

MEETING SUMMARY/COMMENTS REVIEW

- Welcome/Introductions/DRJTBC Mission
- Meeting Agenda/Study Understanding/NCF Mission and Meetings
 - Mr. James Yeager of Michael Baker Jr., Inc. noted that the NCF did not meet during the summer as originally planned so the project team could obtain Summer 2004 traffic data.
 - Final Technical Memorandum #2 will be available on October 11 on the Northerly Crossings Study website. Baker will inform attendees via email once the document is available so that members can download the document electronically via the website. If any NCF members have problems downloading the document, they can contact Mr. Yeager and request a copy of the memo on compact disc.
- Inventory of Existing Transportation Systems
 - Transit data:
 - Question arose regarding whether or not the amount of buses (70) that travel per day over the Delaware Water Gap into New York City is a one-way or round trip number. Mr. Yeager answered that the numbers recorded were one-way trips during peak periods.
 - Projected population growth:
 - Mr. Yeager noted that Interagency Advisory Committee (IAC) representatives commented that the anticipated population growth for Pike and Monroe Counties is understated in Technical Memorandum #2. Mr. Yeager stated that new information from Pike and Monroe Counties is being added to Final Tech Memo #2.
 - Delaware Water Gap volumes, 1994-2003:
 - Mr. Norman Ressler of the Penn-Jersey Rail Coalition asked if the interstate traffic coming from Ohio into New Jersey/New York has been considered in these findings. Mr. Yeager responded that these traffic volumes are an overall average of all trips on the I-80 Delaware Water Gap bridge, including commuter, recreational, and interstate commodity (truck) movements.
 - Mr. Joung Lee of the Federal Highway Administration asked how the yearly traffic volumes compare with overall demographics in the area. Mr. Yeager responded that area population is growing at a slightly lower rate than area traffic volumes.
 - Robert Boysen of the New York-New Jersey Trail Conference requested that the project team ensure that they include the Appalachian Trail in their inventory. He stressed that hikers must have access maintained during any bridge construction. Mr. Yeager stated that any reconstruction of the bridge will include provisions for the trail facilities as well as maintained trail access, and he emphasized the importance of NCF involvement in working on ways to keep access open during any construction that may occur.
 - Question arose as to whether or not recreation providers were surveyed for this study. Mr. Yeager responded that the Pocono Mountain Vacation Bureau is part of the NCF and they have provided the project team with tourism data. Additionally, license plate surveys were performed at the Camelback and Shawnee Ski Resorts and at The Crossings shopping center.
- Base Year 2004 Analysis
 - Milford-Montague traffic:
 - The project team noted that at last month's IAC meeting, a Pike County representative stated that the intersection north of the bridge at Route 209 and Route 6 is very congested. Pike County is currently performing a traffic analysis of this area and will share their findings with the project team.
- SKYCOMP Slide Show
 - I-80 Delaware Water Gap traffic:
 - The project team noted that there is queuing in the middle toll lanes and little or no traffic in the far right lanes and that a more uniform use of the plaza might help alleviate some congestion approaching the plaza.
- Environmental Screening
 - The project team summarized the environmental constraints at each of the bridges which include features such as wetlands, archaeological sites and parklands.

NEXT STEPS

- Technical Memorandum #2 will be available on October 11 on the Study website. Meeting attendees were encouraged to email Jim Yeager at Baker with any questions, concerns, or comments about the Memo.
- The Study's first Public Information Center (PIC) will be held towards the end of the year, most likely in the second week of November, with an overall goal of soliciting input from members of the public. Advertising will be extensive (newspapers, flyers, press releases), and NCF members are encouraged to speak to their constituents about the meeting. If there are any specific individuals and/or groups that NCF members feel should be notified, please email the team and they will be sure that the constituents get invited.
- Project team will be developing a range of conceptual alternatives which will be analyzed using a series of evaluation criteria (e.g., reduce travel delay, improve roadway geometry, minimize environmental impacts, etc.). The alternatives will then be ranked in order of priority based on the evaluation criteria.