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Park Regulations Updated to Curb Litter and Protect Wildlife

By Kathleen Sandt, Public Affairs Specialist
 BUSHKILL, PA- The Superintendent's Compendium of Designations, Closures, Permit Requirements, and Other Restrictions for Delaware Water Gap National Recreation Area and the Middle Delaware National Scenic and Recreational River has been updated with new measures intended to curb litter and protect wildlife in the 70,000-acre national park unit. It was previously updated in May 2020.

The Superintendent's Compendium is revised and published annually but may be revised more often if needed. It addresses park-specific issues and regulations at the local level using federal authority granted to superintendents in Title 36 Code of Federal Regulations (CFR), Parts 1 through 7. The CFR is a codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government, including the National Park Service. The CFR is available electronically at www.ecfr.gov.

Under 36 CFR 1.7(b), superintendents are required to "compile in writing all the designations, closures, permit requirements, and other restrictions imposed under discretionary authority. This compilation shall be updated annually and made available to the public upon request."

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ROCKDICULOUSNESS in the Delaware Water Gap

By Tara Mezzanotte

DELAWARE WATER GAP - The \$58 million, 5-year rockfall destruction/construction project is scheduled to start in 2023, unless we get the Environmental Impact Statement/Study (EIS) being requested.

To create a 15-foot work zone, they will narrow the lanes and remove shoulders in the already narrow and dangerous S-Curve. Two trucks side by side will not fit, so they plan to limit trucks to the outside lanes.

Contractors will scrape, dig and blast 30-60 feet into the base of Mount Tammany to erect a wall and fence through the entire length of the S-Curve. Yes – blasting 2-3x per week between 8-11am for four months! All lanes will be closed during blasting. All-natural rock formation and vegetation will be destroyed. When complete, a 10'-20' high industrial fence will be in its place with a 15'wide ditch behind it to catch rocks, and on the rock talus slope expect to see a 60' tall stacked berm built.

Delays, delays, delays! NJDOT never on time, never on budget! We are still waiting for them to release the Updated Visual Impact Assessment. They claim it is delayed due to COVID! Missed previous deadlines: Fall 2019, Winter 2020, March 2020. Most recently Summer 2020.... well, maybe.

Why does the Visual Impact Assessment matter? It will show us what the finished product will look like and detail the NJDOT's assessment of degree of visual impact from key observation points such as the Appalachian Trail, the river, and lookouts on the Pa. side. It cannot go well.

Nothing the Rockfall Mitigation team has done so far has gone well for our region. The first Visual Impact Assessment released in 2017 was deficient, so this new one was required. They did not do their job, again. They get to spend more millions of our tax dollars to fix their deficiencies.

We say the most recent delay was not due to COVID. We say they got caught off guard by the letters and resolutions the Federal Highway Administration received in March,

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I-80 Rockwall

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asking for a study. Cliff climbers sent hundreds of letters demanding the NJDOT not block access to and destroy one of the best climbing locations in the region. Odds are, the NJDOT did not see that coming.

Also in March, Senator Cory Booker sent a letter acknowledging the significant public interest in the project stating an EIS would, "provide additional opportunities for public input for the already robust public record, further consideration of the project's merits in protecting the public, and a cumulative review of the impacts to the surrounding communities."

COVID did not stop them from putting up ROCK CAMS on the slopes in March looking for falling rocks – yes they did – more rockdicolousness! COVID did not stop them from hosting a bistate Summit last month with State, Federal, and local elected reps from NJ and PA. The public and press not included. We say they are just wasting more of our tax dollars gathering our list of grievances and attempting to find any pebble that might help to justify this nonsense project. They have even hired a big-time public relations firm to help them with their public relations problem. Now, that is NOT our tax dollar being spent wisely!

While we wait for the Visual Impact Assessment, please help us bombard the Federal Highway Administration with more letters requesting the study we deserve. We chose a simple program that makes it extremely easy for everyone to send a letter. Visit www.rockdicolous.com, to join our letter campaign. Thank you for helping us STOP THE WALL, FIX THE S-CURVE, PRESERVE THE GAP!

For more information on the battle visit Facebook: I80DWGCoalition or sign our Petition to receive email updates: <https://www.change.org/Stop-The-I80-Rockfall-Gridlock-Plan>

Tara Mezzanotte is a founding member of the I80DWG Coalition.

The Great Allentown Fair

By Michael Ortoski

ALLENTOWN - Friday, September 4, 2020 at 11 AM – 8 PM

The Great Allentown Fair is giving you the opportunity to get your fair food fix over Labor Day Weekend!

Favorite Fair food vendors will be on the Fairgrounds property outside the Agri-Plex facility serving up all the Fair food classics – to go!

To continue the Preview Night tradition, the Fair will be collecting dry or canned good donations for Second Harvest Food Bank.

Admission is free. All attendees are asked to follow social distancing guidelines and wear a mask.

For more information regarding FEAST THE FAIR including a food vendor list, visit the Fair's website at www.allentownfair.com.



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