

EXHIBIT 4.2.2 SUMMARY OF PLANNING DOCUMENTS

DEWA General Management Plan (GMP)-1987

Summary

The DEWA GMP completed in 1987 focused on five (5) headings:

- Land Protection & Management
- Resource Management
- Visitor Use
- General Development, and
- Administration and Operations

Those items relevant to the Bushkill Gateway Transportation Improvement Plan (BKG TIP) are Resource Management (cultural resources), Visitor Use (orientation & information) as well as General Development—which addresses visitor facilities and access and circulation.

Resource Management: Cultural Resources

The goal of cultural resource management is to ensure cultural resources are protected when meeting recreation development needs. Historic structures that have direct interpretive value will be stabilized and restored. Cultural landscapes will be maintained and privately owned cultural resources that are compatible with the purposes of the recreational area will be allowed to continue.

Visitor Use: Orientation & Information

Orientation and information programs will tell visitors what opportunities are available to them for best use of their time. Visitors will be directed to these locations from the recreation area's key entrance points.

Visitor Use: Interpretation

The goal of interpretation will be to foster a public understanding and appreciation of the natural and cultural processes that have shaped and continue to shape the Delaware valley landscape. Cultural history themes will encompass the human history of the area.

General Development: Visitors Facilities & Access/ Circulation

The goal of the GMP will be to ensure that the development serves the needs of the visitors efficiently and in a manner that complements the natural, cultural and scenic attributes of the region. A trail network will be developed that links all parts of the recreation area. Concession operations will help meet projected visitor demands. None of the operations should compete with commercial areas outside of the recreation area.

Private automobiles will continue to be the primary means for visitor access to the recreation area. Key entrance points from the major regional access roads will be identified with signs and orientation number.

DEWA General Management Plan (GMP)-Trails Amendment 2001

Summary

The GMP Amendment focused on the purpose, need and planning needed for a trails system within the recreation area.

The Trails Plan section of the report gives a trails priority and phasing section based on the six (6) established goals. One of the goals is to encourage 'cooperative partnerships with volunteer organizations, adjacent land owners, municipalities and other government agencies'. Issues related to these goals is also noted: over-used trails leads to degradation; public demand for trails has increased dramatically; access and orientation to existing trails is difficult; facilities needed for trail users are inadequate.

Priority #1 was identified as the McDade Recreational Trail (MRT) and associated trailheads. This will manage concentrated use on the PA side of the park and help protect park natural and cultural resources from uncontrolled visitation.

NEPA considerations and actions/ standards discussed.

DEWA Traffic Safety Study – 2008

Summary

Noting the prevalence of private vehicles in the recreation area, DEWA undertook a traffic safety study to review available safety data assembled from stakeholders, local sources and public input. Drat countermeasures were developed as well as a scope and plan for implementation.

Data was analyzed from all US 209 intersections. The top three (3) intersections noted for specific analysis were : Broadhead Road, Bushkill Falls Road (SR 2001) and SR 739.

DEWA Alternate Transportation Study (ATS)– 2009

Summary

The Executive Summary of the ATS 2009 states that the ATS was conducted at DEWA to evaluate the effectiveness of various ATS options. Five (5) transportation options were developed focusing on:

- Expanded bus services
- Improvements to trail networks in and around DEWA, and
- Transportation demand management measures encouraging visitors to make fewer trips in a private vehicle.

Both short and long-term recommendations were made considering headway times and costs.

In summary, a short term approach that evolves over a time period into a long term approach was recommended.

The short-term recommendation was the implementation of Option A1---which extends the *Yellow Route* of the MCTA and provides service on River Road---into a long term of Option A3 or C which expands transit service to Port Jervis.

Option A1: Extend MCTA Yellow Route to the Pocono environmental Education Center and initiate a Rive Road Route. Other short term actions would include completing the McDade Trail, upgrading the Bushkill Meeting Center to a Visitor Center, providing infrastructure for the transit system and initiating the design of the Country Road Trail.

DEWA Long Range Interpretive Plan – 2015

Summary

The long-range interpretive plan describes interpretive themes and visitor experience goals, and recommends ways to achieve these goals.

Interpretation is driven by a philosophy that charges interpreters to provide audiences with opportunities for meaningful experiences that, in turn, foster stewardship of resources.

Approaches to interpretation have expanded to include a wide variety of methods such as technology, digital media, active learning, and audience-centered experiences

DEWA Visitor Use Management Plan – 2020

Summary

Executive Summary: The purpose of the plan is to maximize the ability of the National Park Service to encourage access, improve visitor experiences, and protect the natural and cultural resources of Delaware Water Gap National Recreation Area and the Middle Delaware National Scenic and Recreational River (the park). Plan is needed to address visitor safety concerns.

Chapter 2 notes crowding and noise---some related to traffic on US 209---as part of a conditions summary.

New 'zones' are preserved for the purposes of coordinating the purposes and goals of the recreational area. One new zone is the 'Visitors Service Area Zone' described below:

This zone includes major visitor service areas and developed sites that support frequent and/or high levels of visitation. These areas may provide more extensive visitor programs and services and include sites such as visitor centers, beaches, boat ramps, mowed grassy fields, developed campgrounds, interpretive and educational facilities, and picnic areas. Developed sites also include administrative building complexes, parking areas, and major roads. The emphasis of these easily accessible, high-capacity areas is a connection with and an appreciation of park natural and cultural resources. Facilities and services in this zone are typically more formal, accessible, and extensive than in other zones.

DEWA DRAFT Historic Buildings Strategies (HBS) – 2021

Summary

The draft HBS outlines priorities for the long-term management, preservation and maintenance of historic buildings in the park and will guide park management in making decisions on funding and preservation efforts.

To be included in the HBS, a property or building must meet 3 criteria: it must be listed or eligible for listing in the National Register of Historic Places; be older than 45 years in age; and not be severely deteriorated.

Monroe County, PA Comprehensive Plan – 2014

Summary

Recommendations of the Monroe County Comprehensive Plan related to the BKG TIP include:

- Land Use
 - *Corridors*
Based on the Pocono Mountain Economic Development recommendations of 1999, ‘corridors’ should be developed outside of population centers on sites that can be planned or designed as units (25-50 acres)
- Transportation:
 - Linkages: Bike/Ped Facilities
Municipalities encouraged to review ordinances and priority destinations to alleviate reliance on motor vehicle modes.
- Community Facilities
- Water Supply
- Solid Waste/ Stormwater/ Utilities
- Energy Conservation
 - Walkable Communities
Similar to ‘Linkages’ noted in Transportation above, alternatives to motor vehicle use through different types of development is encouraged.
- Agricultural Land Preservation
- Open Space

Pike County, PA Comprehensive Plan – 2006

Summary

The planning effort for the Comprehensive Plan adopted in 2006 focused on a response to the growth experienced in Pike County and the desire to balance the rural and ecological natural beauty with the need for infrastructure improvement and economic development.

A trend noted in particular is the increased congestion of the US6/ US209 corridor---where peak time periods combined with off-peak tourism travelers have combined to produce impactful traffic congestion.

Recommendations of the Pike County Comprehensive Plan related to the BKG TIP include action strategies to address:

- Multi-municipal partnerships and planning for growth
- Improve the circulation system serving the County

- Enhancing infrastructure systems
- Retaining tourism
- Encouraging economic growth
- Supporting community organizations in supplying resident needs

Middle Smithfield Township, PA Comprehensive Plan – 2007

Summary

The elements of the Comprehensive Plan are intended to provide guidance on the following areas within the Township.

Recommendations of the Middle Smithfield Comprehensive Plan related to the BKG TIP include action strategies noted in the listing of guidance areas below:

1. Pocono's Environment
2. Transportation Efficiency & Effectiveness
 - Create an efficient road network.
 - Alleviate traffic congestion through an interconnected road network.
 - Create an interconnected network of pedestrian and bicycle paths.
 - Provide travel choices to accommodate all segments of the population.
3. Route 209 Corridor Enhancement
 - Create opportunities for new, infill, and redeveloped commercial clusters.
 - Retrofit existing, underperforming commercial development.
 - Establish and enforce design standards to discourage strip development and create commercial clusters
 - Establish and enforce design standards for buildings and landscape.
4. Economic Vitality
 - Expand commercial development opportunities along Routes 209 and 402.
 - Strive for a balanced tax base.
 - Promote mixed-use development.
5. Design Guidelines for Community & Neighborhood Development
6. Conservation Design
7. Smaller Scale Commercial Development
8. Housing Opportunities & Choice
9. Park & Recreational Facilities (municipally owned and operated)
10. Tree Protection, Tree Replacement, and Landscaping
11. Community & Municipal Services
12. Community & Municipal Infrastructure
13. Route 402 Corridor and other appropriate locations
14. Tourism & Hospitality
15. Future Land Use

Lehman Township, PA Comprehensive Plan – 2021

Summary

Recently completed in 2021, the Comprehensive Plan for Lehman Township notes the inclusion of several of the conclusions/recommendations of the 2017-Bushkill Village Conservation Study completed in 2017. These and other recommendations from the cultural resources and transportation section includes the following recommendations:

Cultural Resources

- Evaluate and continue efforts to preserve historic architectural resources (many of which are located in Bushkill Village)

Transportation

- Pursue conceptual Park and Ride Location for Lehman commuters (genesis for current BKG TIP 2023)
- Advance Pedestrian & Bicycle Improvements, including
 - Riparian corridor trails
 - Utility corridor trails
 - Bushkill Village Railroad Alignment Trail
 - DEWA McDade Trail improvements and connections (trailhead at park and ride location above is priority alignment to be assessed).
 - Bushkill Village ped/ bike safety improvements
 - McDade Trail bridge in Bushkill Village
 - Twp sidewalk investments

Transportation