choose to move here? Check all that apply.



ANSWER CHOICES		RESPONSES	
Location		43.62%	65
Environment		39.60%	59
Other (please specify)		23.49%	35
Friends/family		20.81%	31
Balance of tax/services		18.12%	27
Proximity to Delaware Water Gap		16.78%	25
Schools		10.07%	15
Diversity		8.05%	12
Employment opportunity		7.38%	11
Total Respondents: 149			

#	OTHER (PLEASE SPECIFY)	DATE
1	Rural area, undeveloped lands	9/30/2019 7:33 PM

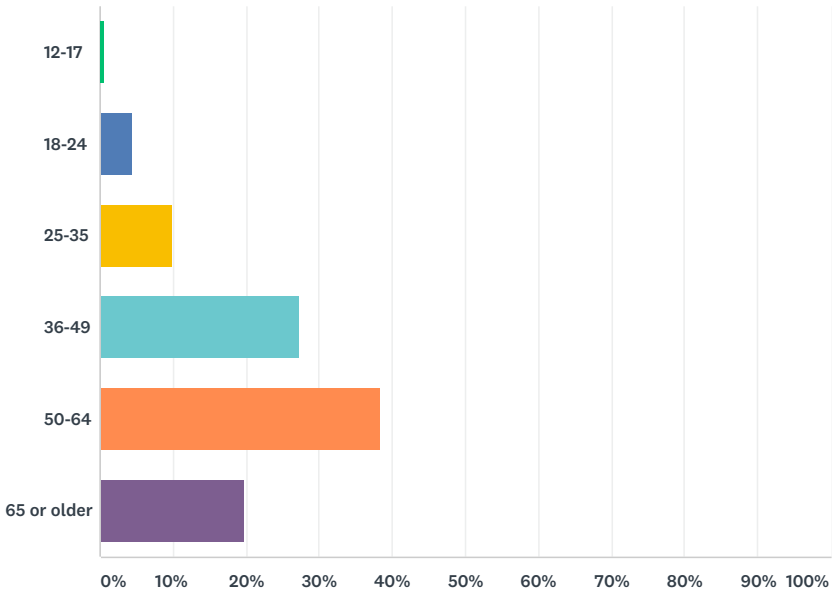
Lehman Township Comprehensive Plan

SurveyMonkey

2	Family's choice to move here	9/13/2019 2:43 PM
3	Affordable	9/7/2019 10:10 PM
4	development amenities	9/7/2019 2:13 PM
5	Retirement	9/7/2019 11:30 AM
6	US GOVERNMENT LEO	9/7/2019 12:00 AM
7	Retirement	9/6/2019 11:41 PM
8	A combination of location,environment and balanced taxes and services.	9/4/2019 6:17 PM
9	At the time we moved here, it was the best house we could get in our price range.	8/27/2019 6:01 PM
10	Housing costs	8/17/2019 3:13 PM
11	My husband vacationed here as a child (1970's/80's). It was his decision.	8/8/2019 2:17 AM
12	Cost of living	8/2/2019 11:55 PM
13	Last resort	8/2/2019 7:00 PM
14	less expensive to live with the exception on prop taxes	8/2/2019 5:51 PM
15	Born and raised	8/2/2019 5:22 PM
16	Gated community, inexpensive	8/1/2019 10:57 PM
17	Gated community (then) and cost of housing	8/1/2019 7:30 PM
18	Affordability	8/1/2019 5:26 PM
19	Nice vacation spot with great amenities	8/1/2019 3:22 PM
20	Cheap to live, near family in NJ, NY	8/1/2019 2:01 PM
21	Only affordable place	8/1/2019 1:34 PM
22	Cost of Living compared to Metropolitan New York	8/1/2019 1:20 PM
23	house prices at the time - NJ was to expensive	8/1/2019 1:02 PM
24	House cheaper, land bigger	8/1/2019 12:04 PM
25	Cost of home ownership	8/1/2019 11:59 AM
26	We liked that it seemed family oriented and it's proximity to New York City. It's the first exit in route 80 once you enter Pennsylvania.	8/1/2019 11:55 AM
27	Brought house for a position out there but with economic downturn it never materialized and moved back to Jersey	8/1/2019 12:18 AM
28	Natural beauty, 4 seasons of weather	7/31/2019 10:46 PM
29	Retirement	7/31/2019 4:23 PM
30	Quality of life for family and away from the city	7/31/2019 12:50 PM
31	affordable housing	7/31/2019 12:00 PM
32	My parents	7/30/2019 9:26 PM
33	Pike cty	7/30/2019 8:17 PM
34	Lower housing costs / semi-retirement	7/30/2019 7:52 PM
35	Born here.	7/17/2019 6:39 PM

Q8 What category below includes your age?

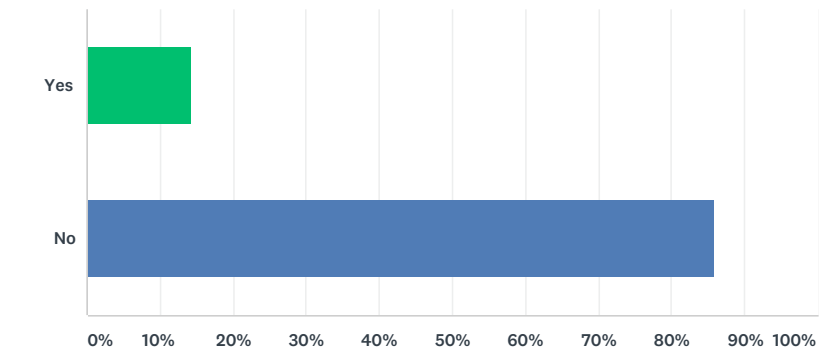
Answered: 162 Skipped: 1



ANSWER CHOICES	RESPONSES	
12-17	0.62%	1
18-24	4.32%	7
25-35	9.88%	16
36-49	27.16%	44
50-64	38.27%	62
65 or older	19.75%	32
TOTAL		162

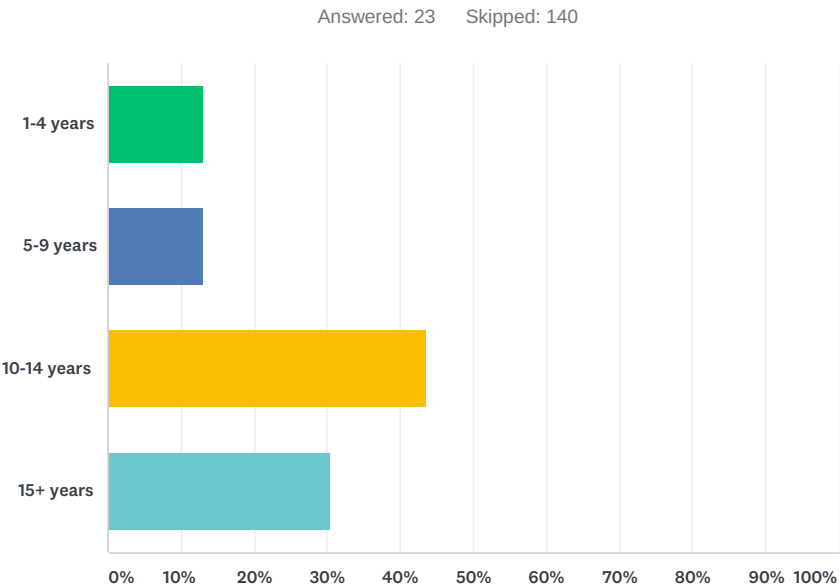
Q9 Do you work in Lehman Township?

Answered: 162 Skipped: 1



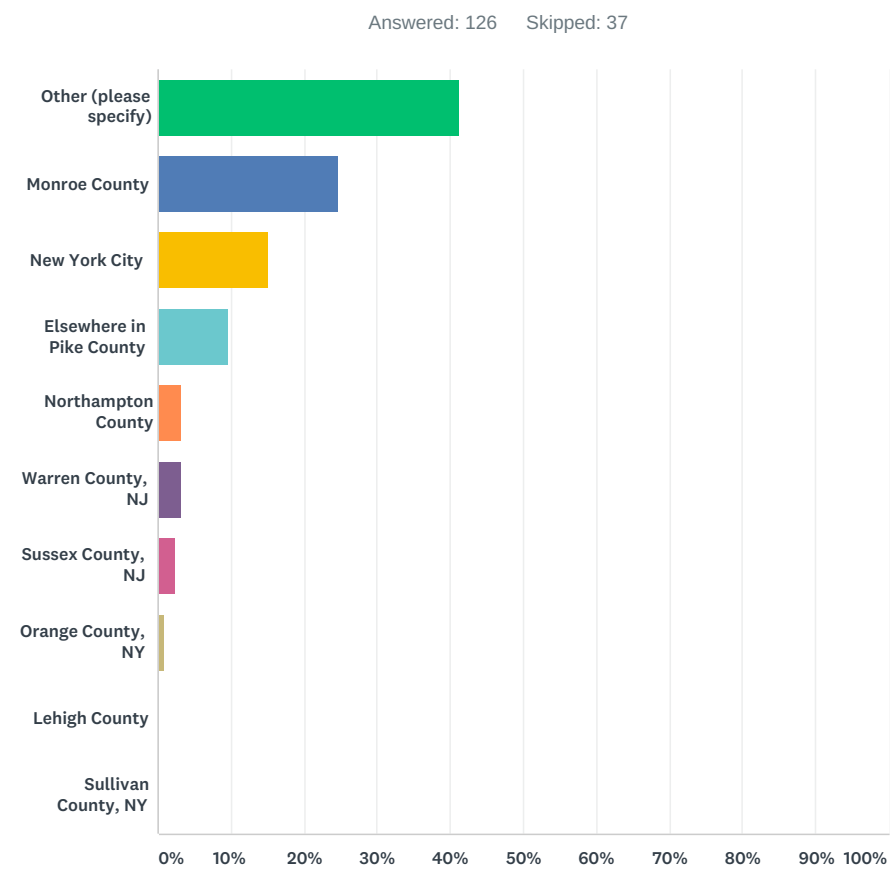
ANSWER CHOICES		RESPONSES	
Yes		14.20%	23
No		85.80%	139
TOTAL			162

Q10 If you answered yes to Question 9, how long have you worked in Lehman Township?



ANSWER CHOICES	RESPONSES	
1-4 years	13.04%	3
5-9 years	13.04%	3
10-14 years	43.48%	10
15+ years	30.43%	7
TOTAL		23

Q11 If you answered no to Question 9, where do you work?



ANSWER CHOICES	RESPONSES	
Other (please specify)	41.27%	52
Monroe County	24.60%	31
New York City	15.08%	19
Elsewhere in Pike County	9.52%	12
Northampton County	3.17%	4
Warren County, NJ	3.17%	4
Sussex County, NJ	2.38%	3
Orange County, NY	0.79%	1
Lehigh County	0.00%	0
Sullivan County, NY	0.00%	0
TOTAL		126

Lehman Township Comprehensive Plan		SurveyMonkey
#	OTHER (PLEASE SPECIFY)	DATE
1	Wayne	11/6/2019 12:43 PM
2	travel	10/30/2019 8:44 PM
3	Morris county n j	9/19/2019 6:13 PM
4	unemployed	9/13/2019 2:43 PM
5	Retired	9/13/2019 1:42 PM
6	retiered	9/9/2019 3:26 PM
7	suffolk county. ny	9/9/2019 12:42 PM
8	Retired	9/8/2019 12:02 PM
9	Retired	9/8/2019 11:37 AM
10	retired	9/7/2019 2:13 PM
11	Retired	9/7/2019 11:30 AM
12	On-line consultant	9/7/2019 4:51 AM
13	PA	9/7/2019 1:24 AM
14	Work in entire NE Region of PA,NJ,NY	9/7/2019 12:00 AM
15	Secaucus, NJ	9/6/2019 9:06 PM
16	Retired exactly 2 years ago. Worked in Morris County for 30+ years.	9/4/2019 6:17 PM
17	Wayne nj	8/16/2019 1:02 AM
18	retired	8/10/2019 12:43 AM
19	Work involves travel throughout the East Coast	8/8/2019 11:33 AM
20	Retired	8/8/2019 2:26 AM
21	SAHM to special needs son frequently seeking local PT work.	8/8/2019 2:17 AM
22	stay at home mom	8/8/2019 1:58 AM
23	Retired police officer	8/6/2019 3:16 PM
24	Retired	8/6/2019 3:13 PM
25	Retired	8/6/2019 9:02 AM
26	Retired	8/6/2019 2:43 AM
27	Stay at home mother	8/3/2019 7:05 PM
28	Westchester County, NY	8/3/2019 12:43 AM
29	retired	8/2/2019 5:51 PM
30	Parsippany, New Jersey	8/2/2019 12:53 AM
31	Carbon county	8/1/2019 10:57 PM
32	Retired department of defense	8/1/2019 7:28 PM
33	Morris county, New Jersey	8/1/2019 5:39 PM
34	Formerly Morris County, NJ	8/1/2019 5:26 PM
35	Disabled	8/1/2019 4:48 PM
36	essex county	8/1/2019 4:11 PM
37	Cherry Hill, NJ	8/1/2019 3:22 PM
38	Retired	8/1/2019 2:55 PM
39	Wayne county	8/1/2019 1:34 PM
40	Stay home mom husband work l'm nj	8/1/2019 1:21 PM

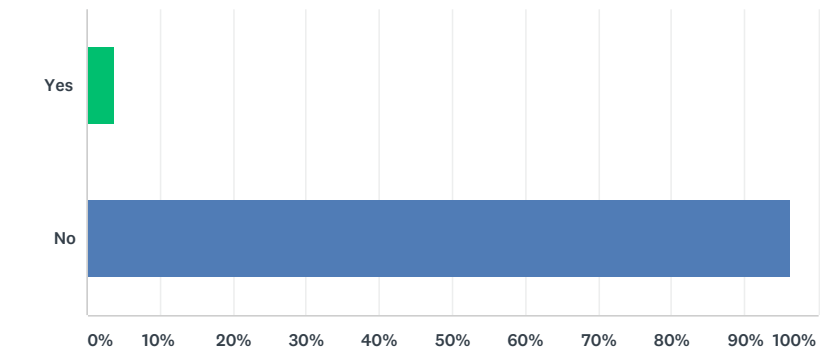
Lehman Township Comprehensive Plan

SurveyMonkey

41	Essex County, NJ — but usually I telecommute from home	8/1/2019 1:20 PM
42	Telecommuter. Corporate HQ in South Carolina	8/1/2019 1:17 PM
43	morris county, NJ	8/1/2019 1:02 PM
44	Morris, NJ	8/1/2019 12:14 PM
45	I service all those areas	8/1/2019 11:59 AM
46	My kids father works in New York City. It's hard to work here by yourself with all the snow days, early dismissals, two and three hour school delays.	8/1/2019 11:55 AM
47	Morris County NJ Morris Plains	8/1/2019 12:18 AM
48	Retired	7/31/2019 10:46 PM
49	Educational Consultant Online	7/31/2019 2:44 PM
50	Retired	7/31/2019 11:57 AM
51	Retired	7/31/2019 9:25 AM
52	Essex County, NJ	7/30/2019 7:52 PM

Q12 Do you own a business in Lehman Township?

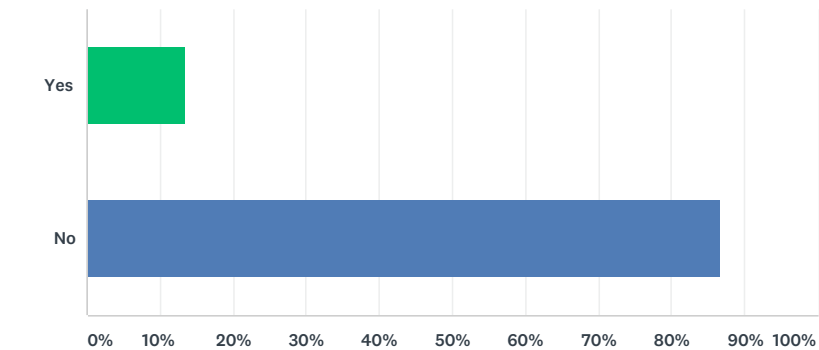
Answered: 160 Skipped: 3



ANSWER CHOICES		RESPONSES	
Yes		3.75%	6
No		96.25%	154
TOTAL			160

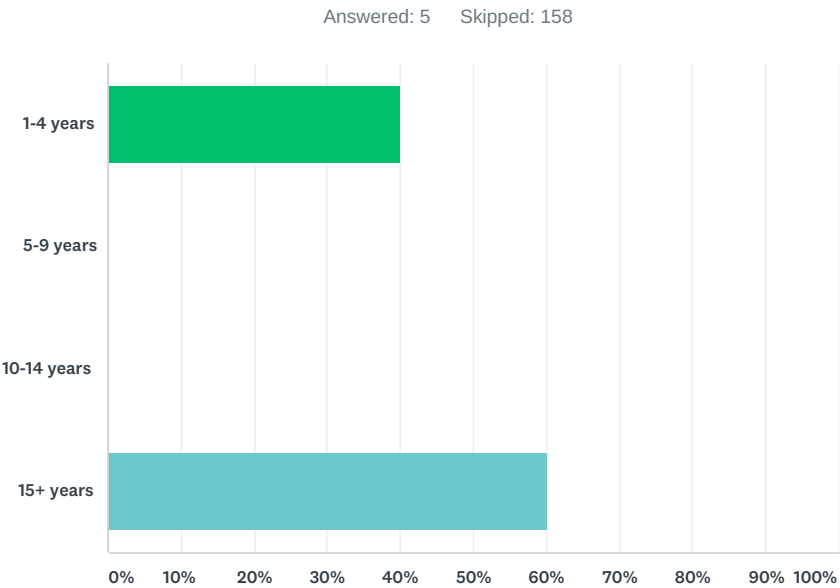
Q13 If you answered yes to Question 12, do you own your own building?

Answered: 15 Skipped: 148



ANSWER CHOICES		RESPONSES	
Yes		13.33%	2
No		86.67%	13
TOTAL			15

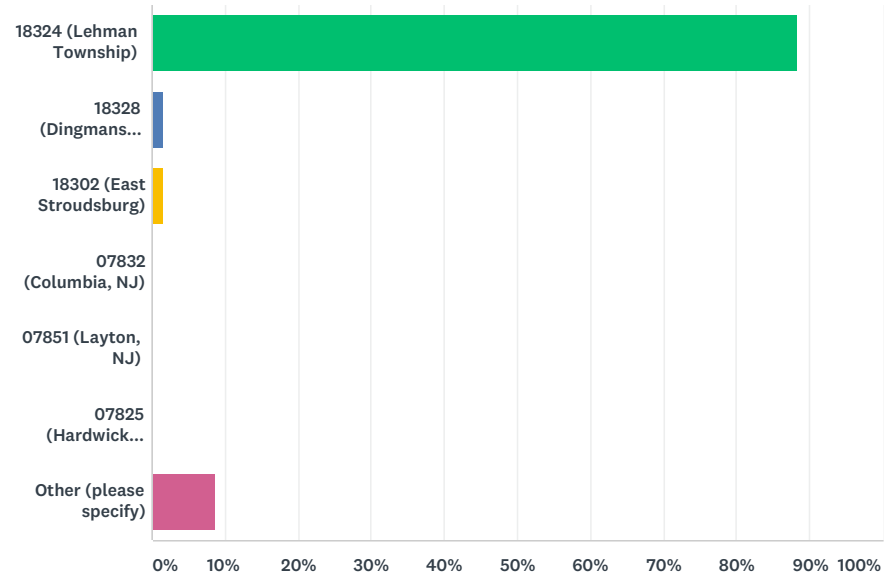
Q14 If you answered yes to Question 12, how long have you owned a business in Lehman Township?



ANSWER CHOICES	RESPONSES	
1-4 years	40.00%	2
5-9 years	0.00%	0
10-14 years	0.00%	0
15+ years	60.00%	3
TOTAL		5

Q15 To provide the most accurate analysis of an employee’s alternative commuting options, what is your home zip code (post office is in parentheses)?

Answered: 129 Skipped: 34



ANSWER CHOICES		RESPONSES	
18324 (Lehman Township)		88.37%	114
18328 (Dingmans Ferry)		1.55%	2
18302 (East Stroudsburg)		1.55%	2
07832 (Columbia, NJ)		0.00%	0
07851 (Layton, NJ)		0.00%	0
07825 (Hardwick Township, NJ)		0.00%	0
Other (please specify)		8.53%	11
TOTAL			129

#	OTHER (PLEASE SPECIFY)	DATE
1	18371	9/9/2019 2:19 PM
2	08054 (Mount Laurel, New Jersey)	9/7/2019 4:37 AM
3	19047	9/7/2019 1:28 AM
4	18371 (Tamiment, PA)	8/23/2019 11:02 PM
5	18428 Hawley	8/7/2019 2:29 AM
6	18371	8/6/2019 3:27 PM
7	18371	8/6/2019 3:18 PM

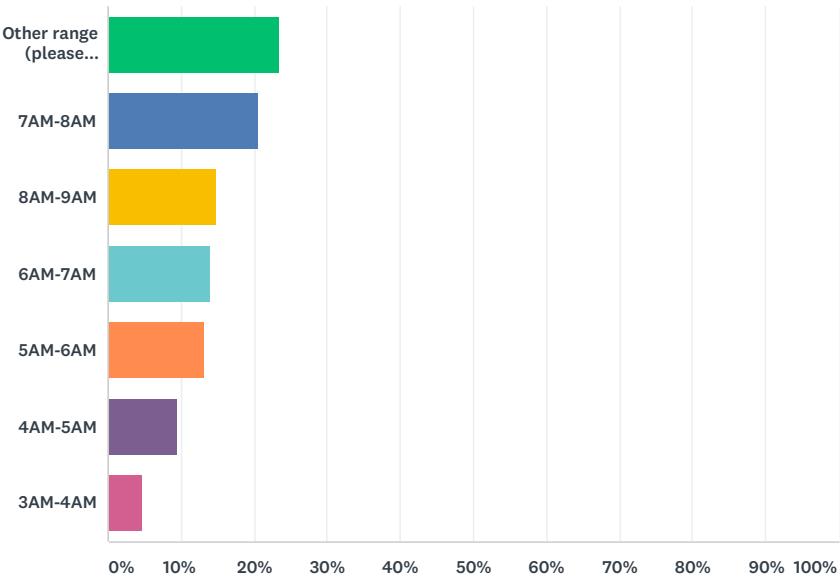
Lehman Township Comprehensive Plan

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8	07054 (Parsippany NJ)	8/1/2019 12:22 AM
9	18371	7/31/2019 2:14 PM
10	07060	7/31/2019 1:05 PM
11	18951	7/31/2019 11:55 AM

Q16 What time do you typically leave home for work?

Answered: 107 Skipped: 56



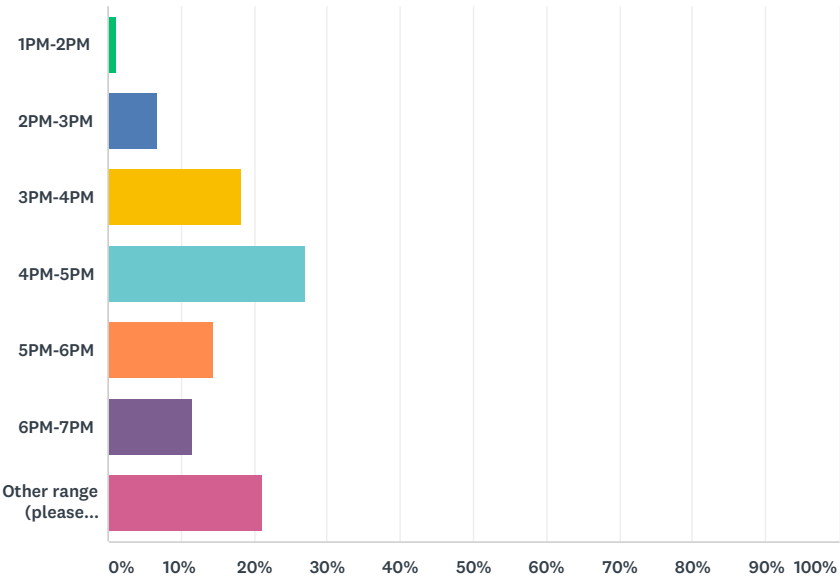
ANSWER CHOICES		RESPONSES	
Other range (please specify)		23.36%	25
7AM-8AM		20.56%	22
8AM-9AM		14.95%	16
6AM-7AM		14.02%	15
5AM-6AM		13.08%	14
4AM-5AM		9.35%	10
3AM-4AM		4.67%	5
TOTAL			107

#	OTHER RANGE (PLEASE SPECIFY)	DATE
1	5:30pm	10/30/2019 8:48 PM
2	Do not work	9/8/2019 12:07 PM
3	varies; I usually work from home	9/7/2019 10:25 PM
4	retired	9/7/2019 2:20 PM
5	N/A I work from home on-line	9/7/2019 4:58 AM
6	Retired	9/7/2019 4:37 AM
7	24/7	9/7/2019 12:12 AM
8	Retired early in 2017	9/4/2019 6:28 PM
9	6pm	8/7/2019 9:21 PM

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10	Retired	8/6/2019 3:27 PM
11	Work from home	8/2/2019 7:04 PM
12	11am-12pm	8/2/2019 2:00 AM
13	retired n/a	8/1/2019 4:32 PM
14	Usually work from home. When going to my NJ office, I leave home at 5:30AM.	8/1/2019 1:40 PM
15	Don't work	8/1/2019 1:30 PM
16	I don't work but my kids father leaves a 3:30 am on Mondays	8/1/2019 12:27 PM
17	Work from home	8/1/2019 11:56 AM
18	Work from home	8/1/2019 11:27 AM
19	1:30pm	8/1/2019 5:18 AM
20	Retired	7/31/2019 10:55 PM
21	1030am-1130am	7/31/2019 7:04 PM
22	Work from home	7/31/2019 2:10 PM
23	6pm-7:30am	7/31/2019 12:11 PM
24	Retired	7/31/2019 9:34 AM
25	4pm-5pm	7/30/2019 8:11 PM

Q17 What time do you typically leave work?

Answered: 104 Skipped: 59



ANSWER CHOICES	RESPONSES	
1PM-2PM	0.96%	1
2PM-3PM	6.73%	7
3PM-4PM	18.27%	19
4PM-5PM	26.92%	28
5PM-6PM	14.42%	15
6PM-7PM	11.54%	12
Other range (please specify)	21.15%	22
TOTAL		104

#	OTHER RANGE (PLEASE SPECIFY)	DATE
1	11:00pm	10/30/2019 8:48 PM
2	Depends on the day	9/13/2019 2:42 PM
3	Do not work	9/8/2019 12:07 PM
4	varies; I usually work from home	9/7/2019 10:25 PM
5	retired	9/7/2019 2:20 PM
6	NA	9/7/2019 4:37 AM
7	When called.	9/7/2019 12:12 AM
8	varies daily	8/22/2019 9:02 PM
9	7am	8/7/2019 9:21 PM

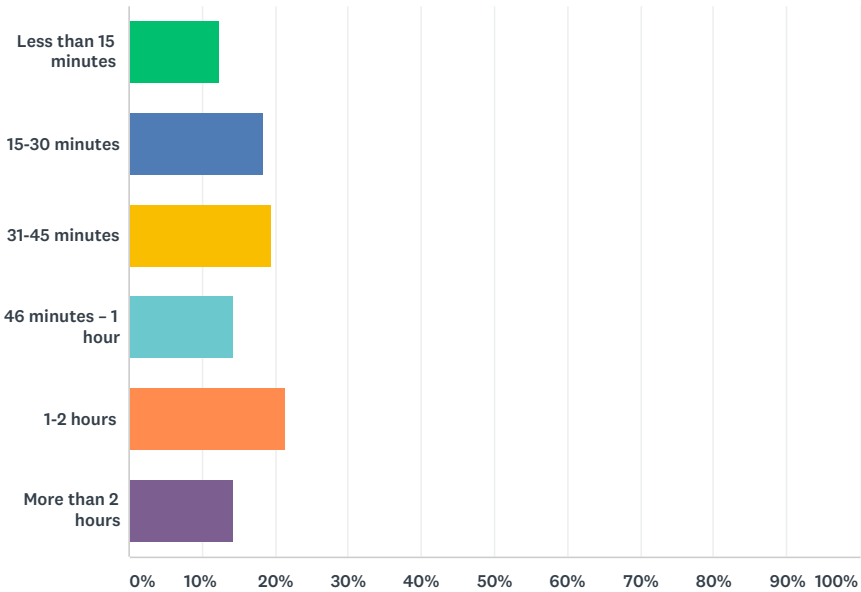
Lehman Township Comprehensive Plan

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10	na	8/6/2019 3:27 PM
11	Na	8/6/2019 9:10 AM
12	Work from home	8/2/2019 7:04 PM
13	retired n/a	8/1/2019 4:32 PM
14	Usually work from home. When I'm at my NJ office, I leave there after 7PM.	8/1/2019 1:40 PM
15	Work from home	8/1/2019 11:56 AM
16	11pm	8/1/2019 5:18 AM
17	Retired	7/31/2019 10:55 PM
18	930pm-1030pm	7/31/2019 7:04 PM
19	7p-8p	7/31/2019 12:56 PM
20	7:30am	7/31/2019 12:11 PM
21	Retired	7/31/2019 9:34 AM
22	1am-2am	7/30/2019 8:11 PM

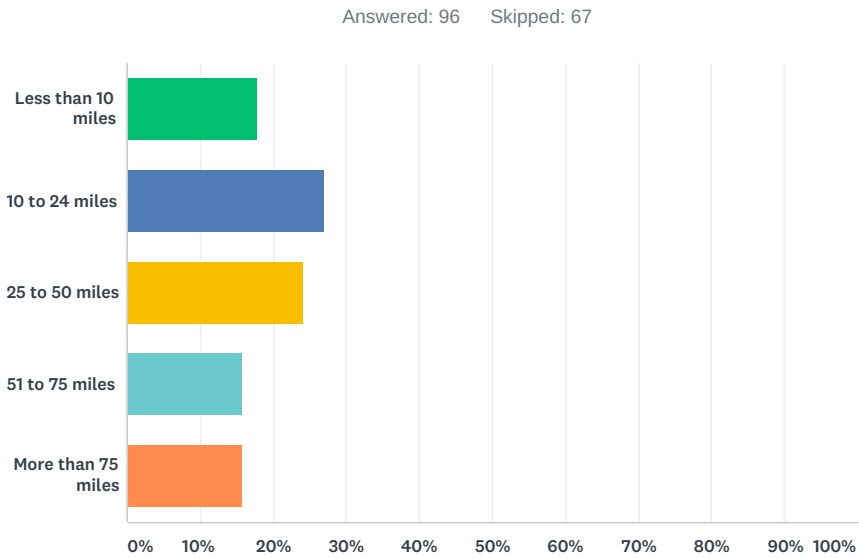
Q18 How long is your typical commute (one way)?

Answered: 98 Skipped: 65



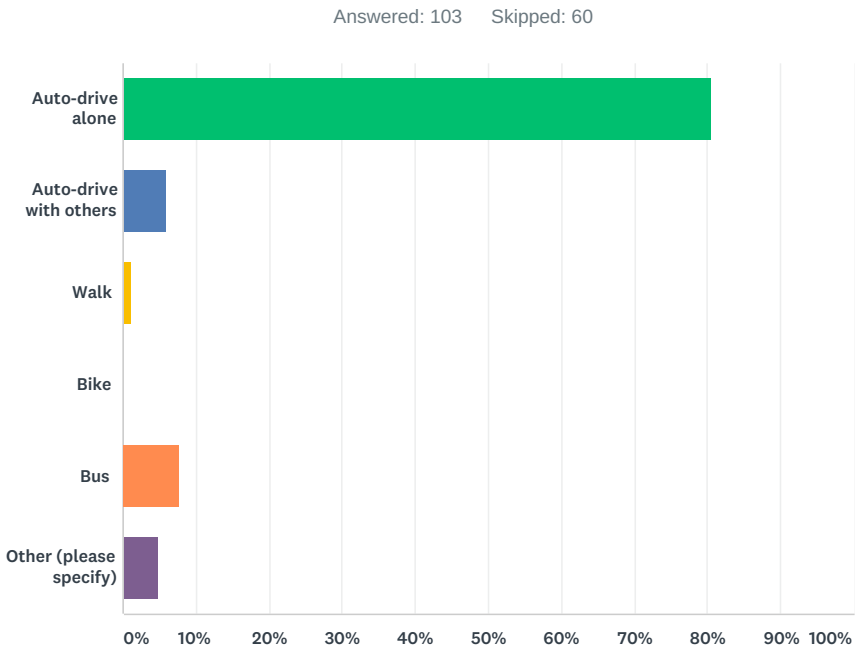
ANSWER CHOICES	RESPONSES	
Less than 15 minutes	12.24%	12
15-30 minutes	18.37%	18
31-45 minutes	19.39%	19
46 minutes – 1 hour	14.29%	14
1-2 hours	21.43%	21
More than 2 hours	14.29%	14
TOTAL		98

Q19 How far do you commute to work (one way)?



ANSWER CHOICES	RESPONSES	
Less than 10 miles	17.71%	17
10 to 24 miles	27.08%	26
25 to 50 miles	23.96%	23
51 to 75 miles	15.63%	15
More than 75 miles	15.63%	15
TOTAL		96

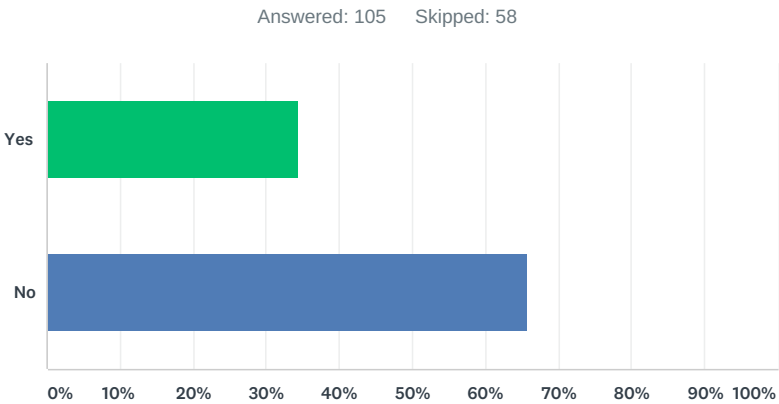
Q20 What is your main mode of transportation to work?



ANSWER CHOICES	RESPONSES	
Auto-drive alone	80.58%	83
Auto-drive with others	5.83%	6
Walk	0.97%	1
Bike	0.00%	0
Bus	7.77%	8
Other (please specify)	4.85%	5
TOTAL		103

#	OTHER (PLEASE SPECIFY)	DATE
1	plane	10/30/2019 8:48 PM
2	NA	9/7/2019 4:37 AM
3	NA	8/6/2019 3:27 PM
4	Home office	8/1/2019 11:29 AM
5	No where	7/31/2019 9:34 AM

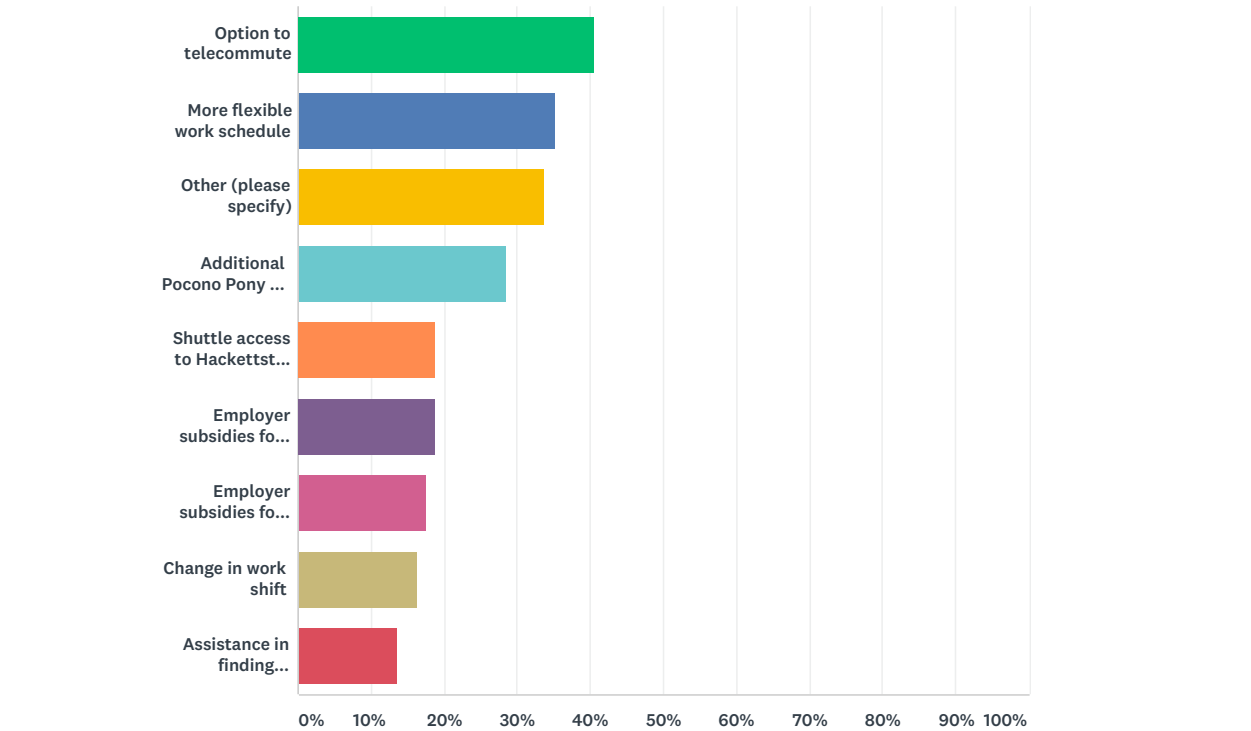
Q21 Would you be interested in commuting alternatives and resources, such as vanpooling, carpooling, biking, transit, etc.?



ANSWER CHOICES	RESPONSES	
Yes	34.29%	36
No	65.71%	69
TOTAL		105

Q22 Please note UP TO 4 things that would improve your commute.

Answered: 74 Skipped: 89



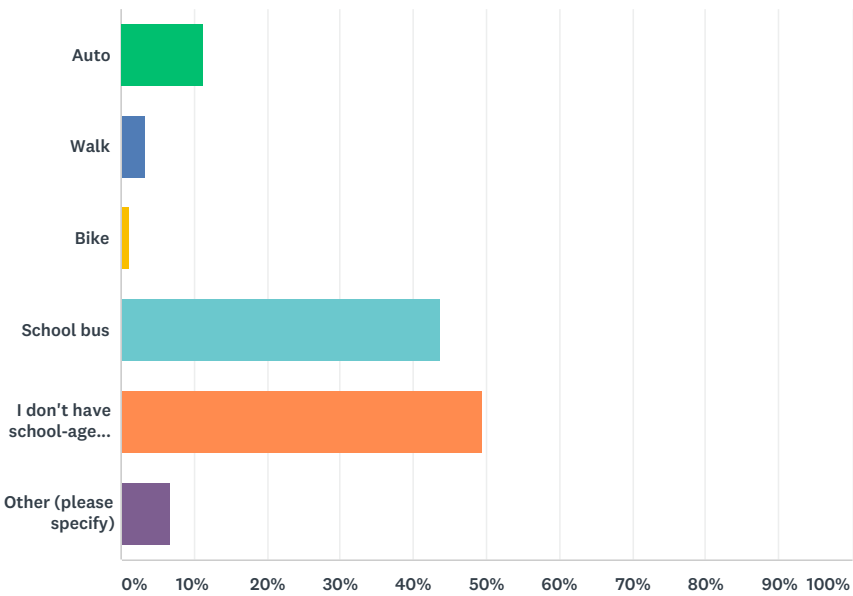
ANSWER CHOICES		RESPONSES	
Option to telecommute		40.54%	30
More flexible work schedule		35.14%	26
Other (please specify)		33.78%	25
Additional Pocono Pony bus stops		28.38%	21
Shuttle access to Hackettstown NJ Transit station		18.92%	14
Employer subsidies for transit use		18.92%	14
Employer subsidies for carpooling/vanpooling		17.57%	13
Change in work shift		16.22%	12
Assistance in finding carpool/vanpool matches		13.51%	10
Total Respondents: 74			

#	OTHER (PLEASE SPECIFY)	DATE
1	Better roads	11/6/2019 12:19 PM
2	more discount martz service	9/13/2019 1:35 PM

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3	retirement	9/9/2019 12:46 PM
4	Train option	9/7/2019 10:25 PM
5	NA	9/7/2019 4:37 AM
6	Amtrak	9/7/2019 12:12 AM
7	More infrastructure - repairing of roads and bridges	9/6/2019 9:54 PM
8	I live in Pine Ridge and work at PEEC. My commute is not a problem.	8/27/2019 7:39 PM
9	I have a company sponsored vehicle and have no choice in commuting	8/8/2019 11:42 AM
10	NA	8/6/2019 3:27 PM
11	I'm satisfied with my commute	8/2/2019 1:43 AM
12	Train to NJ	8/2/2019 1:00 AM
13	retired n/a	8/1/2019 4:32 PM
14	Bring more better paying jobs to The Poconos/NEPA	8/1/2019 1:40 PM
15	being a stay at home mom or working locally	8/1/2019 1:07 PM
16	Create more jobs opportunities nearby	8/1/2019 12:37 PM
17	We need a train that can come to the Delaware Water Gap in order to commute to New York. I had to leave my weekend job there of 16 years because I can't drive to New York and there are no practical buses in the park and ride that travels there on the weekend. Buses are also very expensive and hike up prices at will because very few buses come to this part of Pennsylvania.	8/1/2019 12:27 PM
18	Improved roadways	8/1/2019 12:08 PM
19	Train from where we live to nyc	7/31/2019 3:01 PM
20	Less potholes	7/31/2019 12:51 PM
21	bike lane availability	7/31/2019 12:06 PM
22	train service	7/31/2019 11:55 AM
23	Retired	7/31/2019 9:34 AM
24	Expressway to get to 80, bypassing 209, but not possible because of recreation area	7/30/2019 9:02 PM
25	There is none from here to Milford matamoras	7/30/2019 8:24 PM

Q23 If you have school-age children, what modes of transportation do they use to/from school? Check all that apply.

Answered: 89 Skipped: 74

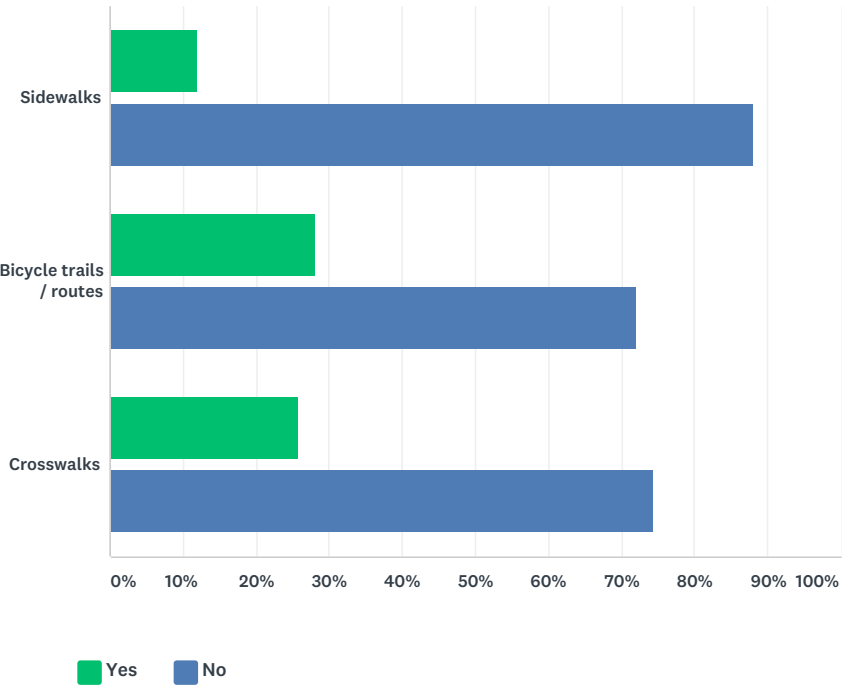


ANSWER CHOICES		RESPONSES	
Auto		11.24%	10
Walk		3.37%	3
Bike		1.12%	1
School bus		43.82%	39
I don't have school-age children		49.44%	44
Other (please specify)		6.74%	6
Total Respondents: 89			

#	OTHER (PLEASE SPECIFY)	DATE
1	Children don't attend school here	9/7/2019 10:25 PM
2	Na	8/6/2019 3:27 PM
3	I drive them to bus stop - to far to walk in the dark in the morning with no sidewalks in Saw Creek	8/1/2019 1:07 PM
4	Kids can't walk or bike they will get killed NJ	8/1/2019 12:23 PM
5	Pick up / drop off	7/31/2019 3:01 PM
6	I drive	7/31/2019 1:05 PM

Q24 Which of the following transportation facilities other than roadways do you and / or your family use in Lehman Township?

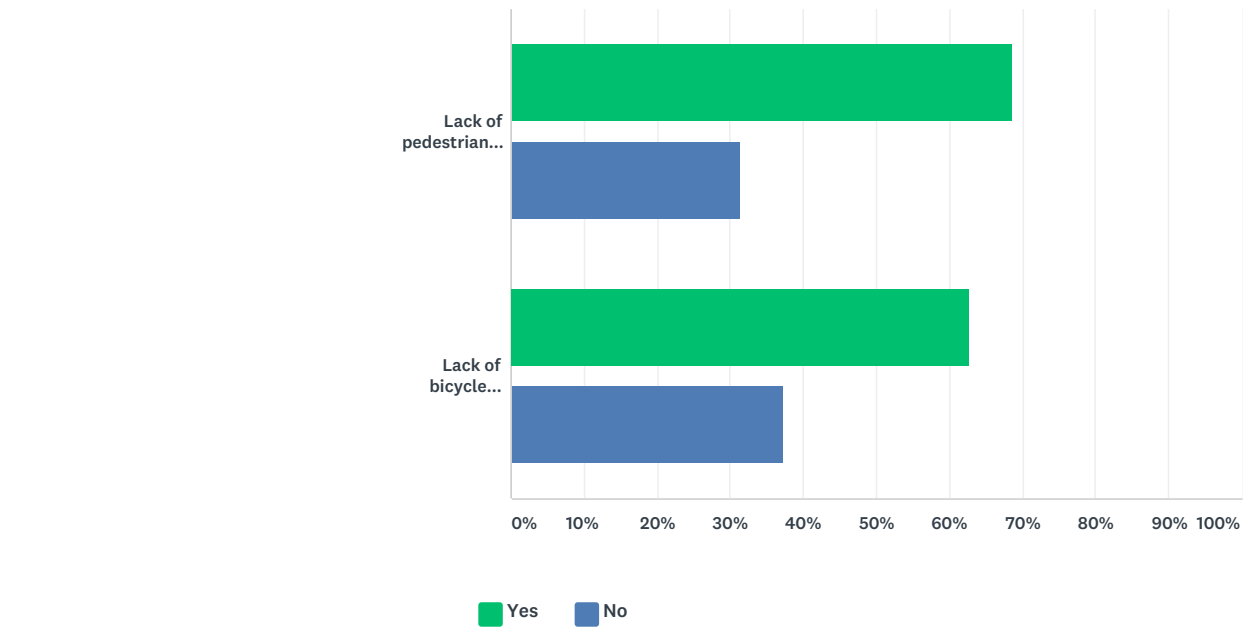
Answered: 116 Skipped: 47



	YES	NO	TOTAL
Sidewalks	11.93% 13	88.07% 96	109
Bicycle trails / routes	28.07% 32	71.93% 82	114
Crosswalks	25.69% 28	74.31% 81	109

Q25 Are there destinations in Lehman Township that you would like to walk or bike to but feel you cannot safely do so because of a:

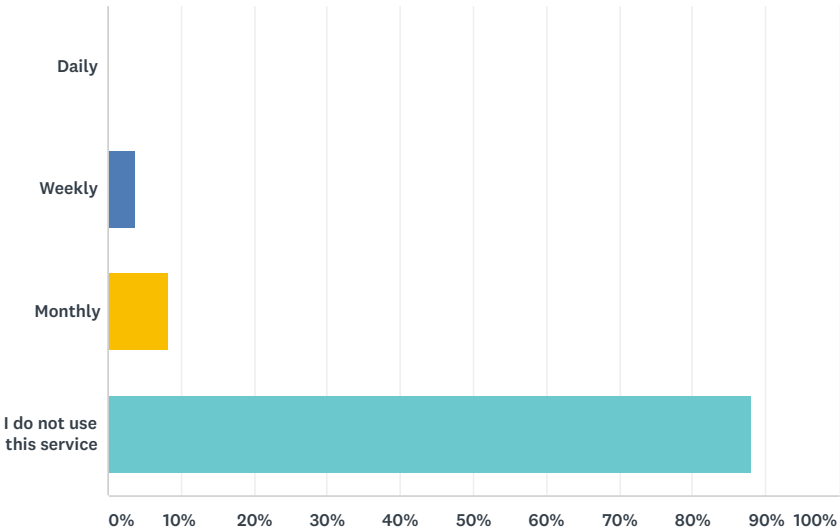
Answered: 123 Skipped: 40



	YES	NO	TOTAL
Lack of pedestrian facilities (e.g. sidewalks, trails, crosswalks):	68.60% 83	31.40% 38	121
Lack of bicycle facilities (e.g. trails, bike lanes, bike parking):	62.73% 69	37.27% 41	110

Q26 How often do you use the summer National Park Service ‘River Runner’ bus shuttle between Monroe County and Milford?

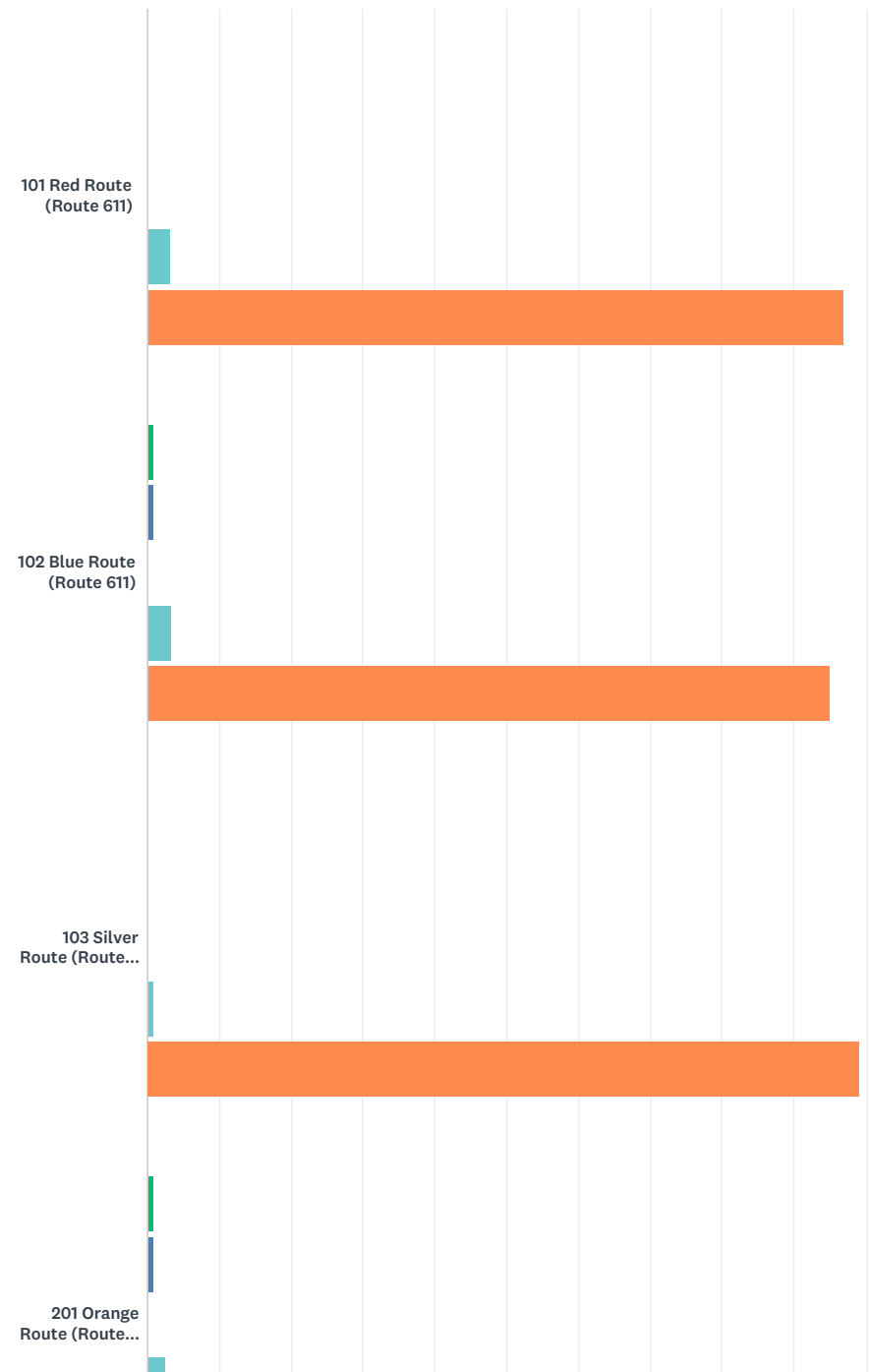
Answered: 134 Skipped: 29



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
Weekly	3.73%	5
Monthly	8.21%	11
I do not use this service	88.06%	118
TOTAL		134

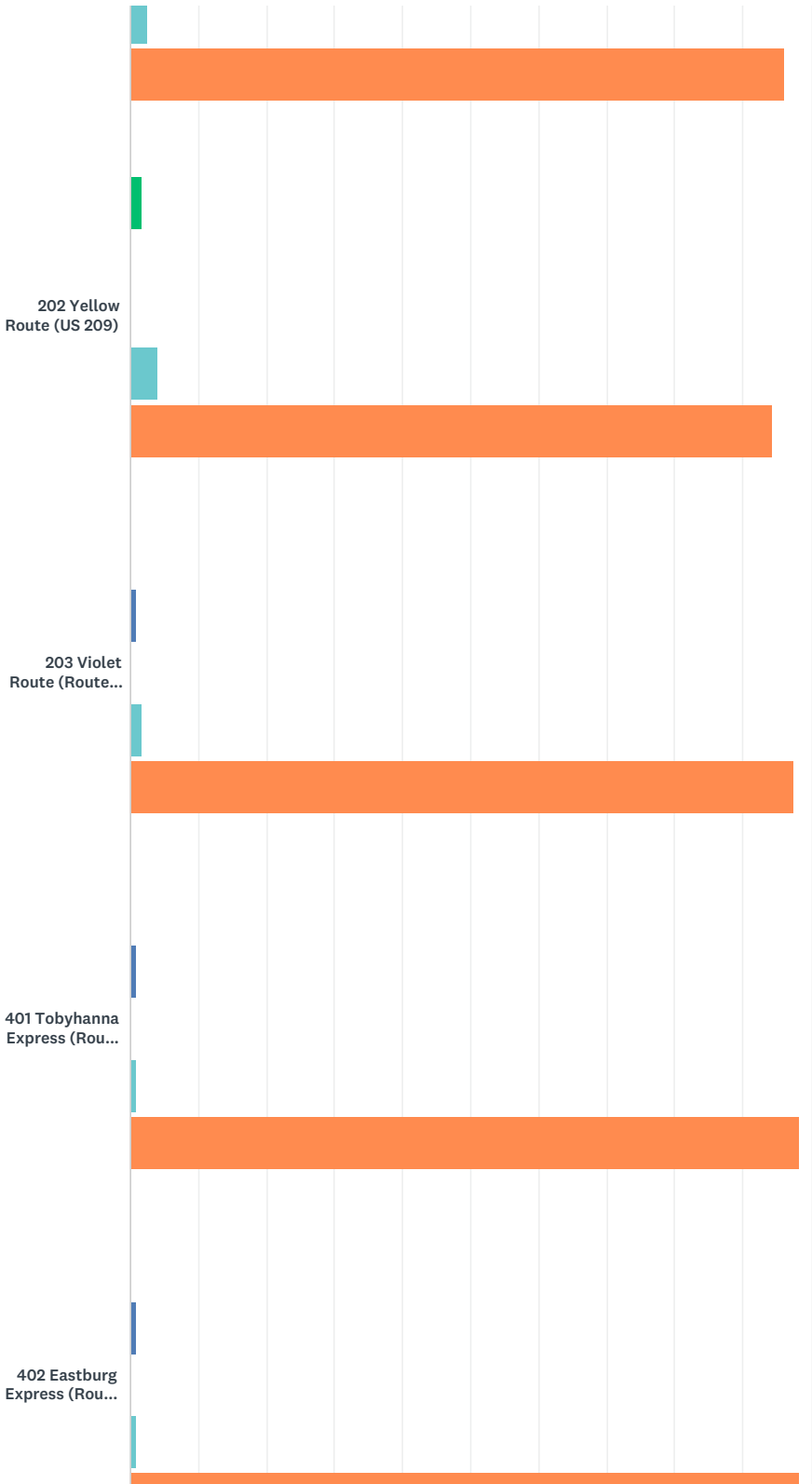
Q27 How often do you utilize the Pocono Pony bus service and which route(s) do you use (major road traveled is in parentheses)?

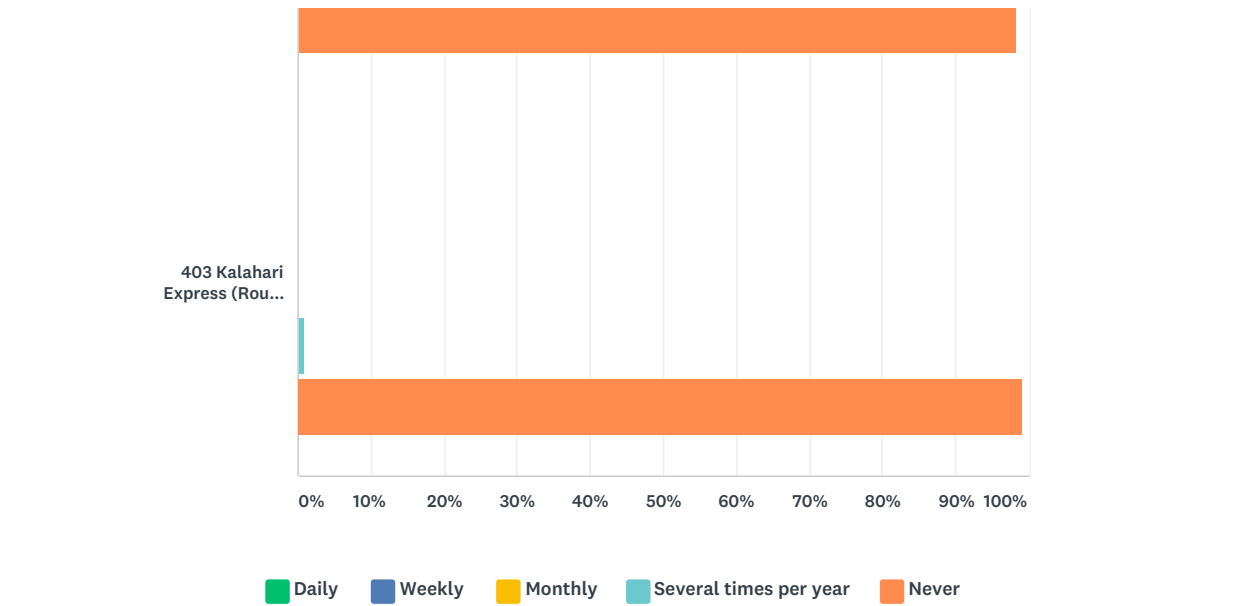
Answered: 128 Skipped: 35



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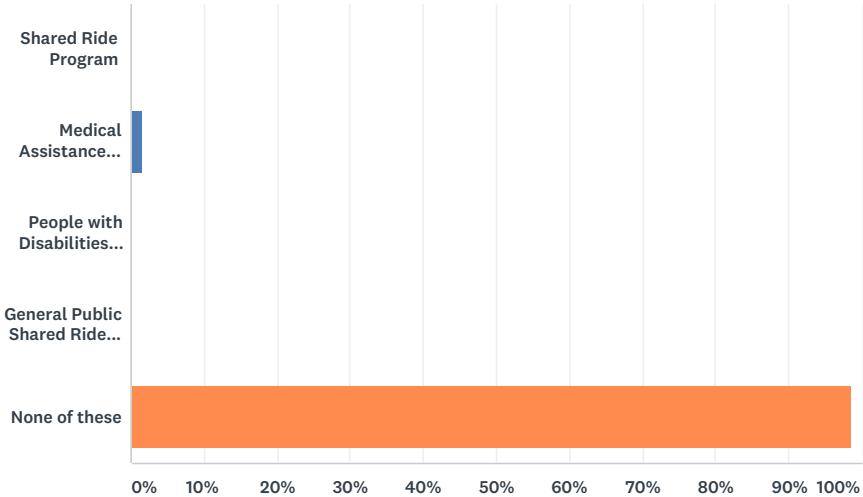




	DAILY	WEEKLY	MONTHLY	SEVERAL TIMES PER YEAR	NEVER	TOTAL
101 Red Route (Route 611)	0.00% 0	0.00% 0	0.00% 0	3.15% 4	96.85% 123	127
102 Blue Route (Route 611)	0.82% 1	0.82% 1	0.00% 0	3.28% 4	95.08% 116	122
103 Silver Route (Route 196)	0.00% 0	0.00% 0	0.00% 0	0.81% 1	99.19% 122	123
201 Orange Route (Route 115 / Route 715 / Route 611 / Route 33 / US 209 / I-80)	0.81% 1	0.81% 1	0.00% 0	2.44% 3	95.93% 118	123
202 Yellow Route (US 209)	1.61% 2	0.00% 0	0.00% 0	4.03% 5	94.35% 117	124
203 Violet Route (Route 191 / Route 447)	0.00% 0	0.82% 1	0.00% 0	1.64% 2	97.54% 119	122
401 Tobyhanna Express (Route 611)	0.00% 0	0.81% 1	0.00% 0	0.81% 1	98.37% 121	123
402 Eastburg Express (Route 196 / Route 611)	0.00% 0	0.83% 1	0.00% 0	0.83% 1	98.35% 119	121
403 Kalahari Express (Route 940 / Route 314 / Route 611)	0.00% 0	0.00% 0	0.00% 0	0.83% 1	99.17% 120	121

Q28 Which of the following Monroe County Transit Authority services do you use? Check all that apply.

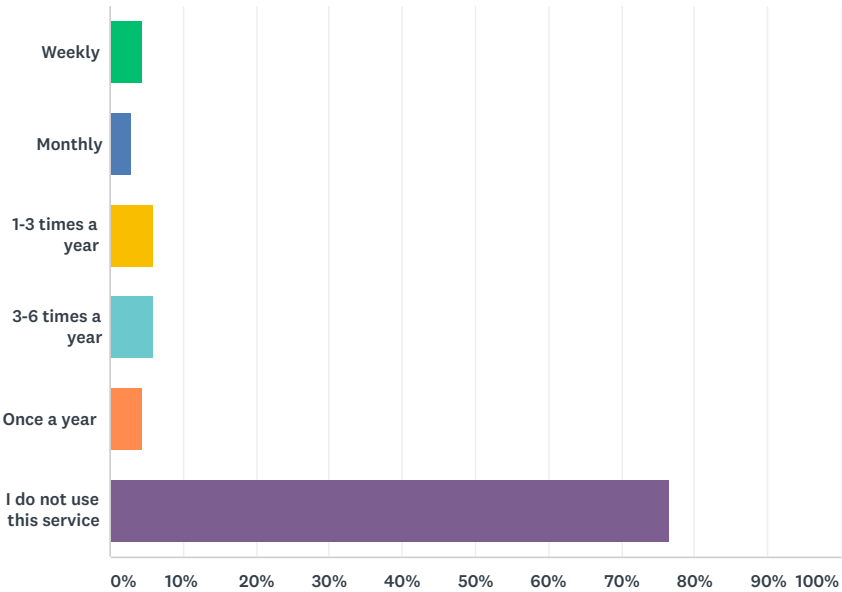
Answered: 131 Skipped: 32



ANSWER CHOICES	RESPONSES	
Shared Ride Program	0.00%	0
Medical Assistance Transportation Program	1.53%	2
People with Disabilities Program	0.00%	0
General Public Shared Ride Program	0.00%	0
None of these	98.47%	129
Total Respondents: 131		

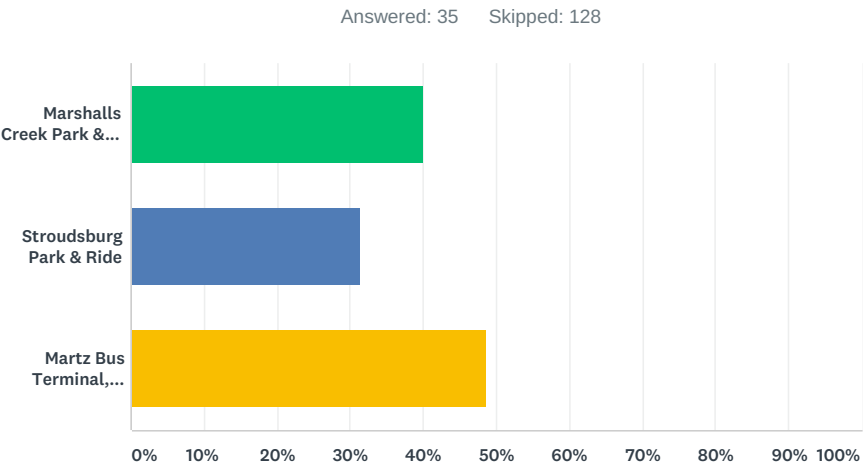
Q29 How often do you use the Martz Trailways bus service?

Answered: 136 Skipped: 27



ANSWER CHOICES	RESPONSES	
Weekly	4.41%	6
Monthly	2.94%	4
1-3 times a year	5.88%	8
3-6 times a year	5.88%	8
Once a year	4.41%	6
I do not use this service	76.47%	104
TOTAL		136

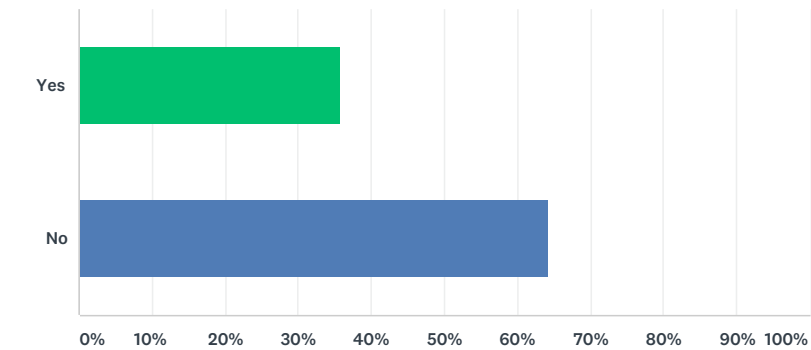
Q30 If you use Martz Trailways bus services, which location(s) do you depart from?



ANSWER CHOICES	RESPONSES	
Marshalls Creek Park & Ride	40.00%	14
Stroudsburg Park & Ride	31.43%	11
Martz Bus Terminal, Foxtown Hill Road	48.57%	17
Total Respondents: 35		

Q31 Would you benefit from additional Park & Ride locations in or adjacent to Lehman Township?

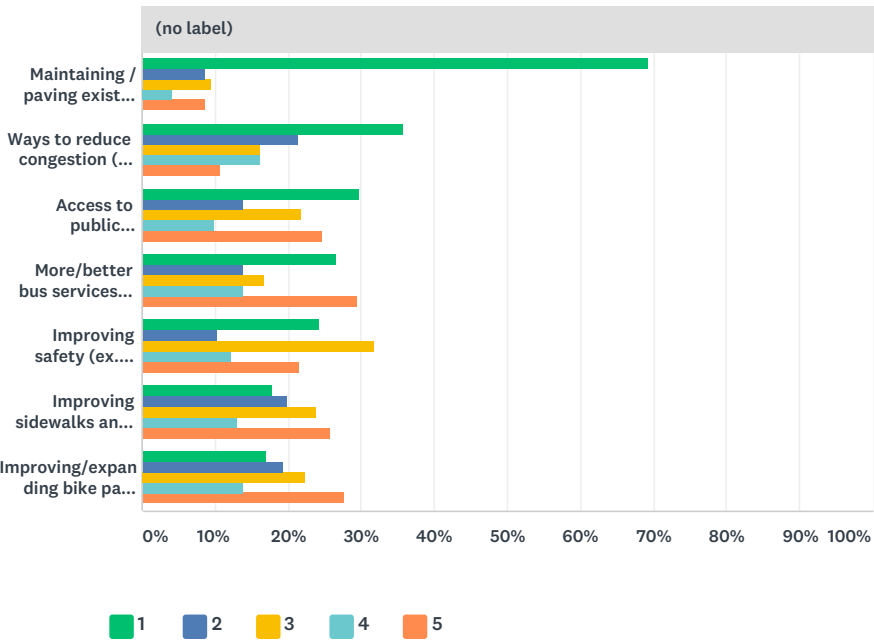
Answered: 126 Skipped: 37



ANSWER CHOICES	RESPONSES	
Yes	35.71%	45
No	64.29%	81
TOTAL		126

Q32 Rank the five (5) most important issues affecting transportation in Lehman Township? (1 = High Priority, 5 = Low Priority)

Answered: 125 Skipped: 38



(no label)						
	1	2	3	4	5	TOTAL
Maintaining / paving existing roads	69.23% 81	8.55% 10	9.40% 11	4.27% 5	8.55% 10	117
Ways to reduce congestion (ex. Turning lanes, road widening)	35.71% 40	21.43% 24	16.07% 18	16.07% 18	10.71% 12	112
Access to public transportation	29.70% 30	13.86% 14	21.78% 22	9.90% 10	24.75% 25	101
More/better bus services and routes	26.47% 27	13.73% 14	16.67% 17	13.73% 14	29.41% 30	102
Improving safety (ex. Signals, crosswalks, traffic calming)	24.30% 26	10.28% 11	31.78% 34	12.15% 13	21.50% 23	107
Improving sidewalks and pedestrians paths	17.82% 18	19.80% 20	23.76% 24	12.87% 13	25.74% 26	101
Improving/expanding bike paths and routes	17.02% 16	19.15% 18	22.34% 21	13.83% 13	27.66% 26	94

#	OTHER (PLEASE SPECIFY)	DATE
1	Best thing this Township can do is bringing Amtrak Rail Services	9/7/2019 12:12 AM
2	train	9/1/2019 8:16 AM
3	Presence of local police for dangerous traffic violations occuring daily along local back roads and 209.	8/8/2019 2:22 AM

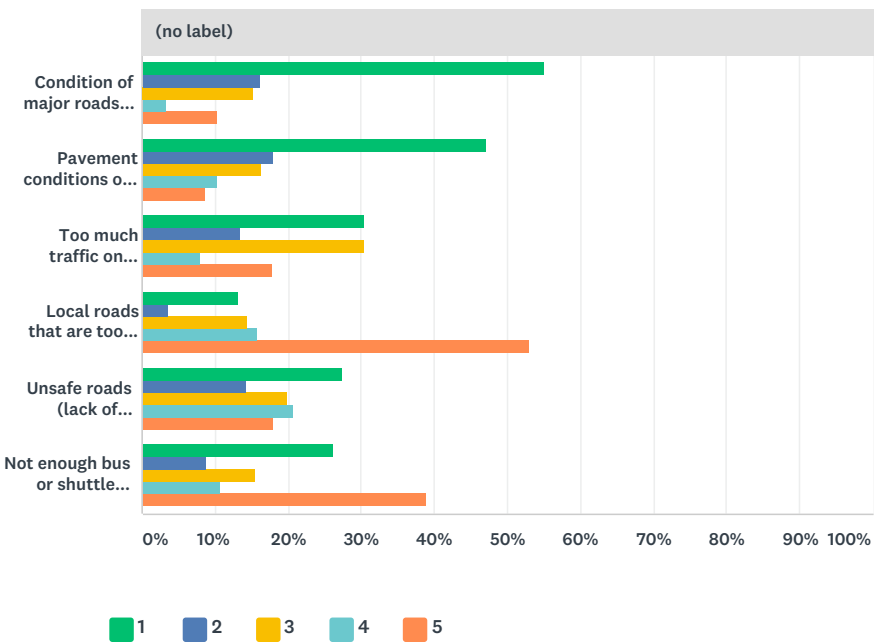
Lehman Township Comprehensive Plan

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4	Train service	8/6/2019 3:35 AM
5	I drive everywhere and do not use public transportation	8/6/2019 2:48 AM
6	New York came here, we have backroads and wildlife, we would like to keep. There is no need for new roads, streetlights, etc.	8/2/2019 5:31 PM
7	there is no sidewalks or crosswalks in Lehman township - is there?	8/1/2019 1:07 PM
8	We need better bus services and more often. We don't take the bus as often because there are no posted signs of when does to expect the bus to arrive or if it's going to go to the destination you want. There are also many buses to switch to making the trip expensive with a family of four. If we had trains, that would be easier and it would get more people to move to this part of Pennsylvania.	8/1/2019 12:27 PM
9	There's no bus to or from our community and it too far to walk to rt 209 potholes along roadways. And lower Lakeview drive is horrible trees erosion before winona falls rd	8/1/2019 12:23 PM
10	more police presence, give local polic radar to do speed enforcement. To many people drive like jerks	7/30/2019 7:38 PM

Q33 Rank the top five (5) concerns you have about transportation in Lehman Township (1 = High Priority, 5 = Low Priority)

Answered: 124 Skipped: 39



(no label)						
	1	2	3	4	5	TOTAL
Condition of major roads like Bushkill Falls Road and Milford Road	55.08%	16.10%	15.25%	3.39%	10.17%	
	65	19	18	4	12	118
Pavement conditions of local roads	47.01%	17.95%	16.24%	10.26%	8.55%	
	55	21	19	12	10	117
Too much traffic on local roads	30.36%	13.39%	30.36%	8.04%	17.86%	
	34	15	34	9	20	112
Local roads that are too wide	13.25%	3.61%	14.46%	15.66%	53.01%	
	11	3	12	13	44	83
Unsafe roads (lack of crosswalks, signals, fast traffic, etc.)	27.36%	14.15%	19.81%	20.75%	17.92%	
	29	15	21	22	19	106
Not enough bus or shuttle service	26.21%	8.74%	15.53%	10.68%	38.83%	
	27	9	16	11	40	103

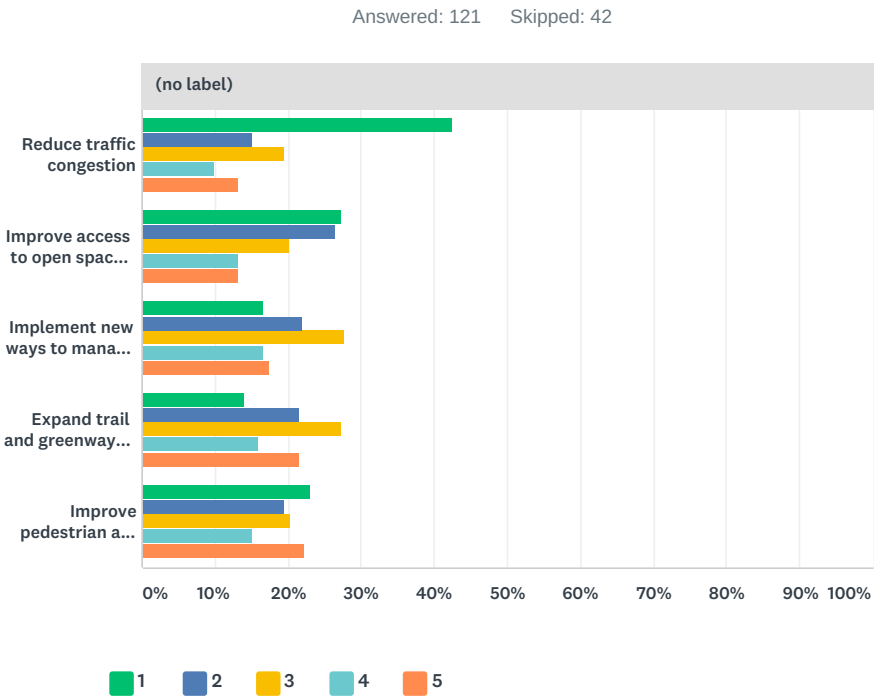
#	OTHER (PLEASE SPECIFY)	DATE
1	Fast Traffic	10/26/2019 1:44 PM
2	5 - Narrow roads	9/7/2019 10:25 PM
3	Have additional access to I-80 near Bushkill !!!	9/7/2019 12:12 AM
4	Given the sheer distance between virtually everything, bicycle and pedestrian improvements would be seldom used if at all. If reliable, bus service to and from Lehman may be most useful. The closest it comes is the Park entrance.	9/4/2019 6:28 PM

Lehman Township Comprehensive Plan

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5	i'm tired of being passed in no passing zones. wider roads with more passing lanes are needed	9/1/2019 8:16 AM
6	Frequent high-speed speeding and frequent running of stop signs and frequent (other) illegal driving maneuvers	8/8/2019 2:22 AM
7	Get rid of the tourists	8/1/2019 7:34 PM
8	We need a train	8/1/2019 12:27 PM

Q34 Rank from 1 to 5 how you think Lehman Township leaders and stakeholders should allocate their resources? (1 = High Priority, 5 = Low Priority)



(no label)						
	1	2	3	4	5	TOTAL
Reduce traffic congestion	42.48% 48	15.04% 17	19.47% 22	9.73% 11	13.27% 15	113
Improve access to open space and recreation opportunities	27.19% 31	26.32% 30	20.18% 23	13.16% 15	13.16% 15	114
Implement new ways to manage stormwater	16.51% 18	22.02% 24	27.52% 30	16.51% 18	17.43% 19	109
Expand trail and greenway infrastructure	14.02% 15	21.50% 23	27.10% 29	15.89% 17	21.50% 23	107
Improve pedestrian and bicycle safety	23.01% 26	19.47% 22	20.35% 23	15.04% 17	22.12% 25	113

#	OTHER (PLEASE SPECIFY)	DATE
1	4 - Increase opportunities for walking/biking	9/7/2019 10:25 PM
2	Do not allow further development without improvements to traffic flow, safety and access to I-80.	9/7/2019 12:12 AM
3	The Entrance to Bushkill from the Park entrance looks like you've entered an abandoned town. NPS will not approach the DOI, hiding under the Hatch Act. Bypassing the NPS and DOI is the only way.	9/4/2019 6:28 PM
4	Better planned roads. Build a direct road along the electrical right of way between Wickes/Sugar Mountain Roads and Bushkill Falls Rd.	8/1/2019 1:40 PM

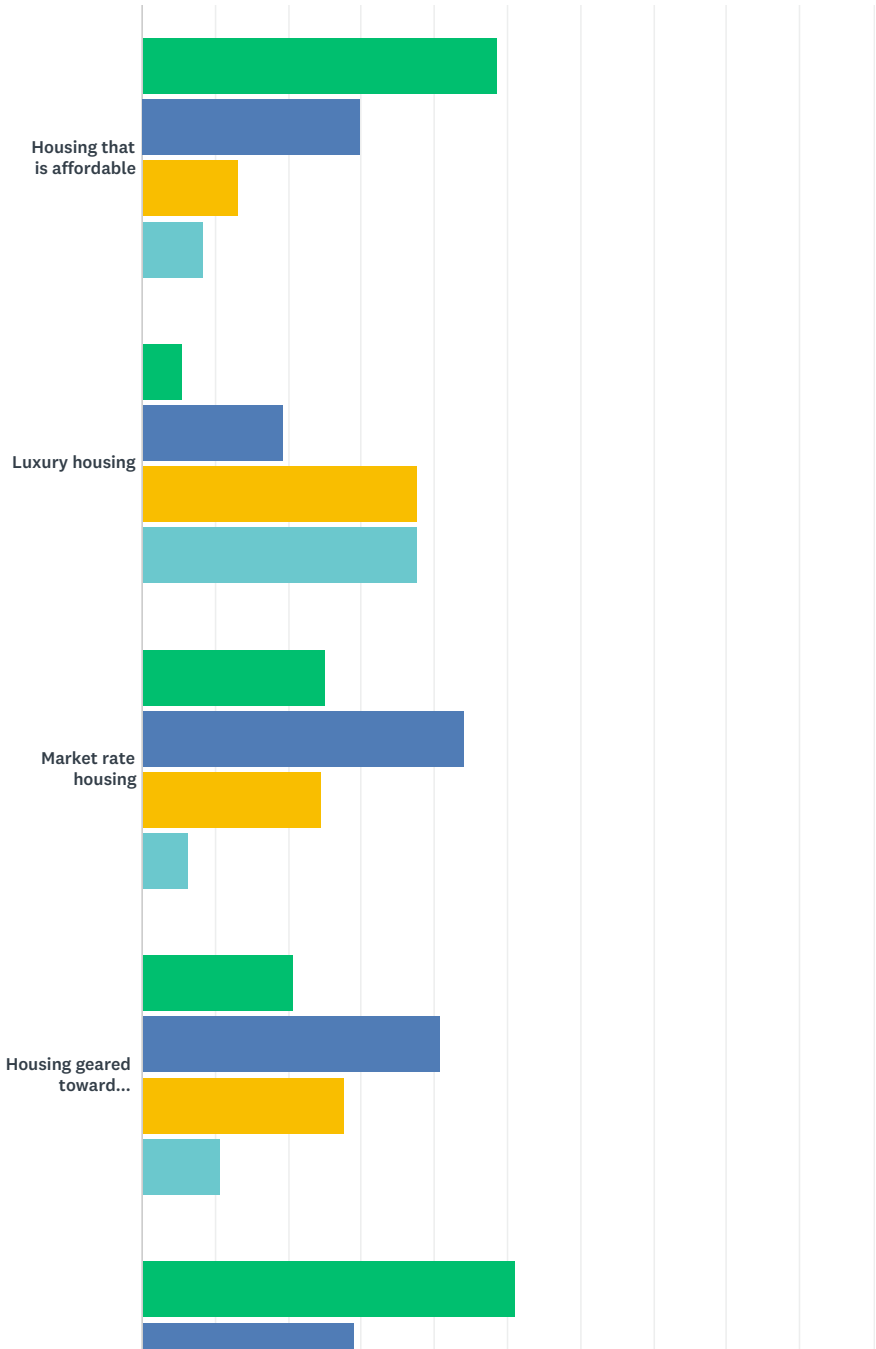
Lehman Township Comprehensive Plan

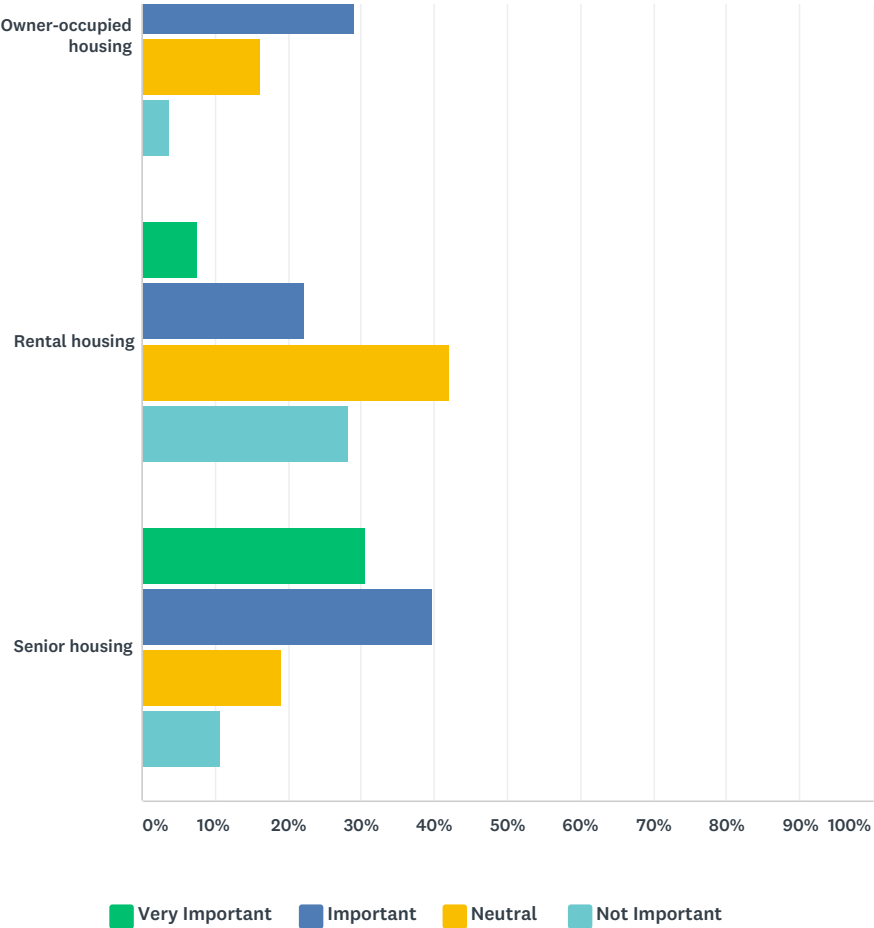
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5	This are needs more businesses. Everything is a 30 to 40 minutes drive. We need more discount Department store. Not family dollar or Odd Lots that sells garbage. We need more grocery stores, an IKEA, a Bobs Furniture Store not just Raymond and Flanigan that is too expensive that people can't afford it. We also need Milford road to have two lanes for each way. People like to tailgate to force you to drive faster and it makes driving unsafe with just one lane each way.	8/1/2019 12:27 PM
6	Most roads are not suitable for bike safety as too narrow and not paved correctly	8/1/2019 12:22 AM
7	Install sidewalks for walking to improve health	7/31/2019 12:56 PM
8	Do more of what Middle Smithfield does	7/31/2019 1:56 AM

Q35 How important is it that the following types of housing are available in Lehman Township? Please indicate if it's very important, important, if you are neutral or not important.

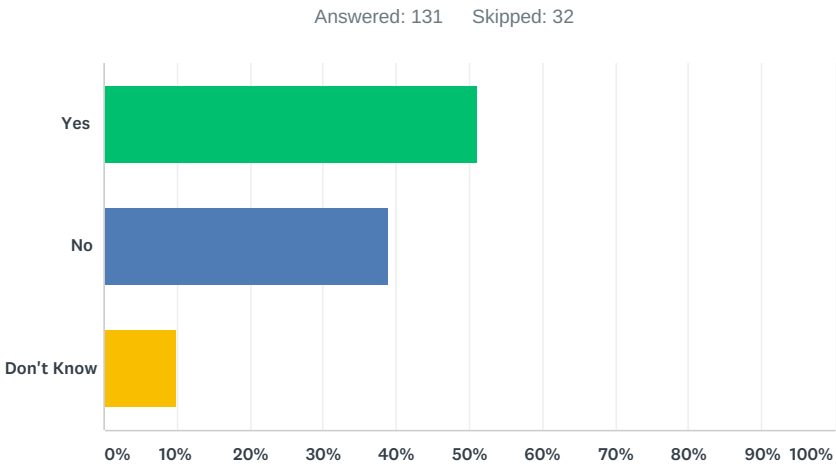
Answered: 131 Skipped: 32





	VERY IMPORTANT	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Housing that is affordable	48.46% 63	30.00% 39	13.08% 17	8.46% 11	130	1.82
Luxury housing	5.38% 7	19.23% 25	37.69% 49	37.69% 49	130	3.08
Market rate housing	25.20% 32	44.09% 56	24.41% 31	6.30% 8	127	2.12
Housing geared toward first-time home buyers	20.77% 27	40.77% 53	27.69% 36	10.77% 14	130	2.28
Owner-occupied housing	51.15% 67	29.01% 38	16.03% 21	3.82% 5	131	1.73
Rental housing	7.63% 10	22.14% 29	41.98% 55	28.24% 37	131	2.91
Senior housing	30.53% 40	39.69% 52	19.08% 25	10.69% 14	131	2.10

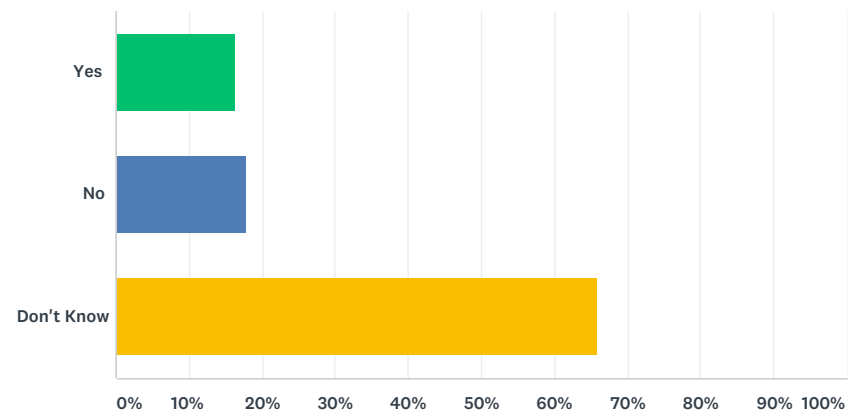
Q36 Do you spend more than 30% of your income on housing costs? (ex. Principal/ interest on mortgage, insurance, taxes, rent and utilities for renters, etc.)



ANSWER CHOICES	RESPONSES	
Yes	51.15%	67
No	38.93%	51
Don't Know	9.92%	13
TOTAL		131

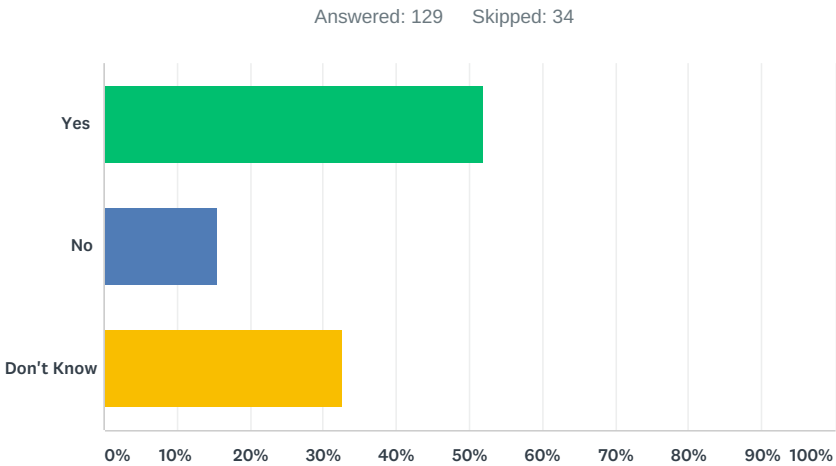
Q37 Do you feel that there is enough rental housing in your price range in Lehman Township?

Answered: 129 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	16.28%	21
No	17.83%	23
Don't Know	65.89%	85
TOTAL		129

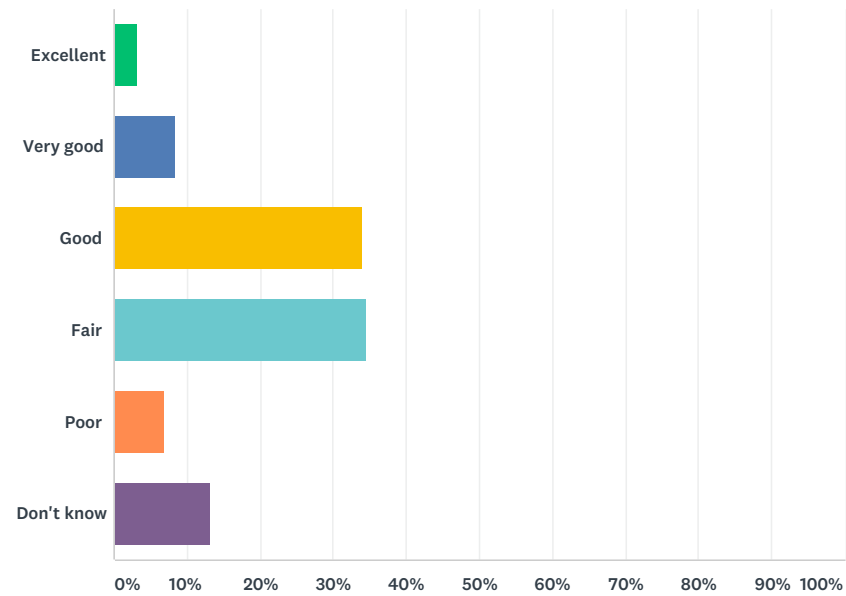
Q38 Do you feel that there are enough homes for sale in your price range in Lehman Township?



ANSWER CHOICES	RESPONSES	
Yes	51.94%	67
No	15.50%	20
Don't Know	32.56%	42
TOTAL		129

Q39 How would you describe the quality of the existing housing stock in Lehman Township?

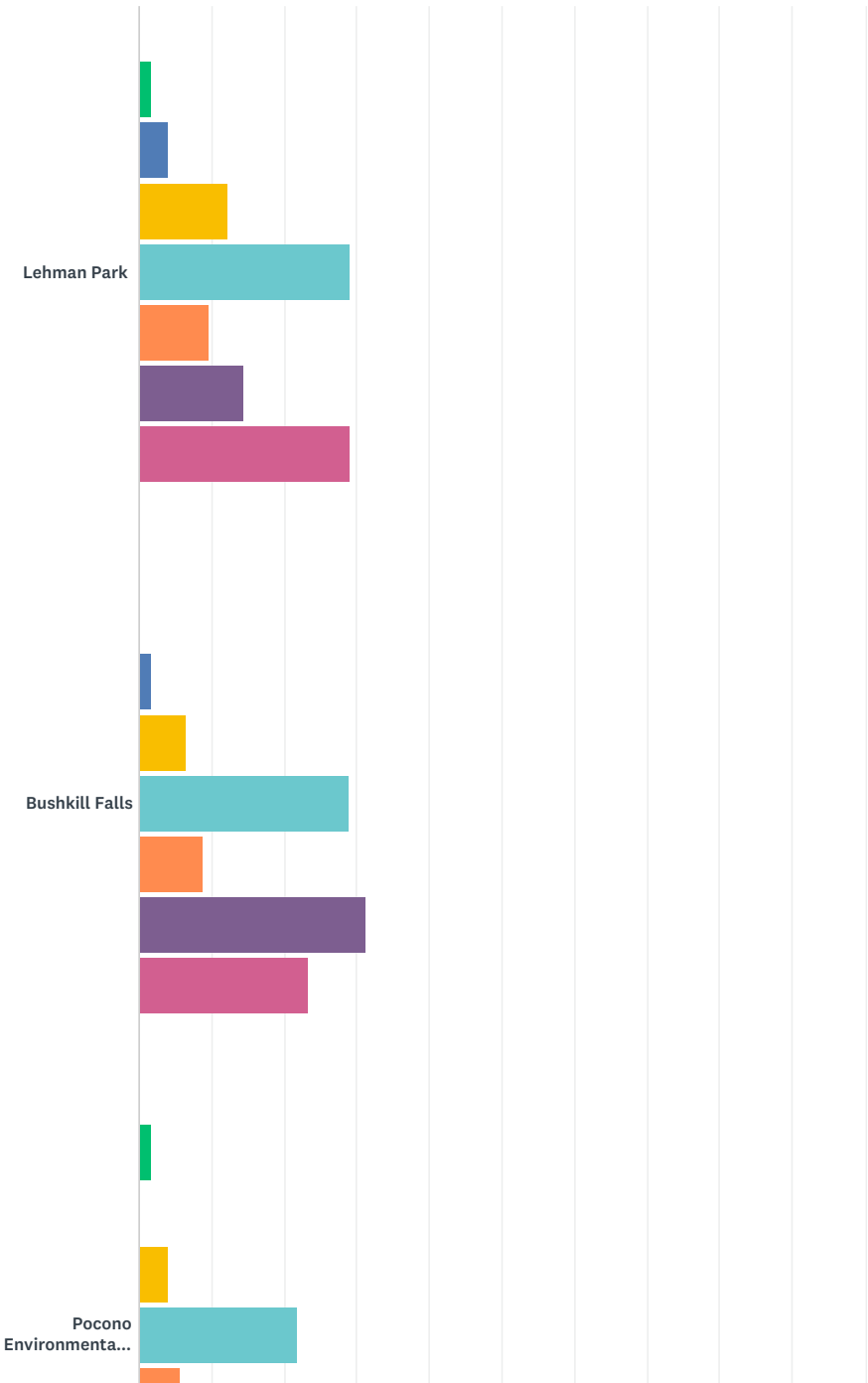
Answered: 130 Skipped: 33

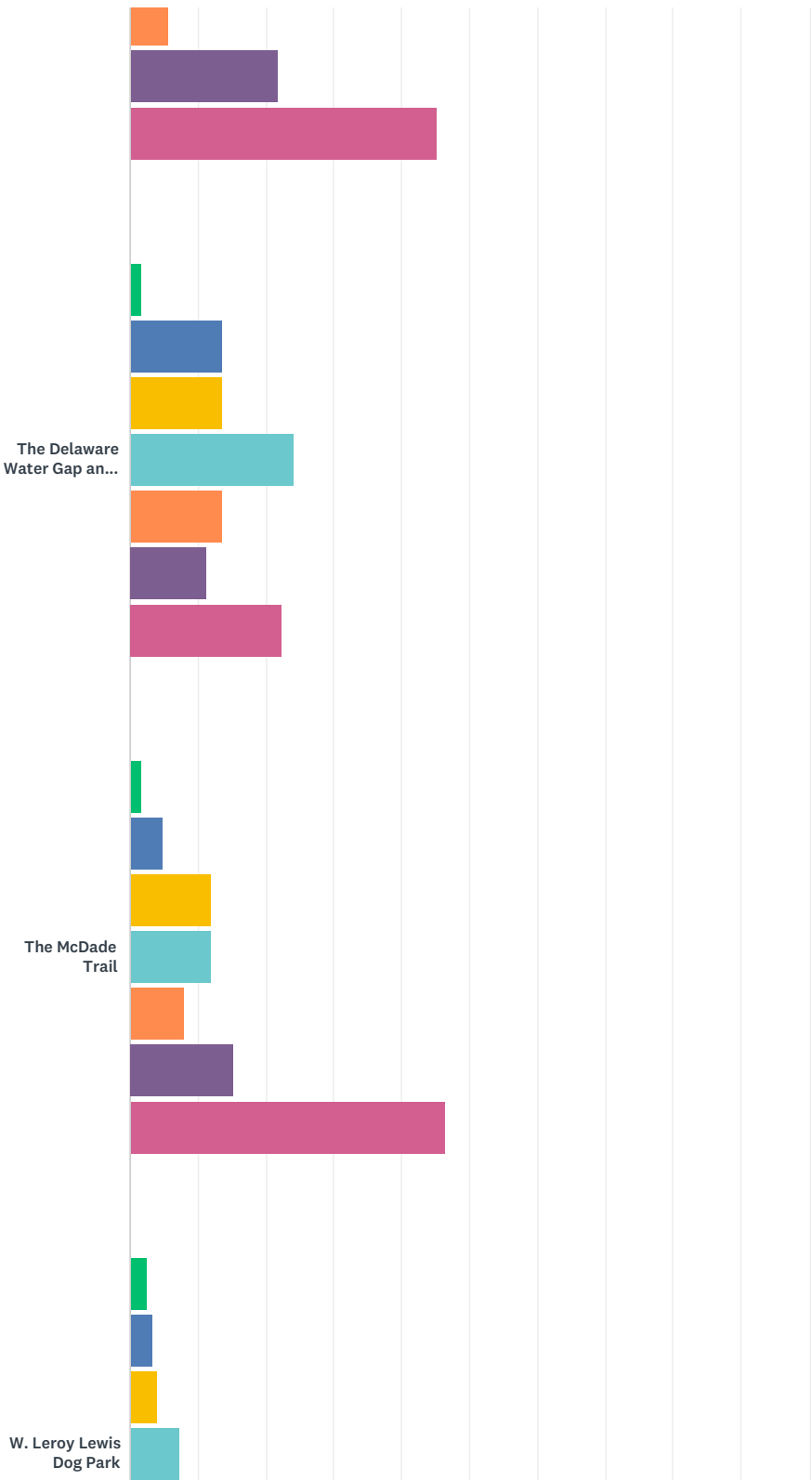


ANSWER CHOICES		RESPONSES	
Excellent		3.08%	4
Very good		8.46%	11
Good		33.85%	44
Fair		34.62%	45
Poor		6.92%	9
Don't know		13.08%	17
TOTAL			130

Q40 How often do you use the following parks, recreation areas, and open spaces in Lehman Township?

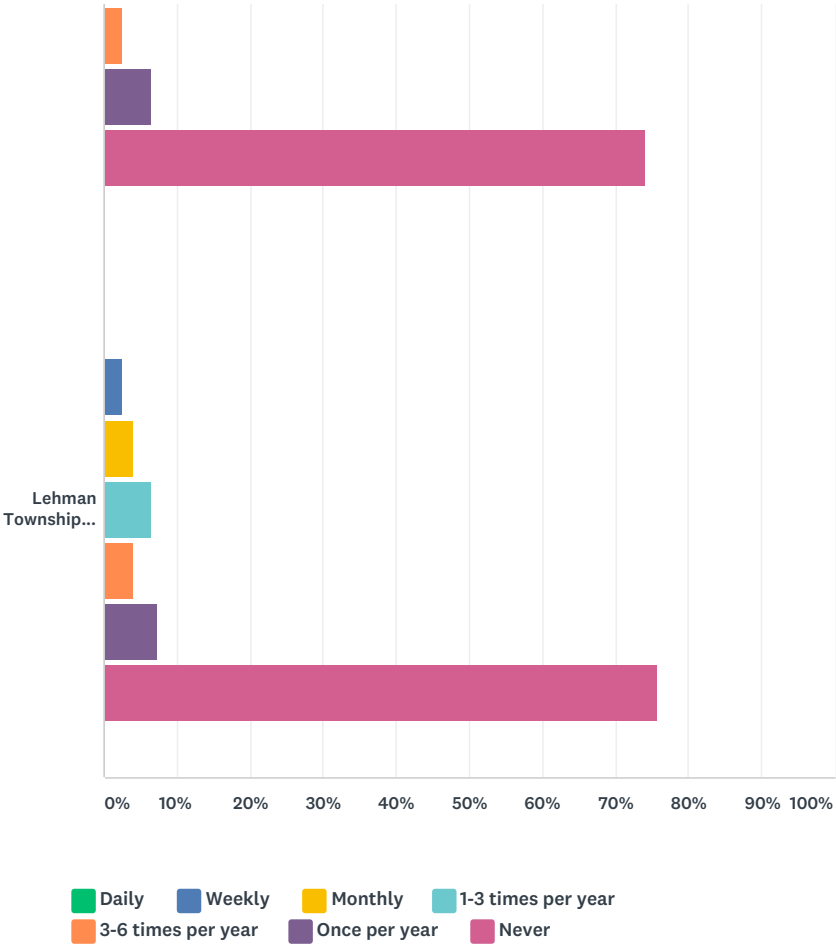
Answered: 126 Skipped: 37





Lehman Township Comprehensive Plan

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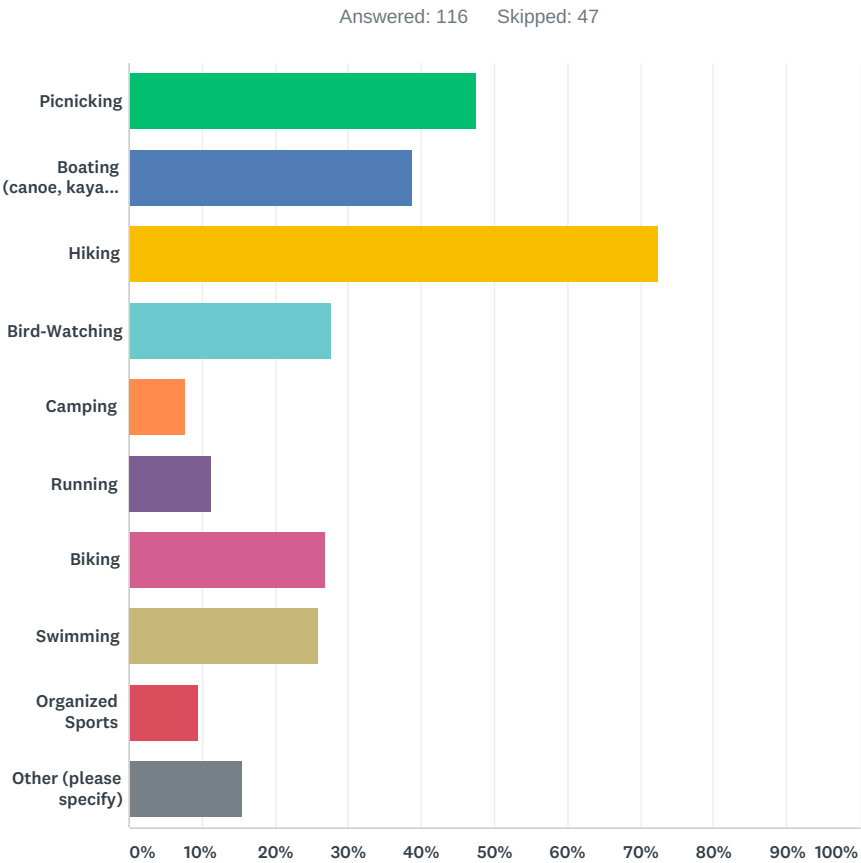
	DAILY	WEEKLY	MONTHLY	1-3 TIMES PER YEAR	3-6 TIMES PER YEAR	ONCE PER YEAR	NEVER	TOTAL
Lehman Park	1.61% 2	4.03% 5	12.10% 15	29.03% 36	9.68% 12	14.52% 18	29.03% 36	124
Bushkill Falls	0.00% 0	1.60% 2	6.40% 8	28.80% 36	8.80% 11	31.20% 39	23.20% 29	125
Pocono Environmental Education Center (PEEC)	1.61% 2	0.00% 0	4.03% 5	21.77% 27	5.65% 7	21.77% 27	45.16% 56	124
The Delaware Water Gap and National Park Service facilities	1.60% 2	13.60% 17	13.60% 17	24.00% 30	13.60% 17	11.20% 14	22.40% 28	125
The McDade Trail	1.60% 2	4.80% 6	12.00% 15	12.00% 15	8.00% 10	15.20% 19	46.40% 58	125
W. Leroy Lewis Dog Park	2.44% 3	3.25% 4	4.07% 5	7.32% 9	2.44% 3	6.50% 8	73.98% 91	123
Lehman Township Municipal Ballfield	0.00% 0	2.42% 3	4.03% 5	6.45% 8	4.03% 5	7.26% 9	75.81% 94	124
#	OTHER (PLEASE SPECIFY)						DATE	

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1	Folks with smaller children will have very different answers.	9/4/2019 6:38 PM
2	Special needs parenting severely hindered my love of hiking and camping	8/8/2019 2:27 AM
3	Saw Creek facilities — Used Regularly	8/1/2019 1:53 PM
4	when can you use Lehman Township ballfield (is this the field near pine ridge or the one on Winona Falls road? I have no idea when or who uses the one on Winona falls road)	8/1/2019 1:11 PM
5	They keep taking out the grass there	8/1/2019 12:26 PM
6	Enhancing some of these parks would be beneficial.	8/1/2019 12:23 AM
7	I thought Leroy Lewis Park was in Middle Smithfield. When did Lehman purchase it?	7/31/2019 2:01 AM
8	National Park Service cannot maintain descent roads like 209	7/30/2019 8:28 PM

Q41 What activities do you enjoy when using these facilities? Check all that apply.



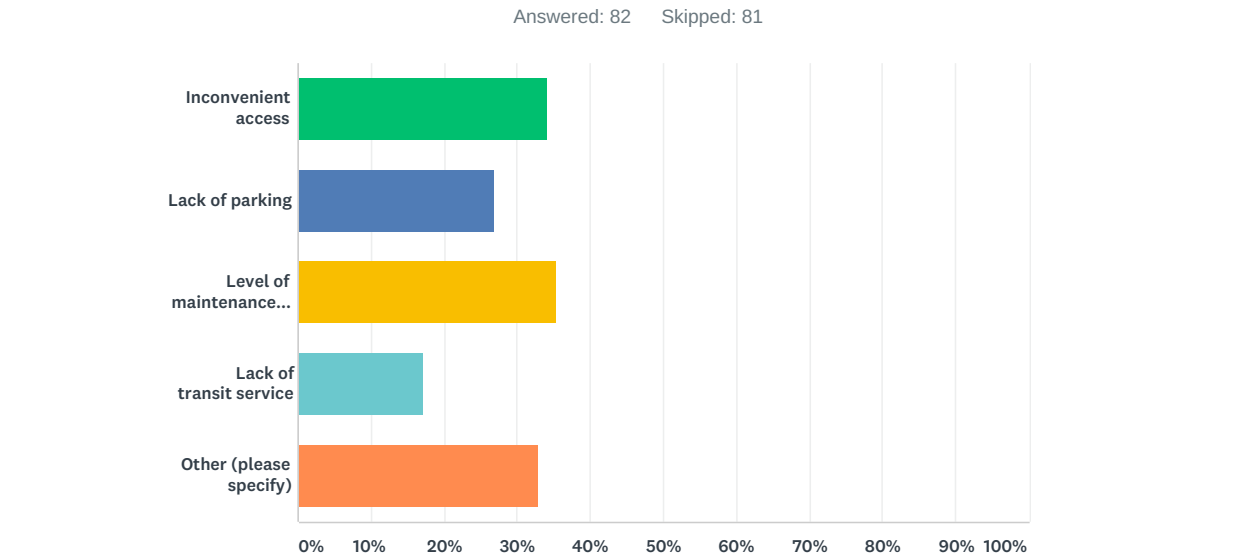
ANSWER CHOICES	RESPONSES	
Picnicking	47.41%	55
Boating (canoe, kayak, etc.)	38.79%	45
Hiking	72.41%	84
Bird-Watching	27.59%	32
Camping	7.76%	9
Running	11.21%	13
Biking	26.72%	31
Swimming	25.86%	30
Organized Sports	9.48%	11
Other (please specify)	15.52%	18

Lehman Township Comprehensive Plan

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Total Respondents: 116		
#	OTHER (PLEASE SPECIFY)	DATE
1	Events	9/7/2019 10:25 PM
2	Walking	9/7/2019 12:17 AM
3	Dog walks	9/6/2019 9:28 PM
4	bushkill falls souvenir shop	9/1/2019 8:21 AM
5	I work at PEEC.	8/27/2019 8:39 PM
6	town dump	8/10/2019 12:49 AM
7	flea markets, fair, festivals etc.	8/7/2019 7:35 PM
8	Fishing	8/3/2019 7:36 PM
9	Fishing	8/1/2019 7:36 PM
10	Music and other events	8/1/2019 5:45 PM
11	1) Sightseeing!!! a) Waterfalls!!! b) Car Show+++ 2) Music Concerts 3) Educational	8/1/2019 1:53 PM
12	Hunting	8/1/2019 12:20 PM
13	Haunted Trail	8/1/2019 11:31 AM
14	Biking would be better if they had more bike trails and place to rent bikes	8/1/2019 12:23 AM
15	Native plants	7/31/2019 11:01 PM
16	Time with my dog	7/31/2019 2:01 AM
17	FISHING	7/30/2019 7:44 PM
18	concerts	7/12/2019 7:49 PM

Q42 Which barriers prevent you from utilizing the Parks, Recreation Areas, and Open Spaces in Lehman Township? Check all that apply.



ANSWER CHOICES	RESPONSES	
Inconvenient access	34.15%	28
Lack of parking	26.83%	22
Level of maintenance within park facilities	35.37%	29
Lack of transit service	17.07%	14
Other (please specify)	32.93%	27
Total Respondents: 82		

#	OTHER (PLEASE SPECIFY)	DATE
1	Boring, we want something to do like a giant playground	10/26/2019 1:49 PM
2	none	9/13/2019 1:38 PM
3	Lack of guid, information, organized activity.	9/8/2019 2:14 AM
4	Home is sufficiently surrounded by "nature" and recreational activities	9/7/2019 10:25 PM
5	handicap	9/7/2019 2:23 PM
6	No safe or maintained trail	9/7/2019 12:17 AM
7	Tree damage is slow to be cleared	9/6/2019 9:28 PM
8	Lehman Park is just a long distance from Pocono Ranchlands and the north end of the township.	9/4/2019 6:38 PM
9	do not participate in outdoor activities	9/3/2019 8:16 PM
10	age and disability	9/1/2019 8:21 AM
11	Mostly, I just don't have time.	8/27/2019 8:39 PM
12	Lack of time	8/8/2019 2:27 PM

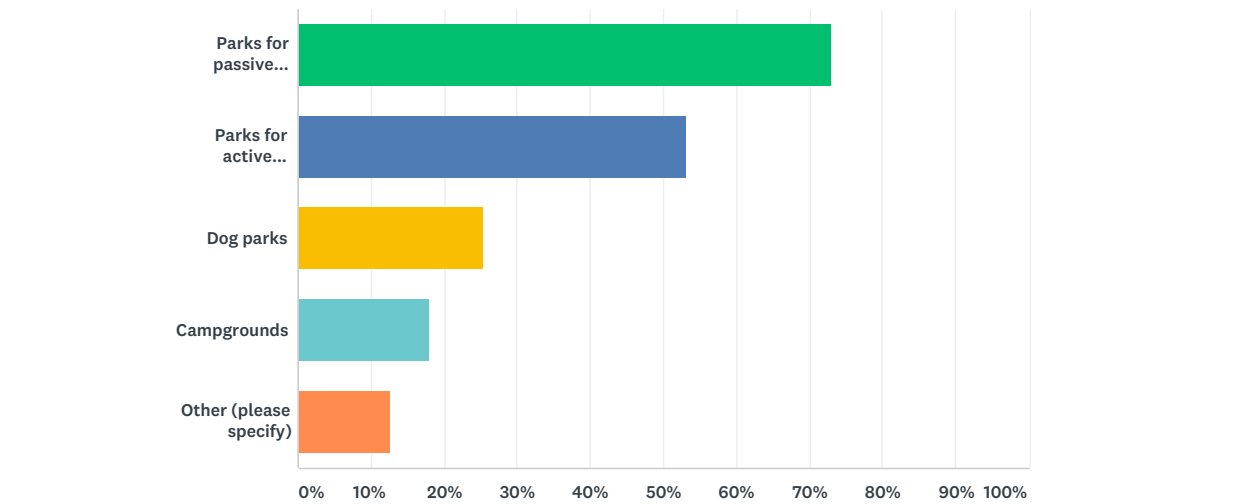
Lehman Township Comprehensive Plan

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13	Handicapped access for medical strollers	8/8/2019 2:27 AM
14	Not enough time in schedule	8/7/2019 2:37 AM
15	None	8/6/2019 10:01 PM
16	Access is good	8/6/2019 3:33 PM
17	time to use the facilities	8/6/2019 2:54 AM
18	No comment	8/2/2019 5:34 PM
19	Again - what are they doing with the park on Winona falls road - when is it open and when can people have access to it	8/1/2019 1:11 PM
20	I can see nature in my backyard so don't need to go to a park to see it.	8/1/2019 12:37 PM
21	Lack of events	8/1/2019 12:33 PM
22	Out of town people	8/1/2019 12:12 PM
23	lack of facilities - for picnicking, trash, toilets	7/31/2019 11:01 PM
24	lack of time	7/31/2019 2:28 PM
25	No time	7/31/2019 1:09 PM
26	Lack of time	7/30/2019 9:05 PM
27	work schedule	6/28/2019 6:38 PM

Q43 Which facilities would you like to see in Lehman Township? Check all that apply.

Answered: 111 Skipped: 52



ANSWER CHOICES		RESPONSES	
Parks for passive recreation (picnicking, walking, community gatherings, etc.)		72.97%	81
Parks for active recreation (sports fields, hiking, running, biking, etc.)		53.15%	59
Dog parks		25.23%	28
Campgrounds		18.02%	20
Other (please specify)		12.61%	14
Total Respondents: 111			

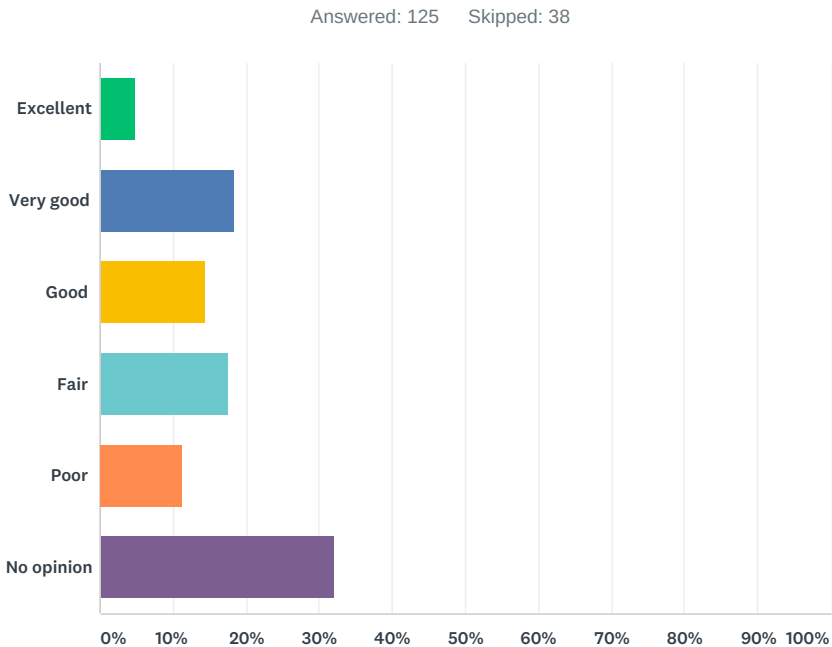
#	OTHER (PLEASE SPECIFY)	DATE
1	trails	11/24/2019 9:36 PM
2	One giant Playgrounds	10/26/2019 1:49 PM
3	none	9/13/2019 1:38 PM
4	large dog park with forest and water features	9/9/2019 3:48 PM
5	Trails	9/7/2019 12:17 AM
6	The Bushkill Village project is a spectacular concept, but will never work within the confines of NPS. It now looks like you're entering an abandoned town. Only the million dollars of signs tell you you're in the park and not Bushkill.	9/4/2019 6:38 PM
7	emergency shelters	9/1/2019 8:21 AM
8	A handicapped accessible hiking trail maintained and accessible family bathroom with large changing table	8/8/2019 2:27 AM

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9	I would like to see a lighted ,circular, paved walking area for people like myself who walk for health just about everyday. They have this circular walking area in Garfield N.J. they have one lane for bikers, one lane for walkers and even a lane for passing people who might be slow walkers. They also have the miles posted so you can see how far you have walked. It is really, really nice. It would be wonderful if Lehman could do this..	8/2/2019 6:05 PM
10	Continue making roadways better. Can something be done with the performing arts center?!?!	8/1/2019 1:53 PM
11	More businesses	8/1/2019 12:37 PM
12	Need more child before and after school center	8/1/2019 12:33 PM
13	bike trails with possiblity of renting bikes	8/1/2019 12:23 AM
14	preserved open soace	7/31/2019 12:00 PM

Q44 Overall, how would you rate the current relationship between Lehman Township and the National Park Service (owner and operator of the Delaware Water Gap National Recreation Area)?



ANSWER CHOICES		RESPONSES	
Excellent		4.80%	6
Very good		18.40%	23
Good		14.40%	18
Fair		17.60%	22
Poor		11.20%	14
No opinion		32.00%	40
TOTAL			125

#	COMMENTS	DATE
1	National Park Service should leave!	11/6/2019 12:23 PM
2	Park service is only interested in their own agendas. All meetings with park staff have been nothing but professional courtesy and lip service.	9/30/2019 7:43 PM
3	relationship btw unknown	9/13/2019 1:38 PM
4	The NPS will hide behind the Hatch Act at every turn and tell Lehman Twp supervisors what can't be done. They have to be circumvented.	9/4/2019 6:38 PM
5	Dealing with the government is impossible	8/7/2019 9:24 PM
6	Park service doesn't seem to work well with others	8/7/2019 2:37 AM

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7	I don't think DWGNRA works well with residents of the township.	8/1/2019 5:45 PM
8	NPS does not support nor compliment our community.	8/1/2019 3:02 PM
9	I am not familiar with the relationship whatsoever.	8/1/2019 1:53 PM
10	I didn't know there was a relationship?? I do like that 183 area codes can go to Bushkill falls for free but students with local school id's should be able to access park at no charge as well	8/1/2019 1:11 PM
11	national park doesn't want people in the national park, a matter of time before its gated	7/31/2019 2:28 PM
12	Have no idea-send literature	7/31/2019 1:09 PM
13	I really dont know much about it	7/31/2019 12:00 PM
14	the relationship should be fostered. DWG, Middle Smith filed all have companies that make money rafting/biking and auch in the park. I don't know of any businesses in lehman that do	7/30/2019 7:44 PM
15	A lack of respect for the residents.	7/17/2019 6:39 PM

Q45 Are there any challenges or issues you face when you utilize the services and facilities at the Delaware Water Gap? If you do not visit the Delaware Water Gap, what are the challenges or issues that prevent you from using its services and facilities?

Answered: 48 Skipped: 115

#	RESPONSES	DATE
1	Some rangers have super cop mentality and are a power trip.	9/30/2019 7:43 PM
2	Storm damage restrictions.	9/13/2019 1:59 PM
3	Lack of informative material, lack of organazed activity such as guide hicks etc.	9/8/2019 2:14 AM
4	handicap	9/7/2019 2:23 PM
5	Lack of knowledge of the park and outreach by the park. A visitor center on 209 would certainly help.	9/7/2019 5:05 AM
6	Traffic	9/7/2019 1:31 AM
7	SAFE - Bathroom Facilities along trails.	9/7/2019 12:17 AM
8	Summer crowds at DWG make it less than inviting and only marginally better in spring and fall. Lehman is far from DWG by my standards too.	9/4/2019 6:38 PM
9	age and disability. i don't walk easily or well. i'd rather not go places where i must.	9/1/2019 8:21 AM
10	It's no easy to find up-to-date visitor information.	8/27/2019 8:39 PM
11	NPS visitors facilities are not open year-round nor staffed enough. Many trails are still closed after March 2018 storm. Poor cell phone service for emergency calls.	8/26/2019 2:28 PM
12	A fully accessible hiking trail as above	8/8/2019 2:27 AM
13	Don't frequent there often	8/7/2019 2:37 AM
14	No	8/6/2019 10:01 PM
15	No	8/6/2019 3:33 PM
16	NO	8/6/2019 3:31 PM
17	Inconvenient access	8/6/2019 3:21 PM
18	Time to use the facilities.	8/6/2019 2:54 AM
19	Never had a problem in the park	8/3/2019 7:36 PM
20	Quite frankly, I'm afraid of bears so that stops me from using the trails in Del Water Gap. I basically go to the outlook areas and enjoy the scenery.	8/2/2019 6:05 PM
21	Parking can become an issue, especially on busy weekends. At places such as Raymondskills falls, this can quickly become as safety problem	8/2/2019 2:03 AM
22	I don't like having to pay.	8/1/2019 11:24 PM
23	None.	8/1/2019 5:48 PM
24	Don't fish, don't boat, don't put a bathing suit on this body.	8/1/2019 4:37 PM
25	Fees for parking, lack of facilities, barriers closing off parking areas, poor road conditions	8/1/2019 3:02 PM
26	Waiting for some to reopen. (Hornbecks)	8/1/2019 1:53 PM
27	Racism	8/1/2019 1:29 PM
28	my husband hikes at least once a week - no issues at all - rest area always clean as well	8/1/2019 1:11 PM

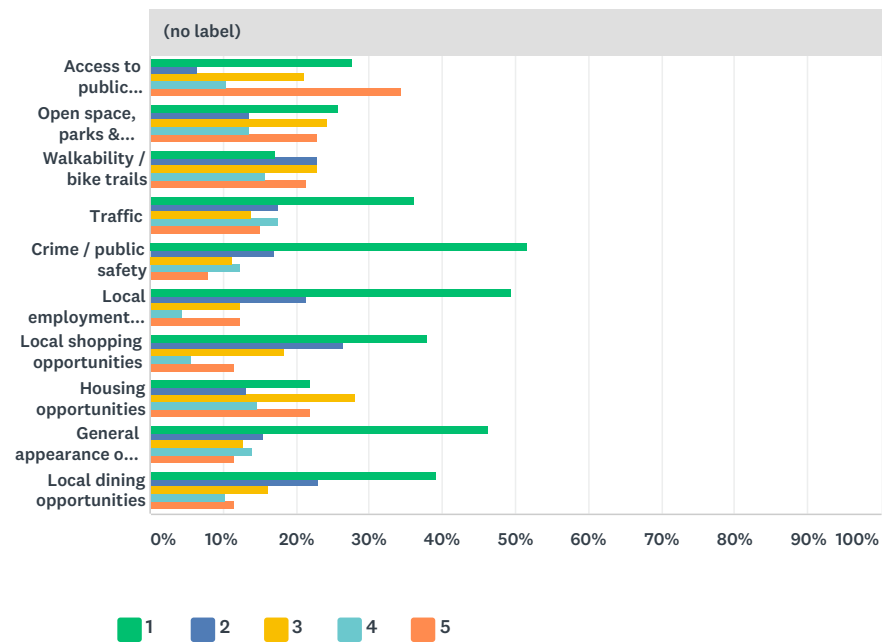
Lehman Township Comprehensive Plan

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29	Don't really like hiking. And there are Ticks everywhere.	8/1/2019 12:37 PM
30	Not much guided group activities or events to join	8/1/2019 12:33 PM
31	Out of town people	8/1/2019 12:12 PM
32	No	8/1/2019 11:29 AM
33	LOVE the DWG :)	8/1/2019 11:24 AM
34	It would be nice to have a place where people can rent bikes and go on bike trails around the National Delaware Water Gap. People are starting to get health conscious so it would be nice to have that opportunity. Also a place where they can rent paddle boats on a lake would also be helpful. Also beautifying some these parks would enhance people to come to these facilities	8/1/2019 12:23 AM
35	Not enough parking at Raymondskill - unless that is to cut down on the number of visitors. Also at Hackers Falls (for when it is open).	7/31/2019 11:01 PM
36	Not enough free time	7/31/2019 7:08 PM
37	Trails are never ket up. Also there have been trails that have yet to open because they still haven't been cleaned up after the last big winter storm.	7/31/2019 4:15 PM
38	sometimes not worth going	7/31/2019 2:28 PM
39	Unaware of its location and purpose	7/31/2019 12:59 PM
40	No	7/31/2019 12:56 PM
41	working hours	7/31/2019 12:17 PM
42	over crowding. I went to Smithfield beach on Saturday. it was so over crowded there was no shady spots to sit. It was also filled with foreigners. nobody spoke english. I didnt stay very long at all.	7/31/2019 12:00 PM
43	No	7/31/2019 9:39 AM
44	I go to the bakery in Delaware Water Gap. Why is Lehman concerned with Delaware Water Gap?	7/31/2019 2:01 AM
45	Lack of time due to commuting	7/30/2019 9:05 PM
46	Feed lack of senior events	7/30/2019 8:28 PM
47	It is very difficult to find parking at the Dunfield Creek trail head off Rt80 on the weekends. We used to go there all the time, but they changed the parking lot	7/30/2019 7:44 PM
48	I parked my car, and got out with my walking stick and dog. Ranger stopped, and barked "There is no fishing yet." I said "Do you see a fishing pole?" He said "Well, you might have one hid." I turned and walked away.	7/17/2019 6:39 PM

Q46 Rank the five (5) most important issues affecting quality of life in Lehman Township? (1 = High Priority, 5 = Low Priority)

Answered: 105 Skipped: 58



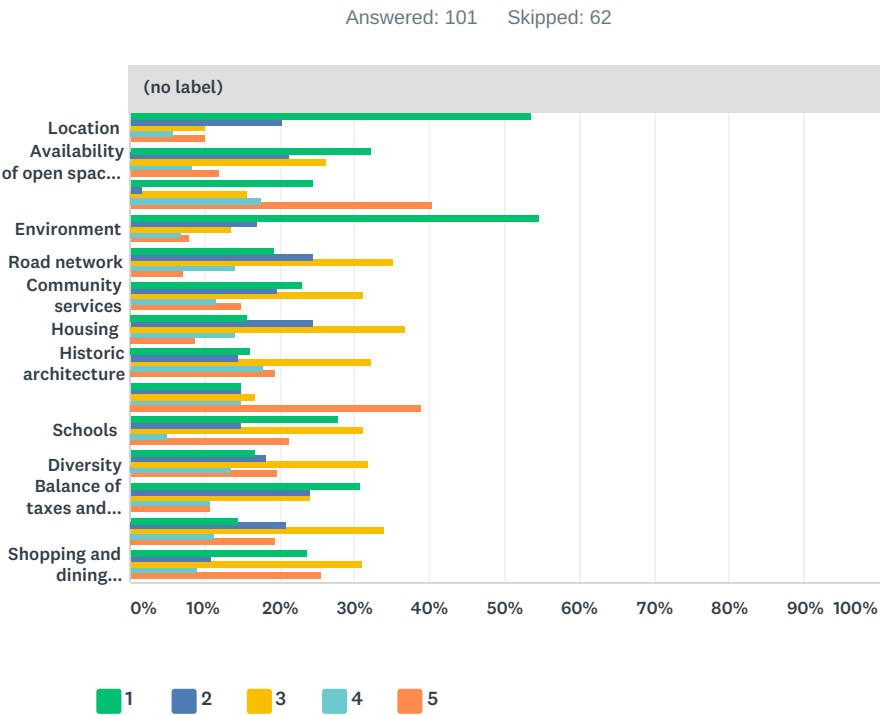
(no label)						
	1	2	3	4	5	TOTAL
Access to public transportation	27.63% 21	6.58% 5	21.05% 16	10.53% 8	34.21% 26	76
Open space, parks & recreational facilities	25.76% 17	13.64% 9	24.24% 16	13.64% 9	22.73% 15	66
Walkability / bike trails	17.14% 12	22.86% 16	22.86% 16	15.71% 11	21.43% 15	70
Traffic	36.25% 29	17.50% 14	13.75% 11	17.50% 14	15.00% 12	80
Crime / public safety	51.69% 46	16.85% 15	11.24% 10	12.36% 11	7.87% 7	89
Local employment opportunities	49.44% 44	21.35% 19	12.36% 11	4.49% 4	12.36% 11	89
Local shopping opportunities	37.93% 33	26.44% 23	18.39% 16	5.75% 5	11.49% 10	87
Housing opportunities	22.06% 15	13.24% 9	27.94% 19	14.71% 10	22.06% 15	68
General appearance of buildings and streetscape	46.15% 36	15.38% 12	12.82% 10	14.10% 11	11.54% 9	78
Local dining opportunities	39.08% 34	22.99% 20	16.09% 14	10.34% 9	11.49% 10	87

Lehman Township Comprehensive Plan

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#	OTHER (PLEASE SPECIFY)	DATE
1	Local shops, entertainments, good restaurants	9/8/2019 2:25 AM
2	What about educational opportunities...involvement opportunities, medical services ...the list goes on...your survey is really very narrow in regard to quality of life ...transpotation hos	9/7/2019 5:10 AM
3	Access to Amtrak Services and nonexistent access to I-80.	9/7/2019 12:22 AM
4	Decaying Park buildings and vacation / rental homes in communities are an eyesore.	9/4/2019 6:49 PM
5	litter	9/1/2019 8:27 AM
6	School real estate taxes too high and rising too fast.	8/26/2019 2:33 PM
7	Almost all housing is HOA.	8/6/2019 3:25 PM
8	BUSHKILL AREA/PINE RIDGE IS VIRTUALLY IGNORED BY MIDDLE SMITHFIELD TOWNSHIP AND MILFORD. WE BELONG TO THE EAST STROUDSBURG SCHOOL DISTRICT FOR TAX PURPOSES HOWEVER NO OTHER BENEFITS	8/2/2019 3:01 PM
9	Section 8 rentals are an eyesore mostly. Those individuals lower everyone's property value. We need more owner occupied homes.	8/1/2019 7:40 PM
10	+++ General appearance of buildings and streetscape! +++ Dilapidated, overgrown, poorly maintained — if it LOOKS ghetto and redneck, it IS ghetto and redneck.	8/1/2019 2:05 PM
11	It's hard for people to work here because someone needs to be home for the kids if they have school age children. There are too many outages, snow days, school delays so it's hard to keep a job. Streets are unsafe to drive because communities do not clear the snow quickly enough because they do not buy enough snow removal trucks. Also many jobs only want to hire part time instead of full-time.	8/1/2019 1:03 PM
12	Route 209 should be widen to accommodate the traffic on weekends	8/1/2019 12:24 AM
13	Schools	7/31/2019 12:19 PM
14	Too many section 8 rentals or long term rentals in general. Party houses short term rentals	7/31/2019 12:04 PM
15	add gas stations, supermarkets up here	7/31/2019 10:49 AM
16	Sadly, none of the above apply.	7/31/2019 2:04 AM

Q47 Rank the top five (5) things you like most about Lehman Township (1 = High Priority, 5 = Low Priority):



(no label)						
	1	2	3	4	5	TOTAL
Location	53.62% 37	20.29% 14	10.14% 7	5.80% 4	10.14% 7	69
Availability of open space, parks and recreational facilities	32.14% 27	21.43% 18	26.19% 22	8.33% 7	11.90% 10	84
Availability of jobs	24.56% 14	1.75% 1	15.79% 9	17.54% 10	40.35% 23	57
Environment	54.55% 48	17.05% 15	13.64% 12	6.82% 6	7.95% 7	88
Road network	19.30% 11	24.56% 14	35.09% 20	14.04% 8	7.02% 4	57
Community services	22.95% 14	19.67% 12	31.15% 19	11.48% 7	14.75% 9	61
Housing	15.79% 9	24.56% 14	36.84% 21	14.04% 8	8.77% 5	57
Historic architecture	16.13% 10	14.52% 9	32.26% 20	17.74% 11	19.35% 12	62
Access to public transportation	14.81% 8	14.81% 8	16.67% 9	14.81% 8	38.89% 21	54
Schools	27.87% 17	14.75% 9	31.15% 19	4.92% 3	21.31% 13	61

Lehman Township Comprehensive Plan

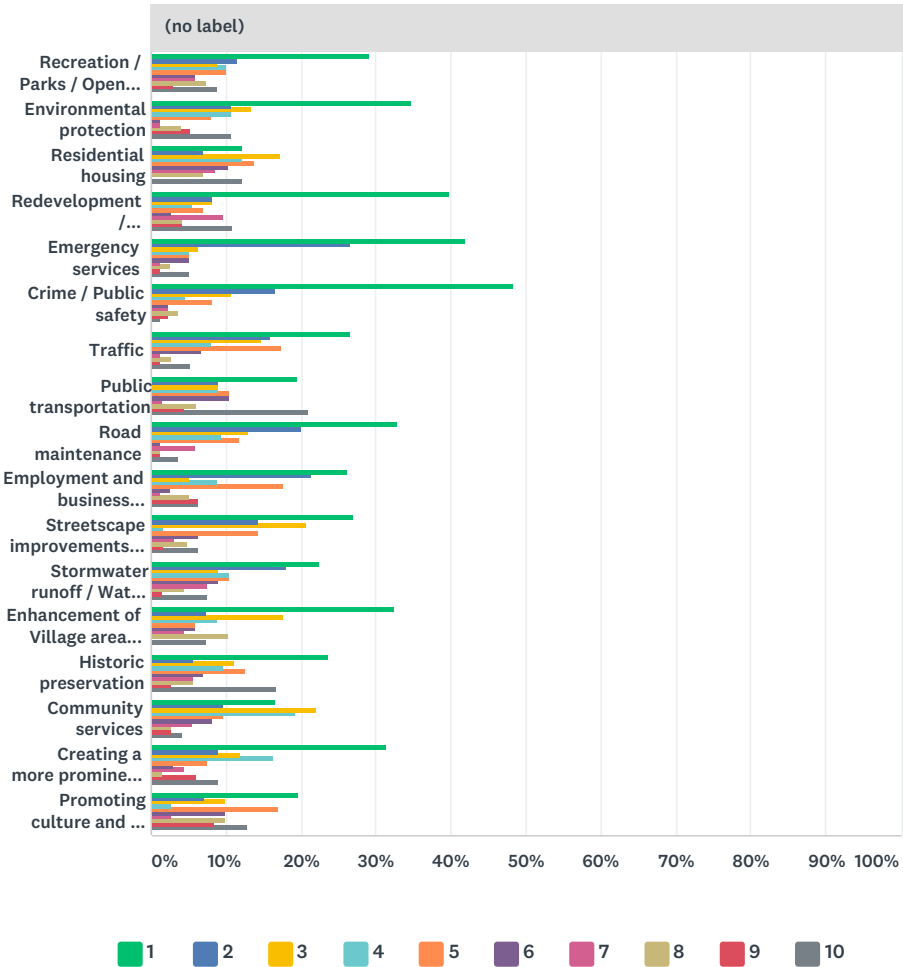
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Diversity	16.67% 11	18.18% 12	31.82% 21	13.64% 9	19.70% 13	66
Balance of taxes and services	30.67% 23	24.00% 18	24.00% 18	10.67% 8	10.67% 8	75
Community events	14.52% 9	20.97% 13	33.87% 21	11.29% 7	19.35% 12	62
Shopping and dining opportunities	23.64% 13	10.91% 6	30.91% 17	9.09% 5	25.45% 14	55

#	OTHER (PLEASE SPECIFY)	DATE
1	SawCreek Amenities	9/7/2019 12:22 AM
2	property taxes must go- it is killing seniors!	8/2/2019 6:12 PM
3	THE CRIME RATE IN MY DEVELOPMENT AND SURROUNDING AREA MAKES THIS A PLACE I NO LONGER ENJOY LIVING IN	8/2/2019 3:01 PM
4	#47 is a poorly worded question. "Like" and "priority" are not the same thing. Are you asking what I like personally, or my opinion of the status of these catagories, or what should be a focal point for government efforts?	8/1/2019 2:05 PM
5	We like the peace and quietness at night and birds in the mornings. We like that our kids can play outside and feel safe. Summers are beautiful here. But we need more diversity and staff members like teachers that are more diverse.	8/1/2019 1:03 PM
6	add gas stations supermarkets and restaurants	7/31/2019 10:49 AM
7	All of the above are ranked as "poor"	7/31/2019 2:04 AM
8	Housing affordability	7/30/2019 9:08 PM
9	Side roads not paved in Township by town	7/30/2019 8:32 PM

Q48 Rank the top ten (10) things Lehman Township officials should focus (1 = High Priority, 10 = Low Priority):

Answered: 99 Skipped: 64



(no label)											
	1	2	3	4	5	6	7	8	9	10	TOTAL
Recreation / Parks / Open space	28.99% 20	11.59% 8	8.70% 6	10.14% 7	10.14% 7	5.80% 4	5.80% 4	7.25% 5	2.90% 2	8.70% 6	69
Environmental protection	34.67% 26	10.67% 8	13.33% 10	10.67% 8	8.00% 6	1.33% 1	1.33% 1	4.00% 3	5.33% 4	10.67% 8	75
Residential housing	12.07% 7	6.90% 4	17.24% 10	12.07% 7	13.79% 8	10.34% 6	8.62% 5	6.90% 4	0.00% 0	12.07% 7	58
Redevelopment / Revitalization	39.73% 29	8.22% 6	8.22% 6	5.48% 4	6.85% 5	2.74% 2	9.59% 7	4.11% 3	4.11% 3	10.96% 8	73
Emergency services	41.77% 33	26.58% 21	6.33% 5	5.06% 4	5.06% 4	5.06% 4	1.27% 1	2.53% 2	1.27% 1	5.06% 4	79

Lehman Township Comprehensive Plan

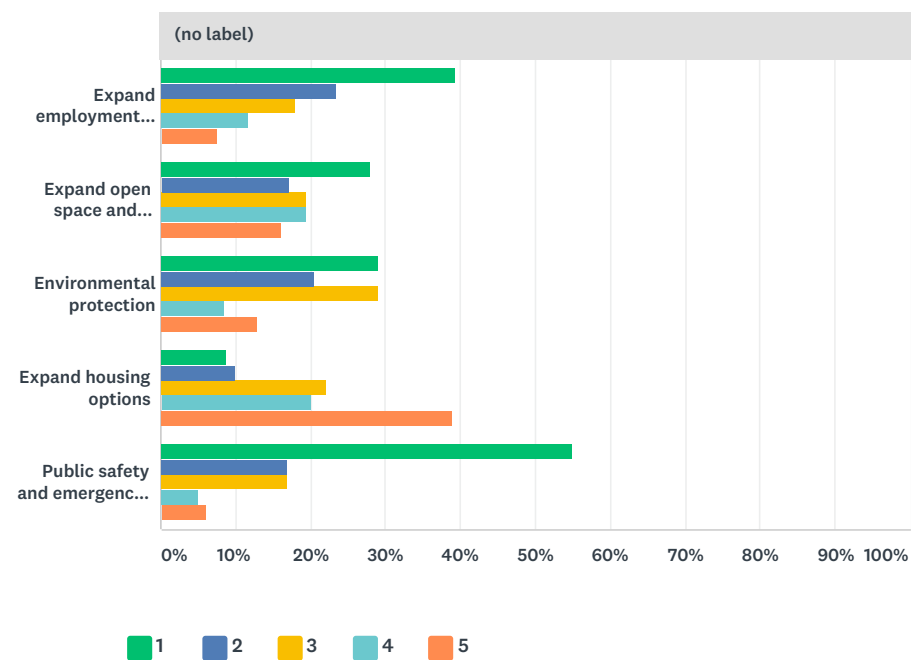
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Crime / Public safety	48.24% 41	16.47% 14	10.59% 9	4.71% 4	8.24% 7	2.35% 2	2.35% 2	3.53% 3	2.35% 2	1.18% 1	85
Traffic	26.67% 20	16.00% 12	14.67% 11	8.00% 6	17.33% 13	6.67% 5	1.33% 1	2.67% 2	1.33% 1	5.33% 4	75
Public transportation	19.40% 13	8.96% 6	8.96% 6	8.96% 6	10.45% 7	10.45% 7	1.49% 1	5.97% 4	4.48% 3	20.90% 14	67
Road maintenance	32.94% 28	20.00% 17	12.94% 11	9.41% 8	11.76% 10	1.18% 1	5.88% 5	1.18% 1	1.18% 1	3.53% 3	85
Employment and business opportunities	26.25% 21	21.25% 17	5.00% 4	8.75% 7	17.50% 14	2.50% 2	1.25% 1	5.00% 4	6.25% 5	6.25% 5	80
Streetscape improvements and building facades	26.98% 17	14.29% 9	20.63% 13	1.59% 1	14.29% 9	6.35% 4	3.17% 2	4.76% 3	1.59% 1	6.35% 4	63
Stormwater runoff / Water quality improvements	22.39% 15	17.91% 12	8.96% 6	10.45% 7	10.45% 7	8.96% 6	7.46% 5	4.48% 3	1.49% 1	7.46% 5	67
Enhancement of Village areas (i.e. Bushkill Village)	32.35% 22	7.35% 5	17.65% 12	8.82% 6	5.88% 4	5.88% 4	4.41% 3	10.29% 7	0.00% 0	7.35% 5	68
Historic preservation	23.61% 17	5.56% 4	11.11% 8	9.72% 7	12.50% 9	6.94% 5	5.56% 4	5.56% 4	2.78% 2	16.67% 12	72
Community services	16.44% 12	9.59% 7	21.92% 16	19.18% 14	9.59% 7	8.22% 6	5.48% 4	2.74% 2	2.74% 2	4.11% 3	73
Creating a more prominent identity for Lehman Township	31.34% 21	8.96% 6	11.94% 8	16.42% 11	7.46% 5	2.99% 2	4.48% 3	1.49% 1	5.97% 4	8.96% 6	67
Promoting culture and the arts	19.72% 14	7.04% 5	9.86% 7	2.82% 2	16.90% 12	9.86% 7	2.82% 2	9.86% 7	8.45% 6	12.68% 9	71

#	OTHER (PLEASE SPECIFY)	DATE
1	Bring Amtrak Services and new access to I-80.	9/7/2019 12:22 AM
2	Bushkill Village has the potential to give Lehman a unified identity instead of a collection of self-serving communities.	9/4/2019 6:49 PM
3	maintain rural environment. no sidewalks, no streetlights. if i wanted them i'd've moved into town.	9/1/2019 8:27 AM
4	Entice businesses to meet needs of an expanding population such as grocery store, physicians, gasoline suppliers. Trying to navigate overcrowded Monroe county roads to get basics met has grown worse each year!	8/1/2019 6:05 PM
5	what/where is Bushkill Village?????	8/1/2019 1:17 PM
6	A Hospital	8/1/2019 12:35 PM
7	Traffic and public transportation are not problems. Litter and foreclosures are the biggest problems in Lehman Township.	8/1/2019 11:34 AM
8	Fern wood revitalization	7/31/2019 1:11 PM
9	We need a place to take yard waste. It can be recycled into mulch. Theres no where to take it and saw creek will fine you for putting it in the compactors.	7/31/2019 12:04 PM
10	Taxes	7/31/2019 2:04 AM
11	Seniors	7/30/2019 8:32 PM

Q49 Rank from 1 to 5 how you think Lehman Township should allocate its resources? (1 = High Priority, 5 = Low Priority)

Answered: 102 Skipped: 61



(no label)						
	1	2	3	4	5	TOTAL
Expand employment opportunities	39.36% 37	23.40% 22	18.09% 17	11.70% 11	7.45% 7	94
Expand open space and recreation opportunities	27.96% 26	17.20% 16	19.35% 18	19.35% 18	16.13% 15	93
Environmental protection	29.03% 27	20.43% 19	29.03% 27	8.60% 8	12.90% 12	93
Expand housing options	8.89% 8	10.00% 9	22.22% 20	20.00% 18	38.89% 35	90
Public safety and emergency services	55.00% 55	17.00% 17	17.00% 17	5.00% 5	6.00% 6	100

#	OTHER (PLEASE SPECIFY)	DATE
1	Amtrak Services and new access to I-80.	9/7/2019 12:22 AM
2	Remedy the decaying structures and provide places for youth to work rather than sit at home or in community pools and Lehman moves forward.	9/4/2019 6:49 PM
3	i may not be able to take part in activities, but i enjoy living in a rural area. please keep it that way	9/1/2019 8:27 AM
4	Increase the fire tax Mileage	8/7/2019 9:30 PM
5	Taxes! lower of get rid of the property tax!!	8/2/2019 6:12 PM
6	1- fix the roads	8/1/2019 7:40 PM

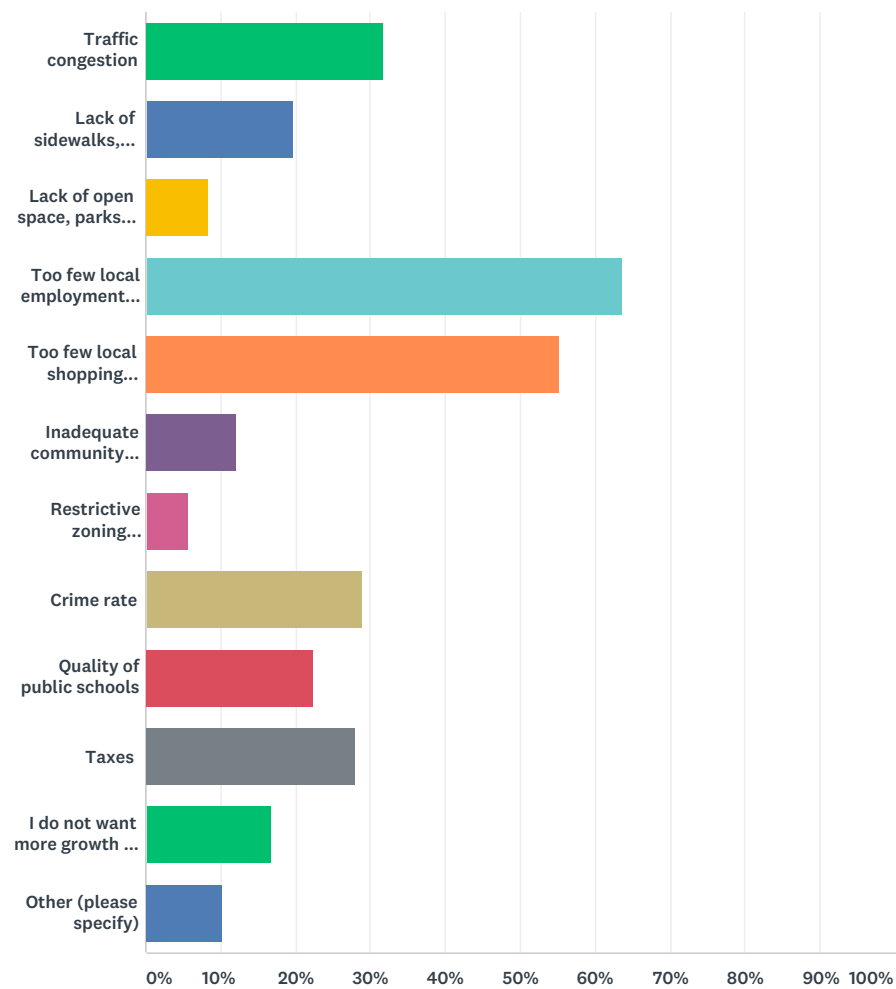
Lehman Township Comprehensive Plan

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7	Make 209 a highway and run buses to nyc on the hour ever hour 24 hours or bring train to us.	7/31/2019 3:08 PM
8	Roads seniors	7/30/2019 8:32 PM

Q50 What are the three (3) biggest challenges to continued economic growth in Lehman Township?

Answered: 107 Skipped: 56



ANSWER CHOICES	RESPONSES	
Traffic congestion	31.78%	34
Lack of sidewalks, trails and a pedestrian friendly environment	19.63%	21
Lack of open space, parks, and recreational facilities	8.41%	9
Too few local employment opportunities	63.55%	68
Too few local shopping opportunities	55.14%	59
Inadequate community services	12.15%	13
Restrictive zoning regulations	5.61%	6

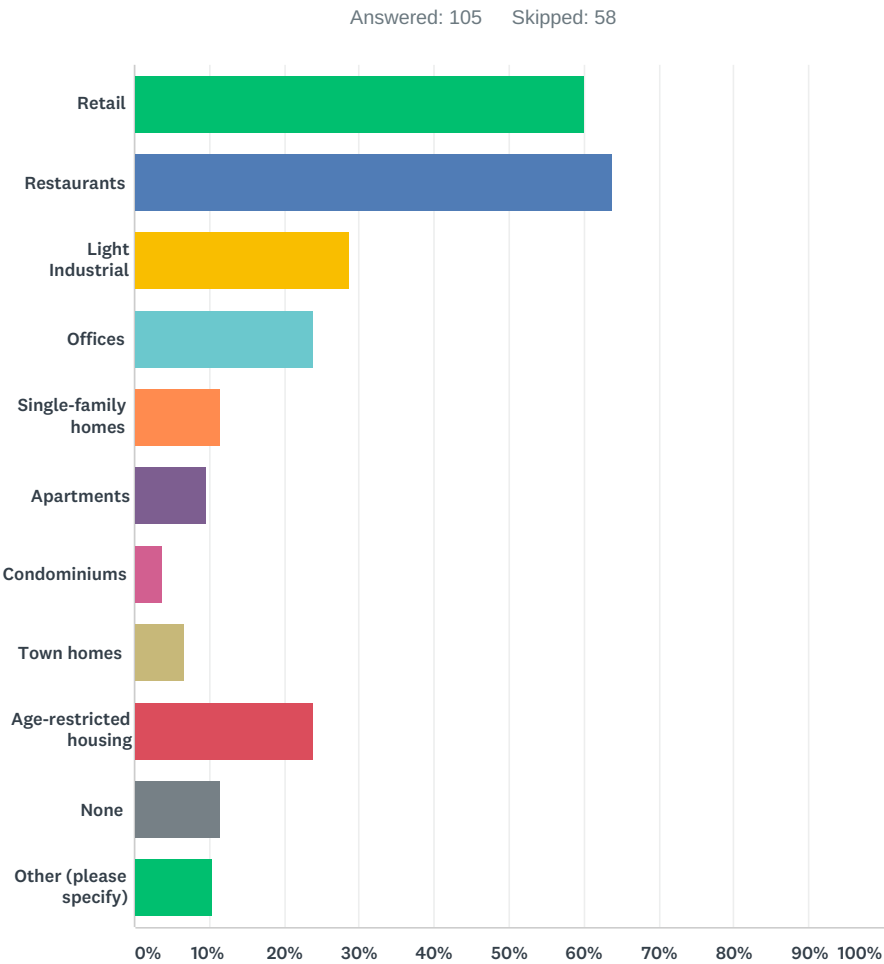
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Crime rate	28.97%	31
Quality of public schools	22.43%	24
Taxes	28.04%	30
I do not want more growth in the Township	16.82%	18
Other (please specify)	10.28%	11
Total Respondents: 107		

#	OTHER (PLEASE SPECIFY)	DATE
1	Emergency services	9/30/2019 7:48 PM
2	Raise perception and services and property values will rise. This will bring more revenue and a higher quality homeowner	9/6/2019 9:34 PM
3	Being encircled by NPS and state parks makes development just hard, at any level.n	9/4/2019 6:51 PM
4	Dilapidated commercial structures and professional salaries well below neighboring states with very limited valid availability of such	8/8/2019 2:32 AM
5	Assist emergency services, the lack of ambulance in Lehman township.	8/7/2019 9:31 PM
6	I'm not going to say "property taxes " again..... you know how I feel about them!	8/2/2019 6:13 PM
7	Our crime rate is embarrassing	8/1/2019 7:41 PM
8	1) There just doesn't seem to be a focused strategic plan. Hopefully this survey will help develop one. 2) We lack an attractive magnetic town center that brings residents together.	8/1/2019 2:10 PM
9	Lack of transportation to and from nyc on a 24 hour basis.	7/31/2019 3:10 PM
10	Mortgages being more than the value of the houses !!!	7/31/2019 12:09 PM
11	Supervisors are stuck in the 20th century. O.d ideas don't promote a sense of community.	7/31/2019 2:06 AM

Q51 I would like to see more of the following types of development in Lehman Township (choose 3):



ANSWER CHOICES	RESPONSES	
Retail	60.00%	63
Restaurants	63.81%	67
Light Industrial	28.57%	30
Offices	23.81%	25
Single-family homes	11.43%	12
Apartments	9.52%	10
Condominiums	3.81%	4
Town homes	6.67%	7
Age-restricted housing	23.81%	25

Lehman Township Comprehensive Plan

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None	11.43%	12
Other (please specify)	10.48%	11
Total Respondents: 105		

#	OTHER (PLEASE SPECIFY)	DATE
1	i miss the recycling dumpsters at municipal bldg. why not reinstate with cameras to monitor violators? it works well for saw creek garbage dumpsters.	9/1/2019 8:30 AM
2	Privately run, safe long-term and rehabilitative medical facilities that can pass statw insp the first time, every time	8/8/2019 2:32 AM
3	Non HOA residential homes	8/6/2019 3:26 PM
4	SENIOR CITIZENS HOUSING AND HEALTHCARE FACILITIES IN BUSHKILL	8/2/2019 3:03 PM
5	Service providers: gas, banking, physicians, dentists	8/1/2019 6:25 PM
6	Businesses that offer experiences to draw folks to visit in all seasons	8/1/2019 3:35 PM
7	1) Anything to bring high-paying jobs here. 2) Closer medical facilities	8/1/2019 2:10 PM
8	Trains and buses to nyc	7/31/2019 3:10 PM
9	more businesses often creates economic stimulation	7/31/2019 12:14 PM
10	We dont need more development	7/31/2019 12:05 PM
11	Bars	7/31/2019 2:06 AM

Q52 Please provide any additional comments on how you'd like to see
Lehman Township thrive and grow in the future.

Answered: 34 Skipped: 129

#	RESPONSES	DATE
1	More road crew workers and larger trucks for plowing the larger roads	9/19/2019 2:42 AM
2	Public library, more retail, more restaurants, movie theater, ice skating wring in winter that can be converted to roller skating wring in the summer, ice cream place, a center town that has all and that once there you can park your car and walk around.	9/8/2019 2:37 AM
3	I would hope that more people find it feasible to move here in the future and either find employment here or have a reasonable commute to jobs in NJ or NY.	9/7/2019 10:35 PM
4	pike county library is too far away to use on a regular basis. i'd like to see one closer. wasn't the house on the corner of bushkill falls road and 209 once considered for a branch?	9/1/2019 8:31 AM
5	We need sidewalks, better traffic safety regulations particularly on local back roads, and an overhaul and refacing if not raising and rebuilding of very dilapidated commercial structures. Mom and Pop stores in nice, clean, new buildings. More and affordable.recreation opportunities for children. Build a new movie theater and a trampoline park in Lehman. Raise local wages.	8/8/2019 2:35 AM
6	Assist with emergency services, hire a better ambulance servicesthat is ALWAYS in Lehman township and not Marshall's creek .	8/7/2019 9:32 PM
7	I would like to see Lehman Township grow and be more of an area to live and not have to travel to work, this is the reason I do not live in Lehman.	8/7/2019 2:51 AM
8	Lehman twp has been a great twp to live in.I don't plan on leaving the twp any time soon.	8/6/2019 10:08 PM
9	Improve fire service and EMS SERVICE I this I out of scope. OUR OWN POLICE DEPT	8/6/2019 3:41 PM
10	Yes, i would like to see lower taxes, a walking area, and more local employment so my son get get a job!!	8/2/2019 6:14 PM
11	THANK YOU FOR THE OPTION TO EXPRESS OPINIONS HOPEFULLY YOU WILL DISSEMINATE THIS INFO TO THEN PROPER PEOPLE SO WE CAN ACTUALLY SEE RESULTS AND NO LONGER FEEL ANGST BECAUSE OF THE CHANGES I HAVE SEEN OVER THE PAST 25 YEARS	8/2/2019 3:05 PM
12	Let's use the facilities we already have! Whatever happened to the baseball/soccer fields by Saw Creek? Nobody uses them! They dont seem to be kept up with. Let's focus on what we have before we decide to start making new parks. :)	8/2/2019 2:08 AM
13	Clean the bad element up and fix the roads and the township will heal itself. No more drugs and robberies. No more potholes.	8/1/2019 7:42 PM
14	I would like to see businesses encouraged to come here that will fill real needs in our communities such as grocery stores, doctors, dentists, banking, and fuel, since this area is no longer the vacation destination it once was, while being careful to maintain the natural beauty of the surroundings. I don't want to see another failed opportunity like Mountain Laurel Arts- a beautiful facility in a beautiful location that should have filled our local coffers and acted as a stepping stone to additional improvements in our township only to bomb miserably due to poor planning and/or management.	8/1/2019 6:25 PM
15	Take over the private communities that are in distress. Draw from that pool of prospective labourers.	8/1/2019 5:56 PM
16	Thank you for asking! This survey shows a commitment on the part of supervisors! Thank you for the composting recycling area; we use it often!	8/1/2019 3:08 PM
17	Better connectivity, better roadways, better community. Real estate pros may say location, location, location but residents want good jobs, good schools, and good healthcare. Those are cornerstones of good community.	8/1/2019 2:14 PM

Lehman Township Comprehensive Plan

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18	Lehman Township should also have recreational activities catered to behavioral health and autism. There are a lot of children suffering with different types of mental disorders and it would release a lot of strain on parents if services were in the area.	8/1/2019 1:38 PM
19	We need a train system and better bus options and hours. "If you build it, they will come". We need Spanish radio stations and more diversity. We need a fish market and farmers market that we can buy fresh fruits and vegetables from.	8/1/2019 1:10 PM
20	The roads potholes or grown weeds on shoulders or roads unsafe to walk or ride bikes to and from the park winona falls road park is boring the baseball field is always getting the grass ripped up and planted again for 3 years already that park needs playground maybe a summer program	8/1/2019 12:34 PM
21	Stop allowing pine ridge to make their own rules and laws within the township.	8/1/2019 12:13 PM
22	Lehman has done a great job of fixing the roads over the last several years! They're now safer for everyone. Kudos! I would be interested in hearing about the feasibility of a local police department. State Police response times are not great because of the large area they cover.	8/1/2019 11:39 AM
23	Lehman Township is beautiful. Work on maintaining the roads, reducing the amount of trash and litter, and solve the foreclosure problem. People don't move here for jobs and economic growth. If they do they're in the wrong place. Traffic is definitely NOT a problem.	8/1/2019 11:38 AM
24	In the 33 years I held this home I would first like to see more professional jobs. I think if you could attract one technical company or school then families would be more incline to move there and then the school system would improve because those professionals would want the same for their children and value education. Right now there are a lot low paying jobs up there and that transfers over to the education system. It hurts the Families up there due to low paying jobs and brings down the community as whole.	8/1/2019 12:26 AM
25	i would like to see the township grow, and find ways to keep people living within its boundary	7/31/2019 2:38 PM
26	Route 209 is underdeveloped and paving is destroyed, stores are closed and look delapidated. The lighting is atrocious at night and poses a danger to drivers-this is a liability	7/31/2019 1:14 PM
27	Closer resources, improved cellular service(FIOS), improvements and development of safe electrical options in times of outages or to reduce outages (Solar stations). Better innovations to attract businesses and KEEP residents for a thriving county!	7/31/2019 1:07 PM
28	keep maintaining road work,Taxes,protection of wildlife,more job opportunities,more opportunities for clean up day,keep communication with Lehman Township residents.	7/31/2019 12:30 PM
29	I would not live any place else, but more businesses and job opportunities will stimulate economic growth. The former "game zone" is an eye-sore! Consider an indoor recreational facility-roller skating, indoor basketball, tennis, etc.	7/31/2019 12:19 PM
30	I think if you made housing more expensive and eliminated section 8 and long term rentals you would eliminate a lot of the problems with crime and quality of life issues. Dirt bag people are drawn to this area because of cheap housing. With that comes a whole slew of economic and quality of life issues. The township needs to regulate these gated communities more like saw creek. The board has so much control and the people have no say. There is a lot of shady stuff going on in SCE. For example the deer cull situation. That affects the whole community. people hunt in lehman township. SCE has diminished the deer population so bad that there are no deer to hunt. that makes visitors who enjoy hunting find somewhere else to stay and spend money. Theres also the fact that cheap housing draws dirt bag type people. Nobody is going to buy or short term rent a property with dirt bag people around. Along with that comes petty crime. Thats only a small portion of the examples.	7/31/2019 12:14 PM
31	Leman can't grow as long as the housing market is as depressed as it is !!!	7/31/2019 12:10 PM
32	Merge with another township	7/31/2019 2:06 AM
33	Abolish the local income tax and replace it with something more progressive, like a local sales tax.	7/30/2019 9:09 PM
34	I'd like to see the township embrace an ecotourist business growth. The township is very much a 'bedroom' community with a majority of residents commuting out of the area to better paying jobs. I would think campgrounds/rafting and such would keep with the general motif of the area and allow some growth economically, as the tourists will frequent local restaurants and such.	7/30/2019 7:52 PM



550 Bay Road
Dover, DE 19901
t 302.734.9188 centuryeng.com

Lehman Township Comprehensive Plan Update
Project No. 19036.10

Date: December 5, 2019
Century No. Task 195024.01

Technical Memorandum

To:	William Collins, RLA Simone Collins Landscape Architecture	Phone: (610) 239-7601
From:	Christopher N. Sylvester, P.E., PTOE Century Engineering, Inc.	Phone: (302) 734-9188
Subject:	DEWA VUM Plan Traffic Engineering Review	

This technical memorandum provided by Century Engineering, Inc. to Simone Collins Landscape Architecture is being submitted as part of the task to provide updates on transportation elements that may be utilized in the Lehman Township Comprehensive Plan Update project. While examining transportation background, which includes summarizing existing transportation conditions and trends in the roadway network mobility and safety within the study area, it is also important to review current and future regional considerations. These regional considerations include other organizations (both public and private), their current and future goals and how they may impact the transportation network. These impacts should be considered and addressed as part of the Lehman Township Comprehensive Plan.

For this effort it was identified that the Delaware Water Gap National Recreation Area and Middle Delaware National Scenic and Recreational River (DEWA) national park has released a draft Visitor Use Management Plan (VUM Plan). Century Engineering, Inc., as a traffic engineering subconsultant, has been tasked by Simone Collins Landscape Architecture with performing a professional review of the draft DEWA VUM Plan as part of the Lehman Township Comprehensive Plan Update project to determine impacts to the transportation network.

In review of the VUM Plan there were several common themes as well as key points that may be considered associated with transportation elements. These common themes and key points are discussed below in general, with specific examples referenced from the draft DEWA VUM Plan as well. The examples provided are not all inclusive of those that are included within the entire draft DEWA VUM Plan but offer points of references for the comments in this technical memorandum.

The draft DEWA VUM Plan is separated into six (6) chapters, including: Chapter 1: Introduction to the Plan; Chapter 2: Existing Conditions Summary and Related Issues; Chapter 3: General Visitor Use Management Direction; Chapter 4: Management Strategies and Actions; Chapter 5: Visitor Capacity; and Chapter 6: Implementation, Monitoring, and Adaptive Management. Accordingly, upon completion of the review of the

DEWA VUM Plan, common themes and key points for consideration are included under the following focus areas:

1. Transportation Conflicts
2. Traffic Studies
3. Scenic Driving
4. Parking Congestion and Crowding
5. Undesignated Parking Areas and Conflicts
6. Trip Generation
7. Access Strategies, Trip Redistribution & Alternate Routes
8. Noise
9. Off-Road

1. TRANSPORTATION CONFLICTS

The **Introduction** section in **Chapter 1. Introduction to the Plan** includes “Transportation Conflicts” as results of current conditions of the park (pg. 1). In review of the draft DEWA VUM Plan, while multiple elements may be assumed to be qualitatively included under “transportation conflicts”, there should be quantitative discussion points in regard to “Transportation Conflicts”.

- Page 1 – Increased visitation has resulted in “transportation conflicts” – What are these conflicts, and are there potential improvements? Has a traffic study been completed to document these conflicts?
- Page 80 – Conduct Traffic Safety Management Study with Federal Highway Administration (FHWA) – Has the scope of work for this traffic engineering study been developed? If so, outline the purpose of the study and existing conditions that it is to evaluate and address?

2. TRAFFIC STUDIES

In regard to the transportation network, it is important to document elements such as “transportation conflicts” within a traffic engineering study. Accordingly, the following comments in regard to competing traffic engineering studies, include:

- Page 3 – The **Planning Background** section in **Chapter 1. Introduction to the Plan** identifies DEWA’s “Planning Portfolio”, and notes compilation of studies. Does this include traffic engineering studies? If so, please include reference to these studies, and what elements were utilized from these studies.

The **Condition Summaries and Issues Addressed in this Plan** section in **Chapter 2. Existing Conditions Summary and Related Issues** notes that “visitation statistics and other data have been

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baselined at 2014/2015, the year that the planning effort was initiated to ensure consistency across sources” (pg. 15). It is also noted that “the traffic counters at DEWA have not had stable and consistent reports after this date, which limits interpretability of this data” (pg. 15). If traffic counts have not been completed since 2014/2015, updated count data should be collected for completion of appropriate traffic studies to address various proposed elements within the draft DEWA VUM Plan.

- Page 15 – “Traffic Counters” – If the traffic count data (vehicular volumes) have not been recorded since 2014/2015, current traffic count data should be collected as part of various efforts outlined within the draft DEWA VUM Plan in later chapters. This should be noted within the draft DEWA VUM Plan.

In reference to the **Zoning** section of **Chapter 3. General Visitor Use Management Direction**, for the Natural Resource Zone it is noted that facilities are minor to moderate in scale and include interpretive signs and wayside as well as small parking areas (pg. 35). A traffic study may be completed to inventory and determine appropriate locations for interpretive signs and waysides related to areas of vehicular access.

In reference to the **Zoning** section of Chapter 3, for the Outstanding Natural Feature Zone it is noted that, “any development in this zone will be preceded by the establishment of baseline conditions and the institution of a monitoring program to assess if visitor activity is altering the resource away from desired conditions” (pg. 36). In regard to transportation elements, it should be referenced in the draft DEWA VUM Plan that traffic engineering studies should be completed to determine existing conditions (including current traffic volumes) as well as impacts to the transportation network based on future proposed conditions.

- Page 36 – “professional staff” – This should be clarified in the draft DEWA VUM Plan. For example, in regard to transportation elements, does professional staff refer to a licensed professional engineer (PE)?

The **Indicators and Thresholds** section (pg. 48) in Chapter 3 describes indicators as the measurable attributes associated with descriptions of desired conditions, and thresholds as the minimum acceptable condition for the indicator. There are no indicators that specifically reference vehicular volumes, vehicular crashes and/or “transportation conflicts”, or “parking congestion”. As transportation conflicts and parking congestion is referenced, indicators and thresholds should be included with the draft DEWA VUM Plan to address these transportation elements.

- Page 48 – Indicators and Thresholds – The draft DEWA VUM Plan should include indicators and thresholds that address some of the primary issues notes, such as “transportation conflicts” and “parking congestion”.

Under **Chapter 4. Management Strategies and Actions**, the **Parkwide and General Actions** section includes reference to, “partnering with surrounding land manager to increase signage” (pg.63). This action item should also include signing for vehicular traffic. If previous signing inventories have not been completed

it may be beneficial to add language in the draft DEWA VUM Plan regarding conducting traffic studies including traffic control device inventories, such as signing and striping.

- Page 65 – Increased Signage – Has a traffic study been completed to inventory and evaluate existing signing? If so, this should be noted in the draft DEWA VUM Plan.

The **Parkwide and General Actions** section in Chapter 4 includes discussions on park operations, noting that, “given the multitude of entrance and egress points at DEWA it is unclear to visitors when they are entering a national park” (pg. 64). Conducting a traffic study that inventories existing site identification and wayfinding signs may be beneficial in developing appropriate recommendations for additional signing. This type of traffic study could also include origin-destination information such as where a visitor is entering the park and what area they planning to access.

- Page 64 – Wayfinding Signs – Has a traffic study been completed to document and evaluate existing signing? If so, this should be noted in the draft DEWA VUM Plan.

The **Current Commercial Use Authorizations** subsection in Chapter 3 includes biking (pg. 53). The draft DEWA VUM Plan notes that “bicycles are currently permitted on park roads, parking areas, and the McDade Recreational Trail” (pg. 53). The section also notes, “due to traffic volumes, the use of U.S. Route 209 and River Road are not encouraged for use as a bicycle route” (pg. 53).

- Page 53 – Biking – Was a traffic study completed along U.S. Route 209 to determine whether it should be encouraged for use as a bicycle route? If so, this should be referenced in the draft DEWA VUM Plan.

Chapter 4. Management Strategies and Actions under **Description of Management Actions for Specific Zones** for the Visitor Service Area Zone notes, “incorporating bicycle-friendly design standards in road design and maintenance practices” (pg. 65). The draft DEWA VUM Plan should expand upon whether this will include all roadways, such as U.S. Route 209 referenced above.

- Page 65 – Bicycle-Friendly Design Standards - A traffic study should be completed to determine bicycle volumes on various roadway to determine the extent of the bicycle facilities that should be incorporated.

The **Potential Commercial Use Authorizations** subsection in Chapter 3 includes reference to mobile food trucks (pg. 54) and road-based commercial tours (pg. 55).

- Page 54-55 – Potential CUA – Were impacts to the roadway network and or considerations to the additional traffic noise evaluated as part of the draft DEWA VUM Plan?

3. SCENIC DRIVING

“Scenic drives” are included as part of the **Park Description** section in **Chapter 2. Existing Conditions Summary and Related Issues** (pg. 9). The **Overview of Visitor Use at Delaware Water Gap National Recreation Area** section notes “scenic driving” as a recreational opportunity (pg. 14), the **Visitor Use and Experience** section includes “scenic driving” as a common activity (pg. 16), and the **Opportunities for Visitors to Learn About and Understand the Important Resources and Stories** section includes “scenic driving” (pg. 17).). In regard to the transportation network it would be beneficial to highlight which of the park roads are included as routes for experiencing “scenic drives”.

The **Desired Conditions** section of **Chapter 3. General Visitor Use Management Direction** references the desired condition that, “visitor facilities will not impact the scenic character of the park including river corridor, scenic driving, and other visitor use sites in reference to the Middle Delaware National Scenic and Recreational River and Tributaries (pg. 31). This is continued under the **Sustainable Access to High-Quality Recreational Resources** subsection, that the desired condition includes providing, “access to high-quality seasonally appropriate outdoor recreational opportunities such as canoeing, swimming, hiking, hunting, boating, horseback riding, fishing, scenic driving, bird watching, biking, and cross-country skiing” (pg. 33).

- Various Sections – “scenic driving” – Highlight which roads would be included within the network of roadways identified for “scenic driving”.

The **Necessary and Appropriate Criteria and Determinations for Commercial Services** section of Chapter 3 included an **Overview of NPS Commercial Services** subsection and noted that “one type of commercial service that should be managed through a CUA is road-based commercial tours” (pg. 50). The **Potential Commercial Use Authorizations** subsection in Chapter 3 also includes reference to road-based commercial tours (pg. 55). This type of commercial service aligns with visitors desire to experience scenic driving, although impacts to the roadway network and additional traffic noise should be considered.

- Various Sections – Road-Based Commercial Tours – Were impacts to the roadway network and/or considerations to the additional traffic noise evaluated as part of the draft DEWA VUM Plan? If so, these should be noted within the draft DEWA VUM Plan.

4. PARKING CONGESTION AND CROWDING

While crowding was a common theme throughout the draft DEWA VUM Plan, in regard to the transportation network this was noted through “parking congestion” leading to visitors being displaced. The **Introduction** section in **Chapter 1. Introduction to the Plan** includes “Parking Congestion” as results of current conditions of the park (pg. 1). The current conditions include increased visitation, undersized or inadequate visitor facilities, and changing visitor patterns, use, and behavior. The draft DEWA VUM Plan includes continued discussions on increased visitation which includes crowding and parking congestion throughout the various sections and chapters. This is highlighted under the **Why is this Plan Needed** section in

Chapter 1, with reference to parking in high use areas at capacity by morning hours: “Other challenges and conflicts arise from parking in high use areas that are full by 9 a.m.” (pg. 2).

While parking congestion is noted in Chapter 1, the **Visitor Use and Experience** section in **Chapter 2. Existing Conditions Summary and Related Issues** includes a narrative of survey results from various visitor groups which reported qualitatively that pull-offs or parking areas were not crowded (pg. 16). Although under Issues and Related Conditions under the **Visitor Use and Experience** section of Chapter 2, it is once again noted that, “visitor use sites and destinations currently available for visitor use often become full and crowded on weekends and holidays” (pg. 19). This section continues that “some visitors are being displaced because sites are becoming crowded” (pg. 19). With survey reports not reflecting “crowding” as a “big problem”, documentation of these existing conditions impacting parking areas and generating transportation conflicts should be completed through conducting more formal parking study and/or traffic engineering study.

When parking lots are full, vehicular conflicts as well as parking in undesired locations may occur. The draft VUM Plan does highlight these concerns. Although more detailed parking studies for existing parking areas may be completed. In addition, all parking zones, include existing and future parking areas, should be outlined in the draft DEWA VUM Plan.

5. UNDESIGNATED PARKING AREAS AND CONFLICTS

Under Issues and Related Conditions of the **Visitor Use and Experience** section of **Chapter 2. Existing Conditions Summary and Related Issues** reported that Childs Park and Van Campens Glen are two areas that appear to be most affected by high visitation (pg. 20). For Childs Park, it was noted that during the 2015 season there were “concern over high numbers of visitors illegally parking along the road and having near misses with oncoming traffic” (pg. 20-21). Parking along the roadway where there is not adequate shoulder or pull-off area can create crash patterns such as side-swipe or rear-end collisions. While near-misses were noted, a traffic study should be completed that documents the parking conflicts and analyzes crash data to determine existing crash patterns. The importance of formally documenting the parking conflicts with a traffic study is focused on safety. Analyzing crash patterns will assist with developing recommendations to mitigate these crashes. As noted in the draft DEWA VUM Plan in regard to **Visitor Safety** under **Visitor Use and Experience** section of Chapter 2, “incidents of potentially unsafe situations caused by visitor actions have been observed by NPS staff, including alcohol consumption, cliff and waterfall jumping, and parking along roadways” (pg. 22-23).

- Pages 20-21 – “High number of visitors illegally parking along the road and having near misses with oncoming traffic” – Was a traffic study completed to document the existing parking conditions, evaluate existing parking prohibition signing, and analyze crash data? If so, this should be noted within the draft DEWA VUM Plan.

The **Introduction** section of **Chapter 3. General Visitor Use Management Direction** references parking zoning, goals, and desired conditions (pg. 31)

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- Page 31 – Parking Zoning – All existing and future parking zones should be outlined as part of the draft DEWA VUM Plan.

Under **Chapter 4. Management Strategies and Actions**, the **Parkwide and General Actions** section include reference to, “off-road vehicle use continues to be prohibited in the park” (pg.63). Although it may be beneficial to also expand this to reference parking along the roadway and addressing this through increased signage to include parking restrictions. (Pg. 63)

Chapter 5. Visitor Capacity under the **Identify Visitor Capacity and Implementation Strategies** discusses key areas and outlines potential improvements to these areas (pg. 88). Several of the key locations should also include noting consideration of roadside parking.

- Page 91 – George W. Childs Park – Reference to discourage roadside parking should include the evaluation of establishing parking prohibitions to assist with enforcement.

6. TRIP GENERATION

There are multiple elements through the various chapters of the draft DEWA VUM Plan that reference potential changes in land use through improved and/or new facilities for visitor usage. The **Relationship to Other Planning Efforts** in **Chapter 1. Introduction to the Plan** includes the **Historic Properties Management Plan (In Process)** (pg. 3). Its noted that “this plan will include determinations about which park’s historic properties are suitable for new or additional visitor use and a process for re-evaluation of properties if conditions change. A change in condition can include changes in visitor use, needs, or patterns.” These changes in land uses should include initial steps in the traffic engineering study process of determining increases in trip generation based on proposed land use. For example, **Site-Specific Changes** subsection under the **Zoning** section in **Chapter 3. General Visitor Use Management Direction** states that, “under this plan, some sites would be developed or expanded” (pg. 37). In Table 2 rationale for several areas includes parking lot and or facility improvements (pg. 37-39), and while at times the degree of the improvement are listed in later chapters of the draft DEWA VUM Plan it should be noted that transportation impacts should be investigated.

Regarding transportation elements, trip generation should be considered for the expansion in land uses that potentially generate additional vehicular trips to and from site access points. To this point, there are multiple discussions in regard to improvement and expanded facilities for numerous sites listed under the **Parkwide and General Actions** section of Chapter 4 (pg. 69-81). In regard to transportation elements, this should include entrance design considerations such as turn lanes at designated access points.

- Page 3 – **Historic Properties Management Plan (In Process)**, notes that “this plan will include determinations about which park’s historic properties are suitable for new or additional visitor use and a process for re-evaluation of properties if conditions change. A change in condition can include changes in visitor use, needs, or patterns.” Consideration in the development of this plan should

include trip generation to evaluate potential entrance design improvements and impacts to the roadway network.

- Page 36 – “some sites would be developed or expanded” – The draft DEWA VUM Plan should include that for changes and/or expanding land uses will include evaluation of traffic impacts to the roadway network.

The **Potential Commercial Use Authorizations** subsection in **Chapter 3. General Visitor Use Management Direction** includes reference to new or expanded camping (pg. 55). This is expanded upon in **Chapter 4. Management Strategies and Actions** under the **Description of Management Actions for Specific Zones** section. In reference to Middle Delaware National Scenic and Recreational River Zone, river camping would be enhanced by developing up to three clustered river campsite locations (pg. 65). It is listed that the, “overall number of river campsites will be increased from 65 to 85” (pg. 65).

- Page 55 & Page 65 – New or Expanded Camping – The draft DEWA VUM Plan should include that for changes and/or expanding land uses an evaluation of traffic impacts to the roadway network will be completed. This should include trip generation for proposed changes and increases in land uses. While the impacts to the roadway network may be minimal, the evaluation of trip generation may reveal entrance design improvements that may be warranted.

In addition to river campsites, non-river camping, lodging opportunities and rental cabins are also discussed as being expanded in the **Description of Management Actions for Specific Zones** section of Chapter 4 (pg. 67).

- Page 67 – Expanding Camping and Lodging Opportunities - The draft DEWA VUM Plan should include that for changes and/or expanding land uses an evaluation of traffic impacts to the roadway network will be completed. This should include trip generation for proposed changes and increases in land uses. While the impacts to the roadway network may be minimal, the evaluation of trip generation may reveal entrance design improvements that may be warranted.

The **Parkwide and General Actions** section in Chapter 4 also includes discussions on park operations, noting that, “staffing needs by location could potentially increase” (pg. 64). As this becomes more clearly identified, consideration should be given to trip generation and impacts to the surrounding roadway network. More insight on this aspect is outlined in Chapter 4 under **Description of Management Actions for Specific Zones** for the Visitor Service Area Zone. It is noted that, “NPS presence (volunteers, park staff, or partners) at popular destinations would be increased” (pg. 65). Accordingly, evaluation of trip generation and additional vehicular volumes should be addressed to determine any impacts to the surrounding roadway network or warranted entrance design improvements.

Chapter 5. Visitor Capacity under the **Identify Visitor Capacity and Implementation Strategies** discusses key areas and outlines potential improvements to these areas (pg. 88). Several of the key

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locations should also include noting consideration of traffic count data, trip generation for proposed conditions, and/or evaluation of site access / entrance design needs such as to turn lanes.

- Page 88 – Caddo – Design concept plans and road improvements should also include reference to completing necessary traffic engineering tasks to ensure proper transportation design elements are included for the area improvements.
- Page 92 – Toms Creek – the expanded and improved facilities should also include reference to completing necessary traffic engineering tasks to ensure proper transportation design elements are included for the area improvements.
- Page 93 – Crater Lake – Design concept plans and road improvements should also include reference to completing necessary traffic engineering tasks to ensure proper transportation design elements are included for the area improvements.
- Page 94 – Blue Mountain Lake – Design concept plans should also include reference to completing necessary traffic engineering tasks to ensure proper transportation design elements are included for the area improvements.
- Page 97-98 – Smithfield Beach – Reconfigurations of the entrance of the site should also include reference to completing necessary traffic engineering tasks to ensure proper transportation design elements are included for the area improvements.

7. ACCESS STRATEGIES, TRIP REDISTRIBUTION & ALTERNATE ROUTES

The **Introduction** in **Chapter 1. Introduction to the Plan** includes the goals and objectives in the development of the draft DEWA VUM Plan, which list “manage visitor demand” (pg. 2). The **Why is this Plan Needed** section in **Chapter 1. Introduction to the Plan** includes that the plan “outlines strategies for managing visitor use and access” (pg. 2). In regard to the transportation network, access strategies should include consideration in changes to land use that may lead to increases in trip generation (as discussed under Trip Generation of this Technical Memorandum), as well as, redistribution of existing vehicular traffic on the surrounding roadway network.

The **Desired Conditions** section of **Chapter 3. General Visitor Use Management Direction** includes that, “desired conditions focus on fundamental resources and values; the visitor experience opportunities associated with them; and the types and levels of management, development, and access that would be appropriate in a particular location” (pg. 31). In reference to access in regard to transportation elements, this should include consideration of trip redistribution and impacts to the roadway network in visitors selecting alternate routes.

Desired conditions include that, “visitors have safe designated access” in reference to the Middle Delaware National Scenic and Recreational River and Tributaries (pg. 31). There are multiple discussions in regard

to parking area improvements throughout the draft DEWA VUM Plan, including listing numerous sites under the **Parkwide and General Actions** section of Chapter 4 (pg. 69). In regard to transportation elements, this should include entrance design considerations such as turn lanes at designated Park access points.

The **Visitor-Caused Damage to Vegetation** subsection of **Conditions Summaries and Issues Addressed in this Plan** under Chapter 2, includes reported issues and related condition of visitors looking to, “avoid the fees associated with the developed beach sites” (pg. 24). This issue may be mitigated through a Fee Change Proposal included in **Chapter 4. Management Strategies and Actions**, under the **Parkwide and General Actions** section (pg. 64). While the implementation of a parkwide user fee (entrance fee) may create balanced fee structure across the park, consideration should be made in regard to transportation elements. Within this section of the draft DEWA VUM Plan it is noted that, “the park will consider reopening entrances stations/fee booths on U.S. Route 209 to provide visitor information and collect entrance fees” (pg. 64). As this may have considerable impacts to the transportation network in reference to the redistribution of traffic from U.S. Route 209 onto alternate roadways to access destinations not included within the park, it should be noted in the draft DEWA VUM plan that traffic engineering studies will be conducted prior to the reestablishment of fee booths.

In addition to the fee booth locations on U.S. Route 209, other potential locations to capture all visitors entering the park should be identified in the draft DEWA VUM Plan. This is important as it is stated in the **Parkwide and General Actions** section of Chapter 4 that, “given the multitude of entrance and egress points at DEWA it is unclear to visitors when they are entering a national park” (pg. 64).

There is no reference to a traffic engineering study being completed to identify existing transportation and traffic conditions on the roadway network and potential deficiencies that would need to be addressed through the redistribution of traffic on the roadway network due to the implementation of the fee booths.

- Page 64-65 – Fee Change Proposal – The draft DEWA VUM Plan should include reference to any traffic studies completed to address transportation element considerations. If a traffic study has not been completed, the draft DEWA VUM Plan should include language that a traffic engineering study will be completed prior to the implementation of fee booths to determine impacts to the surrounding roadways and include roadway and intersection improvements that would need to be completed to address the impacts.

8. NOISE

While a noise study is typically included within a planning and environmental study, this subject of the draft DEWA VUM Plan does refer to transportation elements such as an increase in vehicular volumes on the surrounding roadway network. The **Noise** subsection of **Conditions Summaries and Issues Addressed in this Plan** under Chapter 2 discusses concerns of noise from traffic (pg. 27). The draft DEWA VUM Plan notes that, “traffic noise from U.S. Route 209 and I-80 can be heard at various public use areas” (pg. 28) and that “increasing visitation and population growth in the area surrounding the park has led to more passenger traffic on U.S. Route 209 and I-80, resulting in greater levels of noise from traffic” (pg. 28).

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- Page 28 – Has a noise study been completed for the draft DEWA VUM Plan? If so, did it also include evaluation of vehicular volume trends?
- Page 125 – Were the measurement points included in the soundscape monitoring conducted in 2010 relevant to measurement points that will be utilized as part of the DEWA VUM Plan?

The **Indicators and Thresholds** section in Chapter 3 includes a “Maximum Decibel Level” as an indicator, and the thresholds of a maximum daytime decibel level of 33 dBA and nighttime decibel level of 30 dBA for the Outstanding Natural Feature Zone, River Zone, and Historic Zone. In regard to transportation elements, these maximum decibel levels may be lower than reasonable in consideration of highway traffic noise as there are areas that include these zones adjacent to roads such as U.S. Route 209.

- Page 49 – Indicator: Maximum Decibel Level – Was typical decibel level ranges for highway traffic noise considered as part of the draft DEWA VUM Plan? This should be considered as some of the zoning that is included under the threshold criterial is adjacent to U.S. Route 209.
- Page 125 – Transportation Noise – The example provided 33dB for transportation noise. Was this example referenced from the previous 2010 study? Was consideration given to this being reasonable to where measurements will be taken from in comparison to nearby roadways?

The Best Management Practices in Chapter 3 discusses natural soundscapes and includes “advise visitors and park staff about the growing impact of loud vehicles, motors, and other unnecessary noise disturbances” (pg. 59). Consideration should be given to the road traffic noise and the maximum decibel levels as well as the **Potential Commercial Use Authorizations** subsection in Chapter 3 that includes reference to mobile food truck (pg. 54) and road-based commercial tours (pg. 55). These could be conflicting goals and objectives.

9. OFF ROADING

Vehicles being driven off-road was referenced with the various chapters of the draft DEWA VUM Plan. Although this is not directly related to the transportation network, subsidiary concerns may be addressed via ancillary roadway structures such as guardrail, vertical delineators, and signing. In addition to safety concerns with parking in undesignated areas, there are also noted issues and related conditions under the **Visitor-Caused Damage to Vegetation** subsection of **Conditions Summaries and Issues Addressed in this Plan** under Chapter 2 that reference, “visitors have driven their vehicles and parked in unauthorized areas, crushing and destroying vegetation . . .” as well as “visitors have altered the vegetation by driving off-road vehicles, (which has resulted in erosion, tree cutting, and vegetation damage), and have widened the road prism to avoiding potholes” (pg. 25). The **Visitor-Caused Damage to Archeological Resources, Historic Structures, Districts, and Cultural Landscapes** subsection under Chapter 2, includes discussions regarding the Old Mine Road Historic District and that, “illegal off-road vehicle use tears up the ground and has causes irreversible damage to archeological resources by scattering or damaging a site’s

associated features" (pg. 26). Under **Chapter 4. Management Strategies and Actions**, the **Parkwide and General Actions** section includes reference to, "barriers (such as gates) will be installed in areas of illegal off-road-vehicle use" (pg.63). This is reiterated again under the **Parkwide and General Actions** section of Chapter 4 (pg. 68).

- Various Pages – "Off-Road Vehicle Use" – Are these locations documented to target mitigation efforts? This could include conducting field investigations along the roadway network to determine locations where exiting the roadway is most frequent and to develop recommendations to mitigate this concern while keeping roadside design guidance in mind.



Lehman Township Board Of Supervisors

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lehmanpk@ptd.net • LehmanTownship.com

July 30, 2019

Honorable U.S. Representative Matt Cartwright
1034 Longworth House Office Building
Washington, DC 20515

RE: [Issues with National Park Service management of Delaware Water Gap
National Recreation Area – and failures by DEWA to advance conservation
partnerships with Lehman Township in good faith.](#)

Dear Congressman Cartwright:

This letter requests assistance from our elected federal representatives to convene meetings to resolve multiple management issues with a recalcitrant National Park Service unit at Delaware Water Gap National Recreation Area (DEWA).

Background

Lehman Township was one of the Pennsylvania communities devastated by the Army Corps of Engineers acquisition of private lands to construct the ill-fated Tocks Island Dam-reservoir project in the 1960s and 70's.

After the initial purge of Delaware River valley residents by the Army Corps, additional private lands were acquired by the National Park Service (NPS) to construct a larger "park," and eventually all federally-acquired lands were combined under NPS control.

Since that time, people have come to understand the strange irony that these public lands we cherish today could not have happened any other way.

Yet, our national park has suffered ever since from poor federal management decisions.

We understand there are federal budget issues that affect the Park management.

However, when local citizens attempt to assist in DEWA conservation efforts by delivering supplemental resources – those efforts have been ignored, delayed, and subverted by ever-changing DEWA interpretations of NPS administrative "procedures" and "policies."

Unfortunately, this has been standard operating procedure for DEWA.

The public record demonstrates Lehman's long history of efforts to negotiate many modest, but important conservation partnerships with DEWA. All have ultimately proven fruitless despite DEWA claims of good faith and morphing excuses for not following through.

Typical DEWA venues and opportunities for public participation are unfortunately choreographed facades that offer only token avenues for comments, and allow NPS to claim it involves the public in management guidance.



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lehmanpk@ptd.net • LehmanTownship.com

July 30, 2019

Honorable Senator Pat Toomey
248 Russell Senate Office Building
Washington, DC 20515

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July 30, 2019

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393 Russell Senate Office Building
Washington, DC 20515

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After the initial purge of Delaware River valley residents by the Army Corps, additional private lands were acquired by the National Park Service (NPS) to construct a larger "park," and eventually all federally-acquired lands were combined under NPS control.

Since that time, people have come to understand the strange irony that these public lands we cherish today could not have happened any other way.

Yet, our national park has suffered ever since from poor federal management decisions.

We understand there are federal budget issues that affect the Park management.

However, when local citizens attempt to assist in DEWA conservation efforts by delivering supplemental resources – those efforts have been ignored, delayed, and subverted by ever-changing DEWA interpretations of NPS administrative "procedures" and "policies."

Unfortunately, this has been standard operating procedure for DEWA.

The public record demonstrates Lehman's long history of efforts to negotiate many modest, but important conservation partnerships with DEWA. All have ultimately proven fruitless despite DEWA claims of good faith and morphing excuses for not following through.

Typical DEWA venues and opportunities for public participation are unfortunately choreographed facades that offer only token avenues for comments, and allow NPS to claim it involves the public in management guidance.

These DEWA practices have led to crises.

Current DEWA Management Crises

Recent actions and failures to act by DEWA have created a regional crisis of faith in NPS – a lingering condition that has degenerated to a new level of disbelief in the agency being capable or even willing to engage in basic local partnerships that might deliver help to responsibly manage our collective national resources within the Park.

This letter speaks for Lehman Township. However, our half century of municipal experiences with DEWA are echoed by the scores of complaints we have heard from our neighbors, local municipalities, affected counties and commonwealth partners – all who have attempted unsuccessfully over five decades to collaborate with this National Park

Partner issues with DEWA transcend any particular superintendent tenure.

Lehman hopes that the new DEWA Superintendent will expeditiously meet and actively follow through in good faith with Lehman Township to solve major issues regarding park resources. Only immediate good faith actions by DEWA can justify that hope.

Lehman Township has three immediate, critical issues with DEWA management:

1. **Public infrastructure** – the dangerous condition of DEWA roads.
2. **Blight** – DEWA failure to conserve park structures - now dangers to the public.
3. **Partnership projects** – DEWA refusal to meet with Lehman Township regarding partnership projects – that DEWA previously supported

Lehman Township has requested meetings with DEWA numerous times in 2018 and 2019 – only to be ignored by management.

Lehman seeks intervention assistance from its elected representatives to publicly negotiate solutions to critical civic needs – all that can benefit from creative partnerships and cannot be easily resolved by the limited options available to DEWA alone.

The DEWA management tactic of ignoring responsibilities by not communicating cannot be allowed to continue.

A way forward

Lehman Township requests that its elected officials convene meetings with Lehman Township representatives and the DEWA Superintendent and staff to resolve the three primary issues (detailed below.)

To begin, Lehman Township stipulates to common understandings, including:

- the great responsibility that DEWA assumes to protect America's resources.
- the annual challenges to DEWA budgets and its perpetual maintenance challenges.
- the NPS responsibility to collaborate in good faith with local communities to meet its challenges.

Critical issues to be addressed by DEWA:

1. **Public infrastructure** – Fix / maintain DEWA roads

The condition and maintenance practices for federal roads in DEWA is a critical priority – especially US 209 – that serves as a major artery for local, regional, and national travelers.

NEEDED – DEWA to document its short and long-term strategies to keep its roads open and safe.

Lehman understands that a real partnership between DEWA and local communities can attract funding from supplemental sources outside the DEWA annual budget – especially for critical infrastructure improvements. DEWA fidelity to such a strategic partnership is an essential pre-requisite.

2. Blight – Fix or demolish dangerous DEWA structures

Since the original federal acquisition of the Park lands – most structures that were never razed have deteriorated for more than 50 years.

DEWA has no coherent strategy to conserve the scores of remaining park structures.

The issue of insufficient DEWA budgets ignores years of insincere DEWA posturing intended to diffuse and derail partnership efforts to conserve Park structures.

Over that time, DEWA stories have evolved to suit the politics of the period, as needed to deter erstwhile preservation partners.

DEWA has evaded partnership opportunities presented by Lehman Township and other reputable parties to adaptively restore the Peters House in Bushkill. The Peters House is an exceptional example of DEWA bad faith and elusion of any potential partnership that might require sharing responsibilities to conserve even exceptional Park resources.

Without a partnership plan for the Peters House – DEWA cannot pretend it has a conservation strategy for any of its park-wide resources – beyond an unspoken policy to let structures decay as default management of what it can't afford to keep up or even tear down.

The Peters House will be the last DEWA structure to remain standing on life-support – only because it is listed on the National Historic Register – but that doesn't mean DEWA has a rational strategy to conserve it.

For the past 50 years, the conservation strategy for this most important heritage structure has been to just keep the last in line to deteriorate. This is resignation stewardship. There are other ways.

Only smart partnership adaptive reuse projects have any chance of success for at-risk, priority resources like the Peter's House.

Tragically, Park resources have remained secondary to the DEWA policy of maintaining exclusive management control – without partners – even as it has become a clearly isolated agency that is incapable of conserving its resources on its own.

The result that Lehman and every prospective new conservation partner has faced in DEWA is an agency with no intention to engage partnerships. This needs to change.

Multiple alternative partnership options have been identified by Lehman Township and others, but they have all been discouraged by a DEWA playbook that grinds down the clock on any partnership opportunity – leaving capable partners ultimately exhausted by trying to resolve the blight that NPS presides over throughout DEWA.

NEEDED – DEWA needs to document exactly what are the obstacles to partnering with a municipality, allied government agency, or non-profit to conserve the Peters House through adaptive reuse rehabilitation.

3. Partnership projects – Collaborate in good faith with Lehman Township

NPS has proven over decades that it cannot possibly provide the needed level of stewardship at DEWA – within its budget constraints as a single agency alone.

Common sense, strategic partnership alternatives exist to achieve remarkable conservation goals that are not possible otherwise. Lehman has worked for over 15 years with multiple partners to bring in supplemental funds to improve DEWA.

Lehman Township currently has in hand, Federal Highway Administration (FHWA) funding, and has retained a professional consultant team to conduct engineering tasks that will advance public transportation services within DEWA.

To compete, apply, and secure these FHWA funds, Lehman Township negotiated three project tasks with DEWA, as the agency's selected priorities – all identified in a previous FHWA-funded study for DEWA !

DEWA now refuses to communicate with Lehman officials.

This is the same tactic DEWA has used to ignore multiple attempts by Lehman Township to assume physical maintenance responsibilities – at municipal expense, for the Bushkill Village area of the Park.

Lack of funds available solely through limited DEWA budgets is an unacceptable reason for lack of DEWA stewardship. Denying partnerships is a real reason for failures of DEWA stewardship. Examples of successful, alternative-funding partnership strategies have been demonstrated across the US.

Cumulatively, DEWA actions have come to clearly define an unmistakable agency policy to exclude partners from Park conservation efforts.

Opportunistic political campaigns espousing NPS-local partnerships have been announced in the past by Washington, and DEWA has delivered lip service to them – only for them to be abandoned as the need for expedient rhetoric passed.

Lehman and other partners are prepared to conduct projects within DEWA “by the book.” It's has been DEWA that has rejected the help. This archaic way of operating must be adapted to include capable, active partners – as the means to achieve the DEWA conservation successes we all expect, know can happen, and can help deliver.

Conclusion

1. DEWA roads must be maintained
2. DEWA blight must be removed from within Lehman Township and the Park.
3. DEWA promises for partnerships must be honored

These critical issues must be resolved in a public forum between Lehman Township– and DEWA – one that is not solely controlled by NPS.

Please contact me directly to schedule the meeting with DEWA at the earliest date.

Thank you for your valuable assistance.

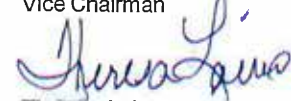
Sincerely,
Lehman Township Board
of Supervisors



Robert H. Rohner, Jr.
Chairman



Richard C. Vollmer
Vice Chairman



Theresa Laino
Supervisor



SIMONE COLLINS
LANDSCAPE ARCHITECTURE
119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401
PHONE: 610.239.7601 FAX: 610.239.7606
WWW.SIMONECOLLINS.COM

TRANSMITTAL

To:	Leslie Morlock Chief Strategic Planning & Project Management	DEWA Address: 294 Old Milford Rd. Milford, PA 18337
From:	William Collins	Date: 12/5/2019
Re:	Lehman Township Comments on the DRAFT DEWA VUM Plan	Project No.: 19001.10

WE ARE SENDING YOU:

Copies	Date	Description
1	2019	Lehman Township Comments on the Draft DEWA VUM Plan
1	2019	Technical Memorandum – Transportation Related Comments
1	2019	Letters from Lehman Township to Elected Officials
1	2019	Open Letter from Lehman Township to DEWA and Elected Officials
1	2019	Bushkill Village Conservation Study
1	2019	Lehman Township EFL FLAP Application

Dear Ms. Morlock,

Enclosed please find a copy of:

- Lehman Township's official response and commentary on NPS' Draft DEWA VUM Plan
- Technical memorandum addressing transportation-related issues presented in the VUM Plan, prepared by Century Engineering, Inc. Century Engineering is currently assisting Lehman Township in the preparation of the transportation element to the update of Lehman Township's Comprehensive Plan

- Letters from Lehman Township to elected federal officials regarding issues with NPS management of DEWA, dated July 30, 2019
- Open Letter from Lehman Township to DEWA, elected official in Pike and Monroe Counties and elected federal officials and residents, dated November 1, 2019
- Bushkill Village Conservation Study, September 2016
- Lehman Township's successfully funded 2016 Eastern Federal Lands Access Program Project Application

Sincerely,

A handwritten signature in black ink, appearing to read "William Collins". The signature is fluid and cursive, with the first name "William" being more prominent than the last name "Collins".

William Collins, RLA, VP
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

Lehman Township Board Of Supervisors
193 MUNICIPAL DRIVE, * BUSHKILL, PIKE COUNTY, PENNSYLVANIA 18324 * (570) 588-9365 *
FAX (570) 588-1864

An Open Letter to Delaware Water Gap National Recreation Area (DEWA), Elected Officials in Pike and Monroe County, Elected Federal Officials and Residents

November 1, 2019

The Lehman Township Board of Supervisors initial objective is to raise the controversy of tolling U.S. Rt. 209 sufficiently that all elected officials feel the public heat to ask one single public expectation, that DEWA return to the drawing board and produce a DRAFT #2 that requires a public committee engaged in the process with DEWA, and the DEWA commitment to produce the substantiating reports needed as a basic due diligence to justify any DEWA decisions.

100% public opposition to charging for DEWA road use

After listening to residents in the past two meetings with DEWA – it is clear that there is 100% opposition to the DEWA proposal to charge residents to use U.S. Rt. 209 and the other DEWA roads to travel between their homes, schools, businesses and places of work.

Essential information is missing in the Visitor Use Management Plan (VUMP) Draft

Essential facts or even descriptions of the processes used to arrive at NPS conclusions are not included in the VUMP Draft. No other public agency would attempt to propose such a radical change to public life without performing substantial due diligence. If NPS has performed basic studies to justify the conclusion of the VUMP Draft, they have withheld them from public review.

The VUMP was drafted to support a foregone conclusion

Everyone understands that NPS and DEWA as a “Park” unit needs to help raise funds from users to support the mission, goals and mandate for federal lands. But all alternatives – especially strategic partnerships need to be publicly explored to fairly arrive at equitable decisions. The current VUMP strategy to toll DEWA roads – cynically relies on the local population to bear the burden of this funding scheme – because NPS has calculated locals to be “captive” payers who will have no alternative than to pay the toll to continue to live in their homes. And DEWA is betting that they can maneuver the road toll strategy within the veil of a Visitor Use Plan – before the public understands and can react against its absurdity.

Road tolling needs to be defined separately from DEWA “User Fees”

There are many current user fees and some reasonable new ideas for raising funds for DEWA from users of the “park.” To ensure the conversation is clear, the public will not buy into the DEWA public relations campaign that tolling the “park” roads is simply just a user fee. It is not. Tolling local residents to travel to and from their homes will not be allowed to be discussed under the guise of park “user fees.” Road tolling is quite different than user fees. And the public impacts of road tolling have not even been studied by the NPS.

NPS and DEWA politely and methodically erode partnerships attempts – to the detriment of our collective resources

Listening, lip service and changing messages have become known as the standard DEWA public involvement strategy. Attempts by partners to participate in the park stewardship are consistently thwarted by hidden NPS policies and scores of delay tactics. The bottom line is that DEWA has long ago decided that it is better for resources to rot under its sole jurisdiction than to work in partnerships. This needs to change. And tolling the public roads – our transportation lifelines does not satisfy our doubts the DEWA can ever steward the “park” without engaged partners.

Partnerships are needed in this time of the world – NPS needs to change its isolation policy

Every other public steward entity understands that partnerships are essential to conservation. The NPS shuns this notion and has operated in isolation. DEWA is the poster child for excluding the public and conservation partners from caring for our local federal lands. The new DEWA idea of tolling the public roads is an exponential attempt to isolate the public from the park. It is intentional exclusionary policy by NPS and will not be allowed to stand. There are other NPS partnership

models around the nation. These need to be deeply explored by DEWA with local partners before jumping into extreme measures such as tolling public roads.

Re-inhabiting DEWA

The NPS does not have the resources to fulfill its mandate at DEWA, but also has never fully engaged with partners interested in helping – except perhaps Peters Valley and Pocono Environmental Education Center (PEEC). Managed degradation is the conscious result of this NPS policy. Locals evicted to flood the valley for the failed Tocks Island Dam project and their kin remain physically and emotionally connected to their river valley. Local people still seek ways to protect the public resources and herald the dramatic history of this part of the Delaware Valley. While people cannot actually re-inhabit the federal lands – new ways need to be actively explored how locals can interface as ombudsmen with visitors inside the park – to help translate conservation rules and explain the rich history in ways NPS staff cannot do – or at least do alone.

DEWA declares war against locals

Tolling DEWA roads has not been proven by DEWA as an answer to its budget problems – and proposing it as a solution without proof is a declaration of war against regional residents. Lehman Township will fight this ill-conceived, prejudiced strategy by NPS at DEWA.

Sincerely,

Lehman Township Board of Supervisors

Robert H. Rohner, Jr.

Richard C. Vollmer

Theresa R. Laino



Lehman Township Board Of Supervisors

193 MUNICIPAL DRVE • BUSHKILL, PIKE COUNTY, PENNSYLVANIA 18324 • (570) 588-9365 • FAX (570) 588-1864
lehmanpk@ptd.net • LehmanTownship.com

December 5, 2019

Leslie Morlock, Secretary, Chief Strategic Planning & Project Management
Sula Jacobs, Superintendent, Delaware Water Gap National Recreation Area (DEWA)
David Vela, Deputy Director, Exercising the Authority of Director for National Park Service (NPS)
David Bernhardt, Secretary, US Department of the Interior (DOI)
c/o DEWA
294 Old Milford Rd.
Milford, PA 18337

RE: Lehman Twp. Response to DRAFT 1 VUMP (Visitor Use Management Plan, Oct. 2019)
Delaware Water Gap National Recreation Area (DEWA)

Dear Ms. Morlock, Superintendent Jacobs, Deputy Director Vela, and Secretary Bernhardt,

This letter describes the framework of opposition by Lehman Township (LT) to NPS conclusions and questionable and absent methodologies for developing two major elements of the DEWA DRAFT 1 VUMP:

1. The completely unsubstantiated conclusion that DEWA roads should be tolled by NPS.
2. The NPS process for selecting important visitor contact sites within DEWA

To be clear, Lehman Township and the regional public at large does not accept the NPS euphemism of “user fee” in the DRAFT 1 VUMP. This comment document addresses the NPS scheme to toll the historic public roads through DEWA as an unfair burden on regional residents as captives who would be forced to pay NPS to reach their homes and work and health care.

The attached transmittal serves as the list of all comment submittals from Lehman Township into the official NPS public record for this DRAFT 1 VUMP Oct. 2019.

Acknowledging NPS history at DEWA

Lehman Township, our regional municipal and county governments, and our two state governments all recognize the important work of the NPS – but unfortunately after decades of trying, it has proven universally impossible to work with NPS – in retrospect, since the agency was an active party during the 1960s and 70s in evicting people from their property to flood over 30 miles of the Delaware River valley for “recreation” purposes that ultimately could not be justified as environmentally or financially sound.

The industrial juggernaut to build the Tocks Island Dam was stopped at great personal cost by the citizens of our region – even as they lost their homes and were forced to move forever from

the Valley floor. This memory of fighting the bad decisions of our own federal government remains in the minds of those project refugees, their heirs, and their grand heirs.

Even though the irony of creating this environmental enclave is not lost on today's regional residents – and we understand the natural resources that are conserved within DEWA could not have happened any other way – NPS has never kept its promises to we local people as its regional hosts.

NPS promised to flood the Delaware River Valley from Port Jervis to the Water Gap.

It never did.

NPS promised to construct new public highways to replace the ones it would confiscate by inundation.

It never did.

Over the last half a century, our region has tried to heal, to work with NPS, and to rebuild our community culture that was decimated when all the private valley properties were condemned and razed – by NPS and the Army Corps.

That brutal episode in our American life is not forgotten. But resilient people have rebuilt our communities – relying on a good faith expectation that the time of federal takings was over, and that they could count on building their lives in some kind of peaceful co-existence with DEWA – even as NPS careened for the past 50 years between its everchanging policies about how to manage DEWA.

Now NPS is attempting to confiscate our historic public thoroughfares – our lifeblood routes - the heritage lifeways of its surrounding neighbors, without keeping its original promise.

The alternative roads promised for local residents were never built.

In the DRAFT 1 VUMP, NPS is proposing to break its original covenant with the affected regional population – by effectively removing US 209 and other DEWA roads from general public use by tolling them.

The net effect of tolling DEWA roads is an impact to local travel akin to NPS flooding the valley. To propose a such a massive change to the local way of life at the regional scale, NPS must be ready to deliver those alternative public highway improvements. And we all understand that the originally proposed highway improvements conceived to circumvent Tocks Island Reservoir were in themselves major environmental impact that should never happen.

The NPS DRAFT 1 VUMP scheme to toll local people for using DEWA roads - without delivering a viable alternative is a cynical breach of the original deal and proposes nothing less than another

federal government taking – without the promised compensation of alternative public travel routes.

This is an ill-conceived strategy by NPS – and it cannot happen for multiple reasons – environmentally, financially or politically.

NPS should understand that its concept of tolling DEWA roads is a major environmental impact with Environmental Justice issues that it can't justify or win as proposed in the DRAFT 1 VUMP.

NPS can collaborate in good faith with regional stakeholders to develop a DRAFT 2 VUMP

The alternative to the raging public controversy that the DRAFT 1 VUMP promises is for NPS to listen to its regional partners and to regroup its planning process to develop as DRAFT 2 VUMP – that includes the level of professionalism, due diligence, stakeholder inclusion and transparency due to the American public.

Lehman Twp. primary objections to the NPS DRAFT 1 VUMP for DEWA

1. The NPS scheme to charge a “user fee” under the umbrella of “visitor management” is a ploy to dodge federal compliance responsibilities for a major new regional public transportation project.

The current NPS DRAFT 1 VUMP strategy would:

- introduce tolls on historically free public roads;
- restrict use of historic human travel routes now DEWA roadways by specific populations (with real Environmental Justice issues);
- introduce new major transportation infrastructure, technologies, and travel / enforcement protocols into a 30+ mile bi-state corridor;
- radically alter existing regional transportation patterns and volumes – by diverting an unspecified percentage of local resident and visitor travelers who will elect alternate routes outside DEWA;
- cause undetermined impacts to its perimeter communities in terms of traffic, land uses, local socio-economic conditions, stormwater quantity / quality, increased use of fossil fuels for travelers who will be forced to use longer steeper routes to avoid DEWA toll roads – with resulting impacts to air quality, carbon emissions, and other potential impacts;
- these are among the most obvious, unaddressed potential environmental impacts of the NPS DRAFT 1 VUMP road tolling scheme.

NPS DRAFT 1 VUMP planning failures include:

- NPS has never performed defensible traffic counts sufficient to identify how many of the “users” that it estimates as DEWA attendance are actually only public roadway users.
 - What percentage of current traffic levels could be estimated to be diverted away from traffic volumes using US 209 based on aversion to paying a NPS toll ?
 - What projected levels of traffic would a NPS roadway toll cause to be diverted from current US 209 to SR 2001 ?
 - Were recent improvements to SR 2001 created based on the NPS scheme to toll the DEWA roads ?
 - What environmental impact analyses has NPS conducted to determine the projected increased carbon and CO2 emissions from drivers deciding to avoid a NPS toll on US 209 and climb the mountain to travel on SR 2001 as a free, alternate route ?
 - What environmental impact analyses has NPS conducted to determine the projected increased carbon and CO2 emissions from drivers waiting in entrance queues at multiple entrances to the park – and by the traffic congestion from increased traffic volume on the local SR 2001 or by queuing at DEWA entries?
- NPS is proposing an unsupportable policy of tolling the historic public roadways – trying to diminish the public understanding of a seismic social change that would shake the lives of the entire surrounding regional populace – and at the same time NPS is telling the public it will work out the details as it goes along.
- NPS proposes road tolling in DEWA as if this recreation area was on the moon – and not inseparable from its surrounding physical, cultural and economic environments of our part of America.
- The environmental resources inside the DEWA boundaries cannot be uncoupled from its surroundings, water, air, migratory routes, habitats, or people.

In its effort to ram through the DRAFT 1 VUMP into a final document, NPS is attempting to circumvent US laws that any other government agency would recognize as minimum compliance responsibility.

The NPS road tolling scheme – hidden within the DRAFT 1 VUMP as a “user fee,” is the NPS strategy to avoid an Environmental Impact Statement (EIS) for a major federal transportation project.

An Environmental Impact Statement is required for this proposed major change to the federal highway to ever credibly advance as a viable idea. To establish transparency and public trust, the EIS process cannot be conducted in-house at NPS.

2. The NPS scheme to toll DEWA roads is an uncompensated taking.

The original Route 209 between Fernwood and Milford, PA was to be inundated by the promises of NPS and the Army Corps of Engineers to flood this region of the Delaware River valley behind the Tocks Island Dam and replace the lost highway with an alternative public route.

NPS kept neither promise.

Route 209 was never abandoned and the new alternative highway route was never constructed. The re-designated US 209 remained open to public traffic for over 55 years. (except for inconsistently managed restrictions by NPS for commercial vehicles).

Over half a century that has passed, the regional communities and municipalities surrounding DEWA adapted to losing their valley culture, their private lands, the exodus of human resources, and their radically reduced municipal tax bases – by relying on DEWA roadways as their only lifeline transportation routes that they had ever had.

DEWA roadways are the “lifeways” of the generations of human population who dwell in this region. NPS must consider current human “lifeways” in its cultural assessments and its plans for DEWA. People’s access to their homes is reliant on historic roads within DEWA.

For more than half a decade the regional community has tried to rebuild its lifeways around the physical and bureaucratic cordon of DEWA boundaries – all based on the original federal deal – a free public transportation route through the region.

If NPS harbored a secret strategy to someday close US 209 and its access roads to all but toll-paying traffic – it never announced that scheme publicly.

A radical change of this magnitude to a regional way of life would have captured the attention of municipal, county, state and other federal stakeholders – and found its way by honest due diligence into all forms of comprehensive plans.

It didn’t for a reason.

NPS just unveiled its scheme to toll DEWA roads within the Visitor Use Management Plan (October 2019) – hoping to rush the plan through bare minimal public scrutiny and avoid addressing its covenant for the federal government to provide alternative free public transportation routes in its original deal for DEWA creation.

The NPS scheme to toll DEWA roads without providing alternative free public transportation route(s) breaches the original federal government covenant with the regional population in Pennsylvania and New Jersey – by effectively removing US 209 and DEWA roads from public use – except for those willing and able to pay a toll.

The DRAFT 1 VUMP provides for no alternative regional transportation route to the proposed tolled use of all DEWA roads.

The NPS scheme to toll DEWA roads effectively removes US 209 from the free public highway system – as if it was inundated – to all but those who can afford to pay to use it.

The NPS DRAFT 1 VUMP is attempting to ignore the original public covenant of providing free alternative public travel routes – which is a clear uncompensated taking.

3. NPS is attempting to force DEWA into the mold of other National “Park” management techniques. DEWA was not ultimately created to be managed this way.

Famous examples of beloved National Parks include Zion and Arches in Utah – where the roadways were built specifically for visitor recreation uses, with public access originally designed to be controlled by NPS, and the roadway network contained within the park boundaries.

In these types of parks, the “user fee” model can be reasonably managed by NPS and not suddenly and drastically altered to affect the day to day lives of local residents.

DEWA was originally conceived to be a similar kind of “enclave” unit under NPS jurisdiction – but it was never built as originally conceived.

Any subsequent internal policy or management structures by NPS that harbored the intent to eventually toll DEWA roads, never solved the basic logistical challenges of DEWA continuing to exist as a major historic river valley public transportation corridor.

The free-flowing river valley of DEWA remains today as a major historic through travel route. It is not and cannot be reconfigured geographically or civically to conform to a typical NPS controlled cul de sac management strategy – simply by NPS deciding to attempt to charge a road toll as a blanket user fee to anyone driving on any of the historically free public roads in DEWA.

NPS has conducted impact analyses, alternatives assessments, and developed recommendations within the DRAFT 1 VUMP – as generally rational and generally transparent processes for the recreation, environmental and cultural resources within DEWA.

However, NPS has notoriously neglected to apply commensurate best practice processes to analyzing and developing strategies for its transportation resources – most specifically US 209.

In fact, there was no rational process that led NPS to a conclusion to toll DEWA roads. This NPS decision to toll DEWA roads was pre-determined.

Not acceptable – and requires an immediate NPS remedy.

A DRAFT 2 VUMP must be conducted with an engaged and interactive regional stakeholder negotiation process – one that is designed to be transparent and capable of fairly assessing alternatives to DEWA road tolling.

Revenue generating alternatives must be rationally assessed by NPS – in full public view.

Charging for parking within DEWA was one idea that emerged during the DRAFT 1 VUMP public meetings. It was not addressed in the DRAFT 1 VUMP.

The DRAFT 1 VUMP is completely silent to other potential revenue-generating alternatives – beyond its pre-determined decision to attempt to impose roadway tolling in DEWA.

This is not transparent or minimum due diligence stewardship – and must be remedied in a DRAFT 2 VUMP.

4. NPS has not rationally addressed its process for selecting visitor management sites.

NPS has ignored the heavily travelled, dense cultural landscape, and recreation / trailhead node of Bushkill Village area in the DRAFT 1 VUMP

How could this happen ?

NPS has completely ignored the former village of Bushkill where Route 209 enters DEWA and intersects with SR 2001.

The complete absence of Bushkill in the DRAFT 1 VUMP is a rationally inexplicable decision by NPS – given the host of reasons why this strategic transportation and visitor portal should play a major role in future NPS visitor services at the southern end of DEWA.

Existing assets, rich visitor contact opportunities, and previous visitor facility improvement partnerships by non-NPS funding sources for the Bushkill Village area have been ignored by NPS in The DRAFT 1 VUMP – despite the heritage of the former village as a major visitor service location within DEWA.

Consider the multiple attributes of the Bushkill Village location to NPS visitor services at DEWA:

- Bushkill Village is a logistically a major portal to DEWA at the southern end of US 209;
- Bushkill is the first possible location viable and suitable to serve as a major visitor orientation location along the southern 209 entry to DEWA;
- Bushkill is a historic landmark crossroads location of Routes 209 and 2001;
- The former village is comprised of almost entirely previously disturbed sites – from the former inhabited village that was razed for Tocks Island Dam – and it is highly appropriate for repurposing for visitor services, as opposed to disturbing green fields for new development;

- There is considerable existing public parking in multiple, generally undefined areas around the village;
- The NPS Meeting Center is located in Bushkill
- The Turn Store is the only privately-owned commercial inholding property within the DEWA boundaries and attracts and serves residents and visitors for food and recreation supplies on the southern end of DEWA;
- The Peters House remains as a National Historic Register site in Bushkill;
- The former Church and rectory – remain that previously served Bushkill Outreach until evicted by NPS;
- The former Bushkill Post Office still stands;
- The DEWA Archives are located in the former Bushkill schoolhouse;
- There are three public rest facilities in Bushkill Village;
- The old gas station remains – and has been identified as an appropriate location for a bike rental facility;
- Bushkill Village is a major trailhead on the McDade National Trail through DEWA;
- Bushkill Village is a major existing visitor stop for the Summer DEWA shuttle run by Monroe County Transit Authority;
- Bushkill Village is an important cultural landscape for many reasons – with multiple artifacts remaining from the former town,including:
 - Mill foundation
 - Millpond/dam, millrace
 - Railroad station platform / railway alignment
 - Cemetery
- Bushkill is the confluence of Bushkill and Little Bushkill Creeks with the Delaware River at the Walpack Bend – and an intensively used trout fishing location

The collection and cultural, recreation, environmental resources and visitor service infrastructure and capacity is as densely rich as any single location in DEWA - to rank as a major visitor service site.

The NPS omission of Bushkill from the DRAFT 1 VUMP needs to be publicly explained and remedied.

Previous partnerships – funded by DEWA partners - ignored by NPS in the DRAFT 1 VUMP

The ***Bushkill Village Conservation Study*** was completed in 2016 to addresses multiple elements of DEWA visitor services. Yet this major visitor service improvement study was completely ignored by NPS in the DRAFT 1 VUMP – despite:

- its Federal Highway Administration (FHWA) funding partnership
- its PA Department of Conservation and Natural Resources (DCNR) funding partnership
- active NPS participation by DEWA staff
- municipal financial investments by Lehman Township as the local study partner

NPS ignorance of the Bushkill Village Conservation Study and that exceptional collaborative achievement represents a pervasive NPS policy to actively shun partnership opportunities of all kinds at DEWA.

Lehman Township secured a second FHWA Federal Lands Highways grant to plan priority visitor service improvements in Bushkill Village with NPS support – and now NPS refuses to acknowledge Bushkill in the DRAFT 1 VUMP.

The FHWA “FLAP” grant award to Lehman Township for visitor service planning in the Bushkill village area of DEWA during 2019 and 2020 – will be matched by Lehman Township funds.

The three tasks in the FLAP grant were identified by DEWA staff as NPS priorities from the list of multiple opportunities identified in the Bushkill Village Conservation Study. Lehman Township competed successfully against other national applications to secure over \$200,000 in federal highway funds for DEWA.

The FLAP planning process was underway as NPS prepared the DRAFT 1 VUMP for DEWA – and NPS completely ignored – the two major FHWA grants; its own recommended priorities; and the location of Bushkill itself in its visitor management “plan” – after more than 10 years of partnership efforts by Lehman Township to secure the federal funds and to work with NPS at DEWA.

There is no excuse for this ignorance – except that it represents a pervasive history of NPS contempt for partners – by using every tactic possible to avoid and stymie partnerships in DEWA.

NPS cannot pretend to engage in local partnerships - while it ignores its partner's successes in attracting new sources of funding – while simultaneously and suddenly hatching a scheme to toll those same local funding partners as the “only” way to raise funds for DEWA. This behavior is inexcusable.

NPS must change these irrational and abusive tactics to move forward with regional partners.

Partnerships are the only sustainable strategies for the future – especially for NPS.

Hopefully the new NPS management leadership at DEWA will recognize and remedy the mistakes in the DRAFT 1 VUMP.

In conclusion, DEWA staff are our own.

Lehman Township recognizes the service of DEWA staff to our nation. For over five decades the people serving within DEWA have been our families, our friends and our neighbors.

We understand the difficult jobs these people perform; how dedicated they are to protecting our national common wealth; and how hard they work.

It is with those sincere considerations, that Lehman Township recognizes that NPS is a national service, and that DEWA staff follow orders from superiors, even if they personally may not agree with them.

LT urges the public to respect DEWA staff, but actively oppose bad ideas from NPS respectfully, regardless of who is tasked to carry the message.

Sincerely,



Robert H. Rohner, Jr.
Chair, Board of Supervisors,
Secretary/Treasurer

CC: Congressman Mathew Cartwright
Senator Robert Casey
Senator Pat Twomey

