

<b>Caroline Buckley</b>	<b>Lambertville, NJ</b>	Open House submittal
-------------------------	-------------------------	----------------------

**Comment/Question: I live in a townhouse HOA community on the NJ northside riverside with views of this beautiful bridge. Would appreciate a mindful approach to light pollution, especially towards residents' homes, and as sound ordinances, respect quiet times, light dimming or off feature similar to that would be quite respectful of our sleeping ambience. Pleased to hear a quieter walkway is in the plans! Appreciate the efforts to keep WB lane open at all times - no toll. There are two other events that may need to be considered during the timing of the project: The Landing - New Landmark Hotel and Jersey Girls Dispensary on Lambert Lane. Will the shuttle be by boat? (JK)**

Staff Response:

- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge’s profile and structural elements. Lighting will be targeted, not broadcast like a spotlight to affect neighboring property owners.
- System will have light-dimming capability and can be turned off if the Commission deems it warranted.
- New walkway is expected to be quieter with increased slip-resistance. The Northampton Street Toll-Supported Bridge between Easton, PA. and Phillipsburg, N.J. already has been outfitted with this new walkway material and the early assessments have been positive.
- Plan is for Pennsylvania-bound traffic to remain in service. Temporary full bridge closures are an absolute last resort for this project.
- Shuttle will be by bus and/or multi-passenger van – and not by boat. Service will be provided by the Commission free-of-charge. The procurement of this service is not part of the project design process or the anticipated construction contract. More information will be provided once the Commission contracts with a vendor to provide the service.

<b>Patty &amp; Adolph Herbst</b>	<b>New Hope, PA.</b>	Open House submittal
----------------------------------	----------------------	----------------------

**Comment/Question: What coordination is being made with New Hope Boro to address the increased traffic that will be present on North Main St.? The walkway renovation looks terrific! The multiple colors/lighting will be special.**

Staff Response:

- Traffic is not expected to increase because of the project. A bridge rehabilitation project does not act like a magnet to produce more traffic. The Borough of New Hope has been informed about the Commission’s bridge rehabilitation plans.

Carol Spiewak	New Hope, PA	Open House submittal
---------------	--------------	----------------------

**Comment/Question: Hopefully the protective cover can be removed before the New Hope Pride Parade - 3rd weekend in May!**

Staff Response:

- Paint containment on respective portions of the bridge will not be removed until painting work on that section of the bridge is completed. At this time, the bridge's walkway and downstream lane are expected to be open with the upstream lane in painting containment.

Ves Marissa Kjenstad	New Hope, PA	Open House submittal
----------------------	--------------	----------------------

**Comment/Question: I hope the lighting will be "soft" and that the use of bright colors will be restricted to special events and celebrations such as Pride and 4th of July. Otherwise it will look like a bit like a circus.**

Staff Response:

- When not programmed for a special show, the usual default color of the lights is expected to be a soft white. There may be times when the default color is changed in response to special circumstances. For example, the usual default color of the "Trenton Makes The World Takes" sign is red, but it has been changed to Ukraine's flag colors in a demonstration of support of the Ukrainian people who have been the victims of Russian military aggression since February 2022.
- Please see the Commission's webpage on the Lower Trenton Bridge's "Trenton Makes The World Takes" sign lighting system to better understand how the Commission schedules and implements special lighting shows. Here's the link: <http://www.drjtbc.org/bridge-info/trenton-makes-the-world-takes-sign>

Jennifer Jakubowski	Lambertville, N.J.	Open House submittal
---------------------	--------------------	----------------------

**Comment/Question: 1. Was told construction could be as much as 12 hours/day, 7 days/week at times. Please reconsider and think as though you live nearby. 2. Lighting! Huge concern among anyone on the river we've talked to. No white LED lighting! If anything, soft white to compliment nature of the city. And please turn down/off at night.**

Staff Response:

- The information that was provided was correct. Workdays of up to 12-hours in duration may be needed to complete painting work and complete this project as scheduled. The contractor

would be allowed to perform work on as many as seven days in any given week. Obviously, the bulk of work will take place during daytime hours. Shorter workdays and fewer workdays would extend the project's duration and the length of impacts to motorists and pedestrians.

- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge's profile and structural elements. Lighting will be targeted, not broadcast to affect neighboring property owners.
- System will have light-dimming capability and can be dimmed or turned off if the Commission deems it warranted.
- When not programmed for a special show, the usual default color of the lights is expected to be a soft white. There may be times when the default color is changed in response to special circumstances. For example, the usual default color of the "Trenton Makes The World Takes" sign is red, but it has been changed to Ukraine's flag colors in a demonstration of support of the Ukrainian people who have been the victims of Russian military aggression since February 2022.
- Please see the Commission's webpage on the Lower Trenton Bridge's "Trenton Makes The World Takes" sign lighting system to better understand how the Commission schedules and implements special lighting shows. Here's the link: <http://www.drijtbc.org/bridge-info/trenton-makes-the-world-takes-sign>

<b>Adam Spector</b>	<b>Possibly Holland, PA.</b>	Open House submittal
---------------------	------------------------------	----------------------

**Comment/Question: A cover over the walkway to keep snow and rain off the walkway and for the walkers to keep dry and in the shade.**

Staff Response:

- No. This project is a rehabilitation of an existing bridge, not a replacement with a new design.

<b>Stephen Meserve</b>	<b>Ringoes, N.J.</b>	Open House submittal
------------------------	----------------------	----------------------

**Comment/Question: I run the Lewis Shad Fishery just north of the bridge. I am concerned about the colored lights that shine down on the piers into the river. I know the shad stop swimming when the bridge lights come on. This affects the number of fish traveling up the river and the amount of fish we can catch. What studies have you conducted or reviewed concerning migratory fish and life?**

Staff Response:

- The Commission is aware that studies have been conducted to determine what effects artificial lighting has on migratory fish. It's unclear if those studies are applicable to the type and manner of architectural bridge lighting to be employed at the New Hope-Lambertville Bridge.
- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge's profile and structural elements, including piers. The lights are not expected to be broadcast directly into the river.

- The Commission considers the concerns expressed here for migrating shad to be legitimate and would be open to turning off pier lighting during the annual shad run.

Kathleen Jones Harris	Lambertville, N.J.	Open House submittal
-----------------------	--------------------	----------------------

**Comment/Question: The Lambertville Public School is located on Route 29/Main St. (In 2024 at the former Catholic school in lieu of its regular location further north on 29.) At the beginning and end of the school day, many families are walking and crossing Route 29. Have you considered supporting community safety by providing additional crossing guards to deal with the increased traffic from the detour?**

Staff Response:

- The traffic detour pertains only to New Jersey-bound traffic; it cannot be determined how much of that traffic will use Route 29 southbound or alternate routes to their respective destinations.
- Such an accommodation was not provided when the Commission conducted a more involved rehabilitation that necessitated a full bridge shutdown in both directions on weekdays in 2004.

Jay Garrison	Lambertville, N.J.	Open House submittal
--------------	--------------------	----------------------

**Comment/Question: Very concerned about the impact on the local community that live on one side of the bridge and are employed on the other side. A significant portion of the Spanish community does not drive and closing the walkway, no matter how minimal it will create significant hardship. Uber and Lyft service is spotty at best on the New Jersey side of the river. I'm not against the project, just would like a significant solution to the walkway being closed for three months.**

Staff Response:

- To gather comments from Spanish-speaking residents who use the bridge, the Commission placed Spanish-language signage along the bridge walkway as part of the open house/public-comment-period process. The Commission additionally staffed the open houses with a Spanish interpreter. Outreach efforts have been made to include this community.
- Additional direct outreach to hospitality businesses in New Hope and Lambertville was conducted to assess the impact on such walkway users.
- The Commission has committed to providing a shuttle service while the bridge walkway is closed for replacement. More information will be provided once the Commission contracts with a vendor to provide the service.

<b>Debbie Glick</b>	<b>New Hope, PA.</b>	Open House submittal
---------------------	----------------------	----------------------

**Comment/Question: Please post on website: OSHA guidelines being followed, workers wearing respirators, chance of concrete/stone dust, lead, asbestos or other particles in the air, air quality tests being done (looking for what frequency of testing, and where.)**

Staff Response:

- Contractors and subcontractors on Commission projects are expected to comply with all OSHA regulations.
- General provisions in Commission contracts concern compliance with the U.S Environmental Protection Agency, N.J. Department of Environmental Protection, PA. Department of Environmental Protection, U.S. Occupational Safety and Health Administration, and other agencies with jurisdiction for paint removal, storage, and disposal.
- The contractor also would be required to prepare and implement a Site-Specific Health and Safety Plan in accordance with OSHA Standards and Regulations.

<b>Daniel Stevens</b>	<b>Lambertville, N.J.</b>	Open House submittal
-----------------------	---------------------------	----------------------

**Comment/Question: At all times, bikes should be allowed on the roadway with a 15 mile per hour speed limit. They can easily keep up with the traffic. Forcing cyclists to cross while approaching the bridge can lead to collisions with cars and pedestrians. Also it really slows bike traffic down.**

Staff Response:

- For reasons of public safety, bicycles are prohibited from being ridden across the New Hope-Lambertville Bridge and its steel-grate road surface.
- Bicycles must be walked across the bridge walkway.
- This comment is irrelevant to project design.

<b>Louise Feder</b>	<b>New Hope, PA. New Hope Councilwoman</b>	Open House submittal
---------------------	--	----------------------

**Comment/Question: Please consider opening the green park area around the white Rosenwald sculpture on the New Hope side of the bridge. Giving residents and tourists more space to gather and enjoy our iconic river views during this necessary but disruptive process could go a long way towards helping community relations. I'm happy to speak more about any necessary logistics or materials needed to make this**

**accommodation for the local community happen. Additionally, providing a small destination for pedestrians at this site could go a long way in terms of assisting the businesses on the most impacted section of Bridge Street, (across from Starbucks – Vignette, Carmel Clusters, etc.) during this time period the river and its views are a big part of why folks are here in the first place. Allowing space to view and still appreciate as pedestrians should aid in the flow issues for those business owners. Please feel free to reach out with any thoughts or questions.**

Staff Response:

- A storm water pipe beneath this green space is collapsing and needs to be replaced. This pipe carries storm runoff from inlets at the intersection of Bridge and Main streets and at a sidewalk along East Bridge Street.
- The bridge project is an opportune time to repair the failing pipe.
- Excavation will be taking place at the Commission-owned and -maintained green space on the southwest corner of the Pennsylvania approach to the bridge. This area will be a construction site.

<b>Christopher Abram</b>	<b>Lambertville, N.J.</b>	Open House submittal
--------------------------	---------------------------	----------------------

**Comment/Question: Pedestrian walkway should not be closed. If necessary, pedestrians should be prioritized over traffic. Or there should be a very regular shuttle bus running until 2 AM. This is vital to support the pubs and businesses.**

Staff Response:

- The current bridge walkway panels have reached the end of their service life. The walkway must be replaced. It is necessary to close the walkway to do this work.
- Motorists are far and away the most frequent users of the bridge. Moreover, motor vehicle operators who pay tolls at the Commission’s eight toll bridges are the individuals who provide the revenue that allows the Commission to operate and maintain the New Hope-Lambertville Toll-Supported Bridge.
- The Commission has committed to providing a shuttle service while the bridge walkway is closed for replacement. More information will be provided once the Commission contracts with a vendor to provide the service.

<b>Mary Leithauser</b>	<b>Lambertville, N.J.</b>	Open House submittal
------------------------	---------------------------	----------------------

**Comment/Question: Major concern is for the walkway. There are many people who live in Lambertville, work in New Hope and use the bridge to get to work. Many restaurant workers for instance. The shuttle will need to run often and very late at night.**

Staff Response:

- Additional direct outreach to hospitality businesses in New Hope and Lambertville was conducted to assess the impact on these walkway users.
- The Commission has committed to providing a shuttle service while the bridge walkway is closed for replacement. Details of the shuttle operations are yet to be determined. More information will be provided once the Commission contracts with a vendor to provide the service.

Cindy Kunnas	Stockton, N.J.	Open House submittal
--------------	----------------	----------------------

**Comment/Question: Is there an environmental impact statement? How will project impact the Lower Delaware, a designated wild and scenic river?**

Staff Response:

- An environmental impact statement is unwarranted for this project.
- No in-water work is expected to be conducted with this project. A temporary suspended construction platform and temporary painting-containment measures will be installed to carry out this project.
- Over the decades, the Commission has conducted dozens of bridge rehabilitation projects like this one in compliance with applicable regulatory standards.

Heidi Echternacht	New Hope, PA.	Open House submittal
-------------------	---------------	----------------------

**Comment/Question: 1. Concern that there is no wildlife impact study. How does lighting the bridge affect shad, birds, wildlife. 2. Concern that lights will add to night sky pollution and not look/add to the historical integrity of the town.**

Staff Response:

- An illuminated Trenton Makes The World Takes sign has been attached to the Lower Trenton Bridge for extended periods of time since 1917. The various light systems – incandescent, neon, and LED – on that bridge have cast light outward toward the river more than the architectural lighting system that is planned for the New Hope-Lambertville. There is no evidence or account of that sign ever having affected the wildlife that would travel upriver to this New Hope-Lambertville location.
- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge’s profile and structural elements, including piers. The lights are not expected to be cast directly into the river or the night sky; the lights will be directed on the bridge’s architectural profile.

<b>Jim Riddle</b>	<b>Bridge Street Antiques, Lambertville, N.J.</b>	Open House submittal
-------------------	---	----------------------

**Comment/Question: Foot traffic is essential for business from New Hope and from Lambertville. If possible, leave 1 lane open for foot traffic.**

Staff Response:

- Motorists are far and away the most frequent users of the bridge. Moreover, motor vehicle operators who pay tolls at the Commission’s eight toll bridges are the individuals who provide the revenue that allows the Commission to operate and maintain the New Hope-Lambertville Toll-Supported Bridge.
- Area residents – including job commuters and individuals with modest incomes or fixed incomes – depend on this bridge for commuting and local toll-free travel.
- The Commission has committed to providing a shuttle service while the bridge walkway is closed for replacement. More information will be provided once the Commission contracts with a vendor to provide the service.

<b>Michelle Riddle</b>	<b>Lambertville business owner</b>	Open House submittal
------------------------	--	----------------------

**Comment/Question: Own a business on Bridge Street and hope they can somehow allow foot traffic at all times. Even though this is a slower season than summer and fall the businesses need all the customers they can get. We pay very high rents and need every sale to pay our costs to stay in business. We do understand the need for the work period but some businesses will be hurt!**

Staff Response:

- Comment received and recorded.
- The Commission has stated that the project will affect motorists, pedestrians, residents, and businesses.

<b>Peter Marro</b>	<b>Unknown hometown</b>	Open House submittal
--------------------	-------------------------	----------------------

**Comment/Question: I am very much opposed to the colored lights on the bridge it will harm the natural ecosystem it is not needed, it will look gaudy. It will not add to the structural integrity or safety. No one on the road can see them. Please do not put unneeded lights.**

Staff Response:

- Comment received, but not considered due to lack of any municipal information. (Commenter did not respond to email request for hometown information.)



Amy Coss	Lambertville business owner	Open House submittal
----------	-----------------------------	----------------------

**Comment/Question: 1. Frequent shuttle buses for long hours. 2. Build significant financial penalties into contract to ensure compliance with time line. 3. Have another meeting when you know the details about the shuttle bus. 4. Consider sponsoring free parking. When people get stuck on the other side and get a parking ticket, that will be catastrophic public relations nightmare. 5. Consider sponsoring an advertising campaign about the shuttle bus. Make sure the schedule is posted and stops Clearly Marked!**

Staff Response:

- The Commission will announce the frequency of shuttle buses once a vendor is hired to provide the service. That procurement process is expected to take several months to complete. It is not part of the project design process.
- Commission construction contracts include language for the assessment of liquidated damages for failures to achieve the stipulated schedule and project milestones within the contractor’s control.
- No additional meetings are scheduled for this project.
- Free parking: no.
- The comment on advertising the temporary shuttle has merit and will be duly explored.

Heidi Echternacht	New Hope, PA.	e-mail
-------------------	---------------	--------

**Comment/Question: I am just getting wind of the proposal for the New Hope-Lambertville bridge repairs that would close the pedestrian walkway for a length of time. The pedestrian walkway is a lifeline for not only the community but also the economy and tourism. The town depends heavily on the foot traffic between the two towns. People who don’t own cars walk to work across the bridge and would no way of getting to work. As a teacher and commuter from New Hope who crosses the bridge 2<sup>nd</sup> daily by car for work, if I had to choose only one, I’d rather have the pedestrian bridge open than a car lane. That’s how valuable and essential the pedestrian walkway is to the economy, community, residents and visitors. Please reconsider your plan to close the walkway and keep the foot traffic flowing as a higher priority than any car traffic.**

Staff Response:

- The current bridge walkway panels have reached the end of their service life. The walkway must be replaced. It is necessary to close the walkway to do this work.

- Motorists are far and away the most frequent users of the bridge. Moreover, motor vehicle operators who pay tolls at the Commission’s eight toll bridges are the individuals who provide the revenue that allows the Commission to operate and maintain the New Hope-Lambertville Toll-Supported Bridge.
- Area residents – including job commuters and individuals with modest incomes or fixed incomes – depend on this bridge for commuting and local toll-free travel.
- The Commission has committed to providing a shuttle service while the bridge walkway is closed for replacement. More information will be provided once the Commission contracts with a vendor to provide the service.

<b>Jonathon Hurley</b>	<b>Lambertville, N.J.</b>	<b>e-mail</b>
------------------------	---------------------------	---------------

**Comment/Question: A lot of people in town depend on the bridge for their livelihood and income. Closing the bridge with no way to get from Lambertville to New Hope will have massive negative repercussions.**

Staff Response:

- The Commission is seeking to carry out this project without a protracted full bridge closure.
- Motor-vehicle travel is expected to be maintained 24/7 in the Pennsylvania-bound direction, which is the toll direction at the nearby toll bridge roughly one mile upstream.
- New Jersey-bound vehicles will be detoured via the non-toll direction at the toll bridge.
- A walkway closure is expected to be needed from early January 2024 to mid-April 2024. This is considered the period of fewest pedestrian crossings during any given year.
- The walkway is expected to be open for Shad Fest, the region’s first major street festival.
- Two vehicular travel lanes are expected to resume service on weekends only by the Memorial Day holiday weekend.
- From that point, detours of New Jersey-bound traffic will be weekdays-only until the project reaches “substantial completion” in late August.

<b>Trish Barby</b>	<b>Lambertville, N.J.</b>	<b>e-mail</b>
--------------------	---------------------------	---------------

**Comment/Question: I hope this email finds you well. I am writing to express my deep concerns regarding the recent installation of LED lighting on the New Hope-Lambertville Toll-Supported Bridge Rehabilitation Project. As a concerned citizen and frequent traveler across the bridge, I believe it is crucial to address the potential negative impacts of this lighting choice on both the environment and the local community. Firstly, LED lighting has been known to disrupt wildlife and their natural habitats. The Delaware River is home to various species of fish and migratory birds,**

and excessive artificial lighting can interfere with their navigation patterns and breeding habits. These disruptions can have long-term consequences on the local ecosystem, potentially leading to a decline in biodiversity. Furthermore, LED lighting has the potential to cause light pollution, which not only affects the wildlife but also impacts nearby residential areas. The excessive brightness and color temperature of LED lights can disrupt the natural dark sky environment, which is essential for stargazers and astronomers. It also poses a challenge to residents who rely on the darkness for a good night's sleep. Preserving the tranquility and natural beauty of the surrounding areas should be a priority. Additionally, the bridge is a symbol of architectural significance and historical value. The installation of LED lighting may alter the aesthetic appeal and character of the bridge, detracting from its historical charm. Finding a balance between modernization and preserving the bridge's heritage should be a key consideration in any lighting choices made. I kindly request that you review the decision to implement LED lighting on the Delaware River Bridge. I believe it would be beneficial to explore alternative lighting options that minimize the environmental impact while still providing adequate visibility and safety for commuters. I also urge you to initiate an open dialogue with local environmental organizations, wildlife experts, and community members who can provide valuable insights and suggestions. Their expertise can guide the decision-making process and ensure that the bridge's lighting aligns with sustainable practices and respects the needs of both the natural environment and the local community. Thank you for your attention to this matter. I trust that you will take my concerns seriously and address them in a timely manner. I look forward to hearing from you regarding any updates or actions taken.

Staff Response:

- The Commission's Lower Trenton Bridge's iconic Trenton Makes The World Takes sign has been outfitted with LED lighting since 2018. The Commission has not been made aware of any aquatic or avian species being affected by those lights, which project off the bridge and onto the water's surface.
- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge's profile and structural elements. The lights are not expected to be cast directly into the river or the night sky; the lights will be directed in a manner to highlight the bridge's architectural profile.
- LED lights are everywhere. An article published on Statistica.com in February states: "[Light-emitting diodes \(LEDs\) are gradually taking over the global lighting market. While in 2019, almost half of all light sources in the world were LEDs, it is projected that by 2030, some 87 percent of all light sources will be LEDs. This growing adoption rate is reflected in the size of the global LED market. Sized at about 70 billion U.S. dollars in 2019, the global LED market is expected to grow to almost 100 billion U.S. dollars in 2030.](#)"

- LED lighting is no longer an emerging technology: Both homeowners and business operators are aware of its superior efficiency and durability. The latest Residential Energy Consumption Survey from the U.S. Energy Information Administration (in 2022) revealed that 47 percent of US homes in 2020 used LED products for most or all of their lighting needs. Residential LED lighting now has a larger market share than halogen, incandescent and fluorescent lighting. The RECS survey further determined that the percentage of US homes using LED lamps for most or all of their lighting needs increased from 4 percent to 47 percent in five years (between 2015 and 2022).
- More from the U.S. Department of Energy: “LED is a highly energy-efficient lighting technology, and has the potential to fundamentally change the future of lighting in the United States. Residential LEDs -- especially ENERGY STAR rated products -- use at least 75% less energy, and last up to 25 times longer, than incandescent lighting. Widespread use of LED lighting has a large potential impact on energy savings in the United States. By 2035, the majority of lighting installations are anticipated to use LED technology, and energy savings from LED lighting could top 569 TWh (tera-watt hours) annually by 2035, equal to the annual energy output of more than 92 1,000 MW (mega-watt) power plants.”

Tom Lyon	Solebury	e-mail
----------	----------	--------

**Comment/Question: Hi, folks: Thanks for soliciting feedback on the New Hope-Lambertville Bridge project. My significant other and I are likely among the most regular of the bridge walking path users, typically using it 3 or more days a week for our morning walk. This has been our pattern since buying a home in Solebury 7 years ago. We do this walk all times of the year, and even as we do this walk at sunrise we commonly see multiple walkers using the same path. Any closure of this path will be a hardship to all such walkway users. Your plan to close the walking path from January to April for renovations seems to be too long a closure period. Given that the temporary I-95 bridge at Cottman Ave is now nearly done in less that two weeks , it begs the question if a temporary solution might be created to allow pedestrian crossing sooner than in 4 months. You have no plan to completely close the bridge to traffic for months at a time, but you do have that plan to do that for pedestrians. That pro-vehicular plan seems out of sync with today's thinking. Your own newly done Scudder Falls Bridge and its wonderful pedestrian walkway shows me that you do value pedestrians. Please reconsider the plan for the New Hope-Lambertville Bridge and include a solution that allows pedestrian use much sooner than 4 months into construction. Many thanks for your consideration. Tom Lyon MD**

Staff Response:

- The walkway closure is temporary, lasting approximately three and a half months – considered the lightest usage period of the year.

- Sorry, the Commission does not have the luxury of filling in the Delaware River to provide a temporary walkway. Also, work continues to take place at the I-95 bridge at Cottman Ave. As of early August, the Pennsylvania Department of Transportation had yet to announce a firm date for completing a permanent repair of that busy highway segment.
- The comparison of that national/regional emergency to a temporary walkway closure is unapplicable.
- Motorists are far and away the most frequent users of the bridge. Moreover, motor vehicle operators who pay tolls at the Commission’s eight toll bridges are the individuals who provide the revenue that allows the Commission to operate and maintain the New Hope-Lambertville Toll-Supported Bridge.
- Area residents – including job commuters and individuals with modest incomes or fixed incomes – depend on this bridge for commuting and local toll-free travel.
- The Commission has committed to providing a shuttle service while the bridge walkway is closed for replacement. More information will be provided once the Commission contracts with a vendor to provide the service.
- Two other Commission bridges provide pedestrian access to Solebury Township: the Lumberville-Raven Rock Toll-Supported Pedestrian Bridge and the Centre Bridge-Stockton Toll-Supported Bridge.

John Hansen	New Hope	e-mail
-------------	----------	--------

**Comment/Question: Thank you for providing this opportunity for public comment on the New Hope-Lambertville Bridge refurbishment project. I wish to express my concern regarding the installation of the proposed LED lighting. I feel that the supplemental lighting, as depicted in the renderings, detracts from the historic character of the bridge, New Hope and Bucks County, in general. While I appreciate the desire to enhance public safety and encourage evening pedestrian traffic, the proposed lighting destroys much of the quaint charm that attracts people to New Hope. I find the lighting on the pedestrian walkway & traffic lanes to be particularly intrusive.**

Staff Response:

- The lights on the vehicular traffic lanes and the pedestrian walkway – and the electrical systems that power them -- are approaching the end of their useful life and must be replaced.
- The walkway lighting plan is intended to enhance the security of individuals who use the walkway at night.
- New Hope and Lambertville are tourism destinations. The bridge lighting is intended to highlight the bridge’s profile and complement the local tourism-economy dynamic.

<b>Tom Lyon</b>	<b>Solebury</b>	<b>e-mail</b>
-----------------	-----------------	---------------

**Comment/Question: This is a follow up to my message of about 2 days ago. I remain deeply concerned about the lack of a plan for a bridge walking path for 4 months as you get the New Hope-Lambertville bridge project going. As a regular early morning walker on this bridge, I see many people heading to work by foot or by bike (of course walking their bikes on the bridge). What will become of these folks and their jobs? And in addition, where can bikers plan to cross the river in the vicinity of New Hope and Lambertville. Having no walking path across the river is an undue hardship. How about this proposal that came from a conversation of concerned bridge users while we stood on the bridge yesterday morning: close the bridge to vehicular traffic and keep a walking path open at all times. Folks in cars can always drive to the 202 bridge. As part of that plan, let's forgo toll paying on the 202 bridge for the duration of the New Hope-Lambertville bridge closure. This solution allows walkers and bikers and car users to continue to cross the river without unreasonable disruption. The New Hope-Lambertville bridge is a local treasure, but not just for vehicles. Please don't forget the pedestrians!**

Staff Response:

- The New Hope-Lambertville Toll Bridge is a toll bridge and shall remain so. Toll setting is not part of project design.
- Motorists are far and away the most frequent users of the bridge linking New Hope and Lambertville's commercial centers. Moreover, motor vehicle operators who pay tolls at the Commission's eight toll bridges are the individuals who provide the revenue that allows the Commission to operate and maintain the New Hope-Lambertville Toll-Supported Bridge and its walkway.
- The bridge's steel-grate road deck is designed for passage of motor vehicles; it's an unsafe surface for pedestrian crossings.

<b>Alice Ludovici</b>	<b>New Hope</b>	<b>e-mail</b>
-----------------------	-----------------	---------------

**Comment/Question: I went to the open house. Thanks for sharing the information. I am happy to see the needed maintenance occurring. I am not a supporter of the programmable color-changing LED lighting system to highlight the bridge's profile. I don't feel like that fits in with the character of our towns. Thanks for your consideration on this topic.**

Staff Response:

- Comment received and recorded.

<b>Louise Fiore</b>	<b>Lambertville</b>	<b>e-mail</b>
---------------------	---------------------	---------------

**Comment/Question: I endorse the scope of work planned for the New Hope-Lambertville Bridge project except one item. I do not feel it is necessary, or would it enhance the bridge's appearance, to install a color-changing LED lighting system. I feel wherever I've seen this type of lighting used in recent years it just looks cheap! This type of lighting system will just reduce our lovely bridge to another example of the over-the-top gaudiness of the Vegas strip. For example:**

**– The Empire State Building's lighting was much more iconic before it was updated to LED several years ago.**

**– The lighting on the Acme building in Lambertville looked much better with the simple, historic lighting it previously had.**

**Please reconsider this choice when finalizing your scope of work for the project.**

**Energy efficient LED lighting is desirable; however, we don't need the cheesy color-changing light show!**

Staff Response:

- More and more landmarks in the United States and around the world are being outfitted with programmable LED lighting systems.

<b>Charlie Groth</b>	<b>Lambertville</b>	<b>e-mail</b>
----------------------	---------------------	---------------

**Comment/Question: "I write to ask you to modify your lighting plan in the 2024 New Hope-Lambertville Toll-Supported Rehabilitation Project. Please do replace the aging lighting equipment, but do not alter the number, color, positioning, and static nature of the bridge lights. Changing the lights—particularly lighting up the pylons with huge lights that can be programmed to change color—will not only interfere with your stated and implied goals but will also disturb community traditions and the area's historical and natural assets. In this letter, I offer my knowledge and analysis of the area surrounding the bridge (for more, see my book, Another Haul: Narrative Stewardship and Cultural Sustainability at the Lewis Family Fishery, University of Mississippi Press, 2019). I also offer you my experience as a lifetime resident of Hunterdon and Mercer Counties, including the past thirty-three years living in Lambertville. Firstly, I want to call your attention to the fact that bright light causes shad to change behavior during their migration north on the Delaware River. The shad stopping or just pausing when they confront bright light alters the timeline of the shad run along the river, which can cause the shad to spawn in different spots, perhaps spots unfavorable to reproduction. Disturbing the shad run with light can happen on**

the adults' swim upriver to lay and fertilize eggs, thereby resulting in fewer hatchlings. It can also disturb the adults' juveniles' return to the ocean between July and October, a time when the young shad are very vulnerable to predators. By proposing to light up the pylons, your plan promises to add a lot more bright lights closer to the fish. Because shad spawn in the fresh water source where they originally hatched, bright lighting disturbing the shad run will disrupt the reproduction cycle for generations to come. The shad population on the Delaware suffered great depletion starting in the 1940s, and even though it began to recover in the 1960s following environmental preservation efforts, the shad population remains vulnerable to disruptions in the reproduction cycle related to flooding, predators, and other factors. It is extremely important not to add one more risk to the health of the shad. As documented in John McPhee's *The Founding Fish*, the shad population has historical importance (it sustained the Continental troops in the Revolutionary War). Today, the shad population continues to feed families in the region, many of whom preserve the shad for the colder months. Shad caught in the New Hope-Lambertville area is particularly valued, because both the meat and the roe (shad "caviar") are at their best midway through the shad run, when the eggs have matured to the best consistency and flavor, and the meat has lost much of its oil but not the firmness of the flesh. Many families rely on this food source because, as immigrants and ethnic minorities, they are economically vulnerable. Moreover, immigrant families from southwest Asia need the shad for culinary traditions and social traditions, such as bringing a host a fish. The fish they can purchase in Lambertville within sight of the New Hope- Lambertville Bridge comes at a fraction of the price they would pay elsewhere, and preserving the catch for the year ahead makes preserving family and ethnic traditions possible. You are probably aware that the Lewis Fishery, the last traditional haul-seine fishery to operate on the non-tidal Delaware, is shad-focused and a regional treasure, but it is much more than a historical footnote, and much more than a couple of demonstration hauls during Shad Fest. The Lewis Fishery is not historical reenactment, but rather a living tradition that depends upon the shad. The shad population also relies upon the fishery to thrive, and not just because William Lewis, Sr., who began leading the fishery in that spot in 1888, played an important role in getting governments to clean up the Delaware River in the mid-twentieth century. Because of its traditional fishing method, the Lewis Fishery has provided data and samples to environmental scientists for decades and continues to do so weekday evenings and Saturday mornings throughout the spring shad run. I would also like to call your attention to the importance of the beauty of the natural environment here to the mental health of residents and visitors. When I was observing and interviewing the Lewis extended family, community members, and visitors for my book research, I learned that many people come to Lewis Island to "walk out their troubles" (Fred Lewis's words) or sit by the water, watch the sunset, enjoy the subtly cheerful bridge lights that don't detract



from the river and the celestial light show, and feel their problems become lighter and their spirits become stronger. The view of the bridge, with its subtle lighting, is a lifeline for many. Moreover, our local businesses depend on tourism, and many of the tourists purposefully leave the bright lights of New York City and other urban areas for our more mellow atmosphere. This place depends upon natural beauty which, like the fish populations, will be disturbed, even damaged, by adding more artificial light, brighter light, and changing light. This last element—the flexibility to change colors to brighter humongous blobs overwhelming the view of the river—opens the community to more controversy as we compete to “reserve” the bridge lights. I appreciate the desire to add to the festivity with lighting, but in this area we already have plenty of festive decorations in the form of matching flags and less overwhelming lights (such as the snowflakes on Bridge Street in Lambertville). With the bright lights in New Hope by the Playhouse, the night sky can’t take too much more, and the plan proposes exactly that: too much more. Your fact sheet states that your goal is to “improve customer, community, and visitor experience.” To be sure, replacing our current worn lighting equipment with new equipment that will reliably give the same lighting experience we have now is a good idea and would benefit travelers. However, changing the lighting to employ more light, more brightness, and more colors would damage the experiences of the community members and visitors, not just while crossing the river, but also while being by the river or up on the nearby hills (yes, when I lived on Cottage Hill for twenty-six years, I could see both bridges from my home). Given that locals and visitors are your customers, paying for the changes with their tolls on other bridges, including the Route 202 toll bridge, adds insult to injury. As the proverb goes, “less is more.” Making such an extreme change to the bridge lighting alters the feel of our place, and can have repercussions for our community, the nature of the experience we offer tourists, and eventually the make-up of these two groups as people seek other places to deliver what Lambertville and New Hope offer today. Please work to preserve the environment and sense of place by abandoning the plan to add more, brighter, and differently colored lights on the New Hope-Lambertville bridge.

Sincerely,  
Charlie Groth, PhD

Staff Response:

- (Brief note on bridge terminology: The water-based masonry substructures that support a bridge superstructure are called piers, not pylons.)
- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge’s profile and structural elements, including piers. The lights are not expected to be broadcast directly into the river.
- The architectural LED lighting system will have the capability to be dimmed.

- The Commission is open to turning off pier lighting during the annual shad run.

Jennifer Wohl	Lambertville	e-mail
---------------	--------------	--------

**Comment/Question: As someone who walks across the bridge for work from Lambertville to New Hope, this is a huge problem. When this was a situation before, there was a shuttle. That was not good enough. I lived in Lambertville and ended up giving rides from multiple restaurant workers back and forth after the shuttle had stopped. The hours didn't work with restaurant/bar hours. We need to know that there will be transportation until at least 2am if not 3am.**

Staff Response:

- The walkway closure is temporary.
- The Commission has committed to providing a shuttle service while the bridge walkway is closed for replacement. More information will be provided once the Commission contracts with a vendor to provide the service.
- If a close-up service is proven to be needed, the Commission will use one of its passenger vans and a corresponding truck to transport individuals and bicycles from one side of the river to the other. This additional service – if warranted – would operate until 2 a.m.

Jill Haegele	New Hope	e-mail
--------------	----------	--------

**Comment/Question: I'm concerned about the new LED lights to be used on the bridge which will have an effect on Bats and other animals and fish that feed on bugs at night!**

Staff Response:

- Comment received and recorded.

Audrey Byrnes	Lambertville	e-mail
---------------	--------------	--------

**Comment/Question: Hello – I attended the informational session in Lambertville. I have some questions/ concerns 1. Lighting – why is Solar not going to be utilized? the bridge is in direct sunlight this would be more economical – is there a cost comparison? Lighting #2 – I believe the lighting for bridge and walkway is sufficient, I do not believe we need to light the underneath, it serves no practical purpose. it may affect – fish, birds, turtles who live there. 2. Sign for Wingdam – currently there is a**

**very small sign on the bridge (202 facing side) to alert of wind dam ahead. It is very hard to see, can the sign be Improved?? safety concerns. 3. Trucks – I have witnessed trucks attempting to cross bridge – is there a way to add the WEIGHT / Height restrictions to the road maps to avoid the interruption of traffic etc when they have to be diverted. 4. Thank you for being proactive and refurbishing. Safety is a great concern for drivers and pedestrians. 5. Walkway – I appreciate the upgraded walkway. Will the surface be textured to avoid slippage when walking? In winter, does the material require a De-icing for winter other than Salt? what type of product is recommended. 6. will there be an increase toll for the 202 bridge**

Staff Response:

- The bridge will not be outfitted with solar panels; the weight of the panels would decrease load ratings and the solar panels could be hazardous in high-wind and storm events along the river.
- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge’s profile and structural elements, including piers. The lights are not expected to be broadcast directly into the river.
- The architectural LED lighting system will have the capability to be dimmed.
- The Commission is open to turning off pier lighting during the annual shad run.
- Private operators of GPS devices and traffic apps have resisted requests to add such information. Truckers also try to cut corners by using mapping devices designed for passenger vehicles instead of more costly devices intended for truckers.
- The new walkway panels are expected to be quieter with increased slip-resistance. The Northampton Street Toll-Supported Bridge between Easton, PA. and Phillipsburg has already been outfitted with this new walkway material and the early assessments have been positive.
- Depending on temperature, the Commission uses salt and/or magnesium chloride to combat ice on its bridge walkways.
- The Commission has eight toll bridges. Tolls at each bridge are the same under the Commission’s uniform toll schedule. As per a two-stage toll adjustment enacted in 2021, the E-ZPass passenger vehicle toll rate is scheduled to rise by 25 cents to \$1.50 at all eight toll bridges on or about January 1, 2024. The \$3 cash toll rate for passenger vehicles will remain the same. The upcoming rehabilitation of the New Hope-Lambertville Toll-Supported Bridge does not require a targeted toll increase at the nearby New Hope-Lambertville (Route 202) Toll Bridge.
- Toll setting is not part of the design process for the upcoming bridge rehabilitation.

<b>Ted Jacobs</b>	<b>New Hope</b>	<b>e-mail</b>
-------------------	-----------------	---------------

**Comment/Question: The LED lights are unnecessary, uncomplimentary, and will add to local unneeded light pollution. I urge you to reconsider adding or removing lighting.**

Staff Response:

- Comment received and recognized. No further comment.

<b>Russell Buckley</b>	<b>Lambertville</b>	<b>e-mail</b>
------------------------	---------------------	---------------

**Comment/Question: I am in favor of the renovations but I also have concerns. 1) light pollution – my bedroom window faces the bridge. Bright LED nights on all night will impact all river residents and their ability to sleep and enjoy the evening river views. What is the expectation on brightness and the number of hours these lights will be lit? There are already concerns about the proposed new hotel in New Hope and this would add to the light. 2) Noise – 12 hour work days has the potential to create a lot of noise for nearby residents beyond 9 to 5. A 12 hour work day invades nearly all the waking hours of residents, and particularly burdens those who work from home.**

Staff Response:

- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge’s profile and structural elements. Lighting will be targeted, not broadcast like a spotlight to affect neighboring property owners.
- System will have light-dimming capability and can be turned off if the Commission deems it warranted.
- Bridge architectural lighting would be functional from 30 minutes before sunset to dawn.
- This will be a construction project on a steel bridge superstructure with masonry piers and abutments. Noise is inevitable.
- Workdays of up to 12-hours in duration may be needed to complete painting work and complete this project as scheduled. The contractor would be allowed to perform work on as many as seven days in any given week. Obviously, the bulk of work will take place during daytime hours. Shorter workdays and fewer workdays would extend the project’s duration and the length of impacts to motorists and pedestrians.
- The preponderance of people sleep during the 12-hour period when work will not be taking place.

<b>Mary Jane Cooper</b>	<b>Lambertville</b>	<b>e-mail</b>
-------------------------	---------------------	---------------

**Comment/Question: From what I have read, the project will ruin the quality of life for those of us in Lambertville, especially those who live close to the river. Both noise and light pollution during the work and after. Our homes were expensive because of the**

**location, but what you are doing will diminish the value of our properties. Why are you asking our opinion after you have made the decision r/t during the process.**

Staff Response:

- Comment received and recognized.
- The Commission often conducts public involvement programs with major- and medium-sized projects financed under the agency’s 21-year-old rolling capital improvement program. Open houses and public comment periods are part of these outreach efforts. Despite the Commission wealth of experience in planning and conducting rehabilitation projects like this, the comments and questions process can identify issues and concerns for consideration by engineers and/or Commission executives. That certainly has been the case in several instances with this project comments process.
- The public comments process also has been found to help raise public awareness and discussion about an upcoming project. The process, however, is not a survey or a poll.

<b>Brendan Pelsue</b>	<b>Lambertville</b>	<b>e-mail</b>
-----------------------	---------------------	---------------

**Comment/Question: I hope I am sending this public comment to the right place. If not, please let me know where to send it. I approve of the rehabilitation of the bridge, but I am concerned about how the proposed lighting beneath the bridge will affect the local migratory shad population. It seems that shad don't like swimming under bright lights, which would make it impossible for them to make it to the Lewis Island Fishery, never mind their spawning grounds upstream. The restoration of the shad population seems like one of the great ecological triumphs of recent years, and the Lewis Island Fishery is one of the area's undisputed cultural treasures—I know of nothing else like it in the country. The combination of these concerns seem like ample reason to amend the proposal to feature an unlit bridge. Please let me know if you have questions or would like me to elaborate on my line of thinking.**

Staff Response:

- An illuminated Trenton Makes The World Takes sign has been attached to the Lower Trenton Bridge for extended periods of time between now and 1917. The various light systems – incandescent, neon, and LED – on that bridge have cast light outward toward the river more than the architectural lighting system that is planned for the New Hope-Lambertville. There is no evidence or account of that sign ever having affected the wildlife that would travel upriver to this New Hope-Lambertville location.
- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge’s profile and structural elements, including piers. The lights are not expected to be cast directly into the river or the night sky; the lights will be directed at the bridge’s architectural profile.

- This lighting system – now installed on two other Commission bridges -- will have light-dimming capability and can be turned off if the Commission deems it warranted.
- Many conditions are affecting shad, but the Commission is unaware of any study citing artificial lighting as a major contributing factor. The major issues affecting shad have been cited as water quality, industrial and municipal water intakes, predation by bottom-feeding fish, dams and weirs, bycatch by commercial fishermen at sea, and climate change.
- The Commission considers the concerns expressed about migrating shad to be legitimate and would be open to turning off pier lighting during annual shad runs.

<b>Kayla Marriott</b>	<b>Lambertville</b>	<b>e-mail</b>
-----------------------	---------------------	---------------

**Comment/Question: Please figure out a way to keep the walking path open, the business' of Lambertville need it to survive**

Staff Response:

- The bridge walkway can't remain open for two reasons:
  - The current walkway has reached the end of its service life and must be replaced.
  - The walkway will be in the containment area for cleaning and repainting of the bridge's downstream truss.

<b>Sara Gibson Bluhm</b>	<b>Lambertville</b>	<b>e-mail</b>
--------------------------	---------------------	---------------

**Comment/Question: A couple of questions about the upcoming bridge project 1) will you be keeping the "state divider line" on the pedestrian walkway? Kids enjoying being able to see the state line, jump back and forth, etc. Would like to see this feature maintained with the new installation. 2) have you considered adding any of the fun facts about the bridge anywhere along the walkway? Might be neat to incorporate how many people/cars cross the bridge, when it was built, etc. 3) are you utilizing any of the utility rebates for your LED upgrades? Depending on which side of the river your electric meter is, you might be eligible. 4) are you upgrading your bridge signage with LEDs? Or is it more the traditional lighting that will be enhanced. 5) will the shuttle for pedestrians be an electric vehicle? How will idling be handled?**

Staff Response:

- The Commission plans to keep a state line on this bridge. However, the state line will be marked at appropriate location along the walkway's railing and not on the walkway surface itself.
- The Commission does not post "fun facts" on its bridges.

- The bridge was privately owned when it was built. Any information on toll collections from pedestrians, vehicle operators, bicyclists, and horse owners might be available at the Bucks County Historical Society Spruance Library in Doylestown, PA. Commission traffic information is available on the Commission's website – [www.drjtbc.org](http://www.drjtbc.org)
- The Commission will examine utility rebates. Such programs, however, might be inconsistent with the Commission's bistate status; it is not a state agency.
- All lighting on the bridge will be energy-efficient LEDs when this project is completed.
- How the shuttle service will be powered is undetermined at this time. Idling will be handled by respective vehicle operators.

<b>Amanda Philipp</b>	<b>West Amwell, N.J.</b>	<b>e-mail</b>
-----------------------	--------------------------	---------------

**Comment/Question: Please do not change the lighting on the bridge. Right now it is part of the charm of the area. No colored lights either, please. Unfortunately, New Hope is often referred as "the boardwalk of the Delaware." We don't want to turn the bridge into an amusement.**

Staff Response:

- Comment received and recorded.

<b>Jacqueline Romero</b>	<b>Lambertville</b>	<b>e-mail</b>
--------------------------	---------------------	---------------

**Comment/Question: I own a home on the river on the Lambertville side. My biggest concern is the lighting on the bridge. I would like to see an emphasis on soft, yellow lighting (like what currently exists) so that our homes are not completely lit up at night, which will be a nuisance. I would also like to see construction halted for one day a week, preferably on the weekend. We will not be able to use our outside space with all the noise, and it would be nice to have one day where we can sit peacefully on our deck. I also would like for the Bridge Commission to finally put "no wake" signs on the bridge supports down by the water. Boaters and jet skiers blow through the bridge for sport at high rates of speed, and it is only a matter of time before there is a serious accident. We have reported it to the local police who tell us the river is the "wild west" because no one enforces any laws there. Similarly, I would like signs on the bridge saying no night fishing after 10 p.m. We constantly have spear fishermen with stadium lights on their boats around the bridge and the shore near the bridge at night time because the fish sleep there. The stadium lights light up our entire home, and the fishermen do not leave when we ask them to. They are often drinking alcohol and**

**become belligerent and curse at us when we kindly ask them to move on. Again, the police say they cannot do anything. Signs limiting night fishing around the bridge could go a long way. Thank you.**

Staff Response:

- Bridge architectural lighting will highlight the New Hope-Lambertville Toll-Supported Bridge’s profile and structural elements, including piers. The lights are not expected to be cast directly into the river, the night sky, or at neighboring properties; the lights will be directed at the bridge’s architectural profile.
- The Commission has no regulatory authority for the river or people fishing in the river.

<b>Carol Cruickshanks</b>	<b>Lambertville</b>	<b>e-mail</b>
---------------------------	---------------------	---------------

**Comment/Question: Structural support on a bridge is vital, glitz and light pollution is not. To destroy the classic form of the New Hope bridge with lightning that is harmful to wildlife and peace in the service of commercial interest is not necessary**

Staff Response:

- Comment received and recorded.

<b>Doug McLeod</b>	<b>Lambertville</b>	<b>e-mail</b>
--------------------	---------------------	---------------

**Comment/Question: Thank you for managing and maintaining this essential, beautiful, historic bridge at the heart of the Lambertville-New Hope community. I fully support the repair and maintenance components of this project. I support replacing older lighting hardware with efficient LEDs. However I have concerns about the impact of loud and disruptive work on the community, and about the need, cost and operational implications of installing the new programmable LEDs. The DRJTBC Fact Sheet contains no facts regarding the timing and potential daily disruption in either of Early Preparation, First or Second Construction phases (beyond the possibility of two shifts/day). Please address each of these points before contracts are awarded:**

- **What time of day will work commence and end each day?**
- **Will work be conducted on Saturdays and Sundays?**

**The DRJTBC Fact Sheet states the new “programmable color-changing LED lighting system” will be used to “highlight the bridge’s profile” but cites no facts identifying the need for such lighting:**



- Please explain where the idea that the bridge's profile needs highlighting originated
- How much more expensive are the programmable LEDs than non-programmable LEDs?
- How often will the programmable LEDs be used?
- Who will operate the programmable LEDs and how often will they need programming?
- How much is the operator of the programmable LEDs paid?
- Please describe the financial benefits of the "profile highlighting" programmable LEDs
- Please describe why these benefits are more important than urgent ongoing maintenance and operational tasks, and why the additional costs to purchase and operate the programmable LEDs is justified.

Staff Response:

- The Commission not only manages and maintains the bridge, it has owned the bridge since July 1, 1987.
- This will be a construction project on a steel bridge superstructure supported by masonry piers and abutments. Noise is inevitable.
- Workdays of up to 12-hours in duration may be needed to complete painting work and complete this project as scheduled. The contractor would be allowed to perform work on as many as seven days in any given week. Obviously, the bulk of work will take place during daytime hours. Shorter workdays and fewer workdays would extend the project's duration and the length of impacts to motorists and pedestrians.
- Periodically, the Commission received requests from various residents, elected officials, and business owners to consider architectural lighting for the bridge. (See The New Hope Gazette's April 18, 2013 edition.) More recently, the Commission has installed programable LEDs on two other iconic bridges. The public's response has been overwhelmingly positive at those locations. The Commission decided to outfit the New Hope-Lambertville Bridge with such a lighting system because of the bridge's iconic stature and the tourism/hospitality economies in those two communities.
- The Commission only considered programmable LEDs; they are extremely cost-effective.
- The plan is for the programmable LEDs to be used in some capacity every night.
- The programmable LEDs at Commission bridges are controlled by Commission staff, primarily from the agency's headquarters in Lower Makefield, PA. Programming occurs on an as-needed basis. To get an idea of what the annual lighting displays would be at the bridge, see the schedule on this webpage for the Trenton Makes The World Takes sign on the Commission's Lower Trenton Toll-Supported Bridge: <http://www.dritbc.org/bridge-info/trenton-makes-the-world-takes-sign>
- Commission personnel run the lights, not an outside operator.
- Financial benefits: The Commission will not charge the public to view the programmable LED lights that it installs on its bridges.

- The Commission has never stated that programmable LED lights are more important than the many other services and functions the agency provides.

<b>Ravenna Taylor</b>	<b>Delaware Township</b>	<b>e-mail</b>
-----------------------	--------------------------	---------------

**Comment/Question:** In addition to living in Delaware Twp, I also own the building my business occupies in Lambertville. I feel very much concerned about the work on the bridge, while also grateful for its maintenance and tolerant of the inconveniences we will all share. However, while your plan specifies some very important considerations that I applaud, there is one to which I very strongly object: proposed lighting that is beyond what is needed for navigation by vehicles and pedestrians. For the sake of our planet, the wildlife, especially insects, birds, fish, reptiles, amphibians, I am opposed to lighting the structure for “decorative” reasons. Today as I write this, we are being enveloped in a cloud of toxic smoke from the burning of continental forests hundreds of miles away. How is it possible to ignore the planet’s distress? The lighting of the bridge is an affront to nature, but it is also out of harmony with local aesthetic values, and not remotely historic. I sincerely ask that you not carry out this part of your plan. It’s important to honor the history of our area while also acknowledging the future, which begs us to consume less.

Staff Response:

- Comment received and recorded.

<b>Catherine Craig</b>	<b>Unknown Hometown</b>	<b>e-mail</b>
------------------------	-------------------------	---------------

**Comment/Question:** Hello, Thank you for taking the time to hear my opinion. This bridge is the connection of two vast communities on each side of the river. It does not only connect each initial town on each side of the river, but the larger communities as well---and from this comment you think “ Yes, I know that already!” But I am emphasizing something more imperative.....which is the fact that all the communities on either side of the river actually depend on this bridge to survive. They depend on the bridge to get to work, to shop, to visit, to commune, to worship, to travel, and so on. For those that “DEPEND” on this bridge for their functioning in life, a toll to use this bridge would be unethical! People should have freedom to use this bridge without a toll!!! That may seem crazy, but it is not. That bridge is imperative for

people to carry on their daily lives, and their livelihood, and they should not be charged a toll. Each side of the river is somehow connected to the other, as are the surrounding communities. While wealth people may not blink an eye over a toll, those persons depending on the bridge for their livelihood to maintain their home and family will be detrimentally and unfairly impacted. What choice will they have? I strongly advocate for “No Toll!” Thank you for listening... A concerned and conscientious citizen.

Staff Response:

- The New Hope-Lambertville Toll-Supported Bridge hasn’t had a toll since it was owned by the long-defunct second incarnation of the New Hope Delaware Bridge Company. Toll collections ended around the start of the new year in 1920.
- The Commission’s Compact prohibits the tolling of this bridge and 11 other “toll-supported” bridges in the Commission’s 20-bridge jurisdiction. It would take an act of Congress to change that Compact provision.
- This project is for the bridge’s rehabilitation; there is no proposal to add a toll.
- Comment received, but not considered due to lack of any municipal information. (Commenter did not respond to email request for hometown information.)

Keziah Groth-Tuft	Westminster, MD.	e-mail
-------------------	------------------	--------

**Comment/Question:** As an attorney trained in environmental law, whose environmental ethic stems from growing up and collecting American Shad data on the Lewis Fishery in Lambertville, the lack of any information on environmental impact studies related to the proposed lighting projects related to the planned 2024 New Hope-Lambertville Toll-Supported Bridge Rehabilitation Project is concerning, to say the least. The specific portion of planned Rehabilitation Project which this public comment addresses is the proposed intensity of the bridge’s roadway and sidewalk lighting, as well as the architectural lighting on the abutments and piers. My concern is that such lighting will significantly increase the amount of artificial light reaching the aquatic ecosystems which make the Delaware River their home. I do not know for sure if this will be the case, but when there is a question as to the effects of human actions on our natural environment, we have a duty to look further into the project and determine 1) whether the proposed activity is really necessary and 2) if it will negatively impact the natural environment, and especially, a part of the environment which is already at risk. Here, the answers to these questions are simple 1) the proposed lighting changes are aesthetic “improvements,” not part of the overall rehabilitation necessary to keep this beloved bridge functioning, and 2) yes, it could affect important species to the Delaware River ecosystems, and most specifically,

American shad (important to the local communities surrounding this bridge) and shortnose sturgeon. Before moving to the main focus of this comment – the potential environmental impact of the lighting aspects of the proposed project, I will quickly discuss the first issue – the necessity of the lighting project. While the fact sheet describes that the road and walkway lighting is “at the end of useful life,” it says nothing about the intensity or degree of current lighting being insufficient. Furthermore, the Commission’s own claim that this bridge is the “most painted and photographed structure along the river,” including much of this artwork depicting the bridge at night, demonstrates that the beauty and centrality of the bridge does not require further lighting to see each beam. The paintings have shown a complete, beautiful bridge despite the absence of “architectural lighting.” I do not dispute that the current fixtures might need to be replaced as they have been around for a while, just as the bridge’s walkway and paint requires replacing, but the Commission has failed to show that intensifying the lighting, and adding architectural lighting, is a necessity. Now regarding the lack of environmental considerations in the publicly available information, environmental assessments are not foreign to the DRJTBC. In the past, such as with the most recent Scudder Falls Bridge Replace Project, the Delaware River Joint Toll Bridge Commission, in conjunction with other partners, has had to complete an Environmental Assessment evaluation related to the effects of its project on the federally endangered shortnose sturgeon and federal candidate species, the Atlantic sturgeon. In the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service’s comment on the project, the agency notes that “adult shortnose sturgeon...are known to occur in the lower bay upstream to at least Lambertville, New Jersey.” While the letter addressed the effects of the Scudder Falls Bridge construction on breeding grounds, the principle remains the same – when a project has the potential to impact a species such as the shortnose sturgeon, further environmental studies must be completed and environmental impacts of the project taken into consideration. The pictures provided by the Commission on its project website demonstrate an increase in the artificial light present in this area of the Delaware River, coming from both the architectural lighting near the water, as well as the intensified lighting around the deck of the bridge in the proposed project. What should be documented is the effect of increased artificial light on the anadromous fish (fish that live much of their lives in the ocean, but spawn in freshwater, such as the Delaware River) utilizing this area of the Delaware River, including sturgeon and shad. For example, a scientific literature review by Hinch, Bett, and Farrell in their chapter, A Conservation Physiological Perspective on Dam Passages by Fishes in Fish Physiology (2022) note that “many freshwater and anadromous fish, such as sturgeon..., are often negatively phototactic and migrate nocturnally...” In other words, the fish travel at night and stay put during the day. It is thought that at least one reason for this is to protect the fish from predators. If this area of the

Delaware River is light all the time, to an even greater extent due to the new lighting designs proposed, migrating fish such as the endangered sturgeon and locally important American shad could face changing conditions to an extent we do not yet understand. Perkin et al. discuss in *The Influence of Artificial Light on Stream and Riparian Ecosystems: Questions, Challenges, and Perspectives*, the spectrum of effects artificial light can have on freshwater ecosystems, ranging from disrupting food webs to changes in grazing by invertebrates and finally, to shifting species migration patterns and development. To make this decision to increase artificial light in our Delaware River, considering these potentially devastating environmental impacts to local ecosystems, without any clear need for the lighting, is irresponsible of the DRJTBC, and could run afoul of the ESA and the importance of protecting the Delaware River and its natural resources. These River Towns which surround the New Hope – Lambertville Toll-Supported Bridge deserve more respect than this design consideration has granted us. There has been no environmental study regarding the impact of the lighting on the ecosystems of our river, nor an explanation as to why these lighting upgrades are necessary. Given the failure of the DRJTBC to provide any such material, the DRJTBC would best serve these communities by reconsidering the lighting aspects of the project, and scaling it down to simply reworking the current fixtures to be more energy efficient and replacing them, as needed, with fixtures of similar style and intensity. This is all that is needed regarding lighting, and the DRJTBC owes it to both our communities and river ecosystem to do no harm. Thank you for considering these comments in the coming months of planning, Keziah Groth-Tuft, Esq. Citations:

<https://www.sciencedirect.com/science/article/abs/pii/S1546509822000152>  
<https://esajournals.onlinelibrary.wiley.com/doi/full/10.1890/es11-00241.1>

Staff Response:

- Comment received and recorded.

<b>Christopher Abram</b>	<b>Lambertville</b>	<b>e-mail</b>
--------------------------	---------------------	---------------

**Comment/Question:** Greetings. Some comments on the proposed project: 1. Is all of it really necessary? after the open day in Lambertville Station I went out on the bridge and had a look at the railing. It looks in good nick to me. In fact, to me, the 'before and after' railing photos on the information board look nearby the same. Point is, maybe some of the work doesn't really need to be done at all. Better to spend the money in Trenton where it's needed. 2. The platforms make a charming banging sound when one is marching over the river. This should be retained if any new work is done

**because I really like it. I also wonder if it also assists vulnerable people feel more comfortable walking over alone late at night, since one can hear others on the bridge, even at a distance. 3. The pedestrian walkway should be kept open constantly, even in favour of cars, so we can all walk around like God (or some such artist as resourceful) intended. 4. If not 1, and 3 is deemed impossible, there must be a super-frequent minibus to transport people and it must run until at least 2 a.m. to support the fabulous pubs of New Hope. 5. There is some suggestion of 'architectural lighting'. Please make sure this is part of the project is undertaken by a genuine artist and not some corporate design firm. Also no banal nationalism (flags, red white blue colours, etc) please."**

Staff Response:

- The railings must be removed to replace the bridge walkway. This would be the optimum time to get them re-anodized so they can complement the newly painted bridge when that work is completed.
- Regarding spending in other municipalities: Shortly after the New Hope-Lambertville Toll-Supported Bridge's last rehabilitation in 2004, the Commission established a grant program to help its various host municipalities finance local transportation projects. No municipality in the Commission's service jurisdiction used that program more often than Lambertville. Of the 52 projects funded in part or completely by that old grant program in 17 eligible New Jersey municipalities, Lambertville had 14 of them – nearly 27 percent.
- The current walkway panels are nearing the end of their useful life. Most people detest the noisy character of the existing walkway panels.
- The walkway must be closed for the replacement of the current walkway panels, which are noisy, reaching the end of their service life, and losing their slip resistance. This work will take place while the bridge's downstream trusses are placed in containment for paint removal, cleaning, and repainting.
- The Commission has committed to providing a shuttle service during the walkway-closure period. More information will be provided once the Commission contracts with a vendor to provide the service.
- If a close-up service is proven to be needed, the Commission will use one of its passenger vans and a corresponding truck to transport individuals and bicycles from one side of the river to the other. This additional service – if warranted – would operate until 2 a.m.
- The New Hope-Lambertville Toll-Supported Bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. Decisions regarding architectural lighting ultimately are made by the Commission.

<b>Trish Barby</b>	<b>Lambertville</b>	<b>e-mail</b>
--------------------	---------------------	---------------

**Comment/Question: I have previously sent in comments about my displeasure with the lights on the bridge in the way they are currently configured. This is a natural**

**environment. I have alternative suggestions if you are open to listening. I would also like to suggest and have suggested at the meeting that there be better signs put on the bridge for the wing dam The wing dam is very dangerous and people that are tubing down the Delaware don't even know what it is or the fact that it's coming up ahead. We really need to take an active role in preventing someone from risking their life as well as the first responders who would also need to risk their lives to save people at the wingdam**

Staff Response:

- The Delaware River Joint Toll Bridge Commission has no regulatory authority for the wingdam or the river itself.

<b>Stephen Meserve</b>	<b>Delaware Township</b>	<b>e-mail</b>
------------------------	--------------------------	---------------

**Comment/Question: I am writing this comment as the Captain of the Lewis Fishery, the longest continuously-operating, hall seine fishery on the non-tidal Delaware River. This is a family fishery, and has been in my family since my great grandfather Bill Lewis took it over in 1888. When mills lined the banks of the Delaware River in New Hope and Lambertville, so did shad fisheries. Fisheries on the New Hope side would operate in the mornings, and Lambertville fisheries would operate in the evening. This was all because of lighting – American shad follow the light. The American shad is a finnick, yet remarkable species. They largely spend their lives in the ocean, except when it is time to spawn, at which point they swim to fresh water. The American shad fry (the young American shad that then hatch in the fresh water) then hatch and swim back to the ocean. Once they reach reproductive age, the now adult American Shad will then return to the same fresh water breeding ground where they were first hatched. During an American shad’s run (the travel to freshwater in order to reproduce), the shad can be finnick. This is a lesson best learned by over a century of fishing in my family. For example, American shad don’t like to swim when the water is too cold or too fast, and flooding also seems to have an effect on the run. Additionally, as is relevant here, the shad are affected by light. I know this because hauls are based on sunlight. Pennsylvania fisheries would fish in the morning because the sun would be on their side of the river. New Jersey fisheries fish in the evenings because this is when the sun is on the New Jersey side of the river. Where the sun is, the fish are. I don’t just know this from stories – I see it in the hauls my crew and I do now. We go out in the evenings on weekdays, just like my grandfather and great grandfather before me, but we also do a haul on Saturday mornings in order to get an extra haul in when crew members are not working. These hauls in the morning are generally not as fruitful as our weekday evening hauls, because the sun is not on our part of the river – the shad**

are laying low in New Hope. Additionally, when the sun is nowhere (i.e. it is night time) the American shad continues on its journey up river to spawn. I am sharing this in a comment because nothing in the public information about this project describes any studies done on how the lighting aspects of the 2024 New Hope-Lambertville Toll-Supported Bridge Rehabilitation Project will affect the American shad population, or other light-sensitive species which call this area of the river their home. Without any studies done on potential impacts, those of us who rely on species like the American shad are left to take our best guesses. I fear that increasing the intensity of lighting from the bridge, as promised in the Design Contract Work, will increase the level of light reflecting into the water from the bridge to such an extent that it will disrupt American shad migration. As I discussed above, American shad follow the sun, which means that when the sun is down, the shad will often continue their run upstream to spawn. Additionally, the current lighting on the bridge is from the top of the structure, whereas the proposed architectural lighting will mean additional lights from all over the bridge with the potential to reflect and refract light through the river between Lambertville and New Hope. All of this increased light is what I am afraid will affect the American shad run. American shad need to be able to get to their specific location to spawn further upstream in order to lay eggs and then return back to the ocean. If our stretch of the river suddenly becomes a stretch where there is never any darkness, I am concerned that American shad will be too slow in moving on with their swim upstream, distracted by the spot that is always light, and leading to a fall in future generations. American shad in our Delaware River are already facing dwindling numbers and although I do not think anyone can say with certainty the cause for this, I will say an unnatural increase in lighting will further uproot their natural conditions. My family has been, and continues to be, stewards of this river, watching the American shad's population rise and fall as a reflection of the river's health and then catching whoever's attention we need to in order to get the river's health addressed. I am commenting because I need to catch your attention – I am deeply concerned that the lighting aspects of this project could cause harm for American shad populations which spawn in waters upstream from the New-Hope Lambertville Toll-Supported Bridge. I ask that this issue is given the consideration it needs and deserves for the health of the American shad and by extension, the river itself.

Staff Response:

- The Delaware River Joint Toll Bridge Commission will be outfitting the bridge with programmable architectural LED lighting and improved LED lighting of the bridge's travel lanes and walkway. The architectural lighting can be dimmed and turned off when warranted.
- The Commission will certainly consider your concerns.
- An environmental impact study is not necessary for this bridge rehabilitation project. A new bridge is not being constructed across the river. Work will not be taking place in the river.
- The intensity of bridge lighting will not be on a scale anywhere near that of sunlight.



Beth O'Brien	Lambertville	e-mail
--------------	--------------	--------

**Comment/Question:** As your team gathers feedback around the rehabilitation project for the Lambertville-New hope Bridge, I would like to add my comments. I am concerned about the proposed lighting of the bridge. I understand that there will be improved lighting for pedestrians and bridge traffic. That is all good. I am concerned about lighting the entire frame of the bridge. I do not think that a flashy display is in keeping with the rich and rural history of our sister-towns. I cringe at the thought of it looking like Las Vegas, the Eiffel Tower or even the Trenton Makes bridge. We are a sleepy, quiet, quaint community. That's our brand. It's the reason so many tourists are drawn here to get away from the noise and lights of the city. Please do not disturb the serenity that we love. What will be done to protect the swallow population that live under the bridge? See Christopher Plummer's blog here: <https://christoplummer.com/tag/birds/>

Staff Response:

- The Delaware River Joint Toll Bridge Commission will be outfitting the bridge with programmable architectural LED lighting and improved LED lighting of the bridge's travel lanes and walkway. The architectural lighting can be dimmed and turned off when warranted.
- Project setup activities and construction will begin well in advance of the cliff swallow breeding season. Cliff swallows are a resilient species. The Commission has conducted rehabilitations on other bridges without undertaking any special measures for the birds. They move elsewhere. After project work, the birds have been found to return.
- The Commission has no comment on Mr. Plummer's unscientific survey.

Alison Linkov	Lambertville & New Hope	e-mail
---------------	-------------------------	--------

**Comment/Question:** Convenient and frequent ferry service should be considered to facilitate people getting between both towns. This should service not just tourists, but employees / commuters as well. Night shifts should be included to ensure the project is completed as fast as possible. The travel lane and pedestrian closures are a huge detriment to businesses on both sides of the river. We understand that the contractor will face penalties if they don't finish on time. The contractor should be required to add additional personnel if their schedule slips. The first phase is happening during winter months and weather can be a huge variable. The businesses can't afford to have this done at all, let alone endure delays. Data that shows pedestrian crossings during those months should be provided to the general public in order to inform transportation options and frequency of routes. If a shuttle is provided, stops should be located at least in front of Lambertville House, in the center of town. Other stops

**may be necessary depending on the route. Frequency needs to be reviewed with business owners. Contractors should be incentivized to finish early. Businesses should be compensated for the interruption to their typical flow of traffic. Temporary signage needs to be included for businesses on East Bridge St in New Hope to indicated that shops are open, even though the sidewalks / vehicle traffic may be closed. "**

Staff Response:

- A temporary ferry service is impractical and infeasible. Ice, winds, varying speeds of current, rain, snow, low water, high water, darkness.
- The Commission has committed to providing a shuttle service during the walkway-closure period. More information will be provided once the Commission contracts with a vendor to provide the service.
- If a close-up service is proven to be needed, the Commission will use one of its passenger vans and a corresponding truck to transport individuals and bicycles from one side of the river to the other. This additional service – if warranted – would operate until 2 a.m.
- The construction contract is expected to allow for a 12-hour workday and work being permitted on up to seven days in any given week. The preponderance of people sleep during the 12 hours that work will not be taking place.
- The project will impact motorists, pedestrians, and businesses.
- Commission construction contracts include language for the assessment of liquidated damages for failures to achieve the stipulated schedule and project milestones within the contractor’s control.
- The Commission has owned this bridge since July 1, 1987. It maintained this bridge on behalf of New Jersey and Pennsylvania for 53 years prior to that acquisition. The Commission regularly staffs this bridge with bridge monitors on a 24/7 basis and security cameras provide views of motor vehicle traffic and pedestrian movements on a 24/7 basis. The Commission has a good idea of how often the bridge gets used by pedestrians and motorists.
- Compensation to businesses: no. This is a public works project.
- Temporary signage for businesses on East Bridge Street in New Hope is a valid concern and constitutes a project design consideration or a separate accommodation to be provided by the Commission.

CJ Linoff	New Hope	e-mail
-----------	----------	--------

**Comment/Question: I am concerned that the shuttle schedule will run often throughout the day and evening for workers, tourists, and locals who need to get back and forth, as this will be a monumental inconvenience. Thank you.**

Staff Response:

- The Commission has committed to providing a shuttle service during the walkway-closure period. More information will be provided once the Commission contracts with a vendor to provide the service.

<b>Cliff Montgomery</b>	<b>New Hope</b>	<b>e-mail</b>
-------------------------	-----------------	---------------

**Comment/Question: I would ask that each day one lane should be open to the convenience for drivers both in PA and NJ**

Staff Response:

- The bridge has only two lanes. It is impossible to work in one lane and keep two lanes open for traffic.
- Anticipated motorist restrictions:
  - From January to late May, the bridge will be restricted to a single lane in the PA-bound direction (the toll direction at the nearby toll bridge) around the clock, seven days a week.
  - Starting by the Memorial Day weekend, the bridge will be open to two lanes of traffic (one lane in each direction) on weekends only.
  - Starting on or about the Memorial Day weekend, the bridge will be restricted to a single lane in the PA-bound direction on weekdays only.
  - All motor vehicle restrictions are expected to end in late August 2024.
- Motorists from Pennsylvania, New Jersey and many other locations use the bridge in either direction.

<b>Tamara Brengel</b>	<b>Lambertville</b>	<b>e-mail</b>
-----------------------	---------------------	---------------

**Comment/Question: I would like to express concern regarding the LED lighting proposed that would illuminate the profile of the bridge. Bright lights contribute to light pollution & are a significant danger to wildlife, especially birds, particularly during migration. I would encourage the municipalities on both sides of this bridge to make decisions that take into account the future of our environment, rather than just focusing on short term benefits for tourism. Our earth appears to be in ecological crisis, I do not believe our actions should be adding to the heavy load already inflicted on nature by human lack of thought for the future.**

Staff Response:

- The bridge is owned and operated by the Delaware River Joint Toll Bridge Commission.
- The municipalities have nothing to do with the LED lights that the Commission intends to install on the bridge as part of this rehabilitation project.
- LED lights are everywhere. An article published on Statistica.com in February states: “Light-emitting diodes (LEDs) are gradually taking over the global lighting market. While in 2019, [almost half of all light sources in the world were LEDs](#), it is projected that by 2030, some 87 percent of all light sources will be LEDs. This growing adoption rate is reflected in the size of the global LED market. Sized at about 70 billion U.S. dollars in 2019, the global LED market is [expected to grow to almost 100 billion U.S. dollars in 2030.](#)”

Judy Gleason	Lambertville	e-mail
--------------	--------------	--------

**Comment/Question: My name is Judith Gleason and I live at 86 North Union Street in Lambertville. The information available to the public was not complete about the shuttle service to be used during the bridge closure - The tourist and worker uses of the walkways are critical to the economic health of people. There must be shuttle service often enough to provide constant travel across the bridge. Also there should be ferry service provided for tourists and for workers - The delay of shuttle service will drastically harm the businesses. Ferry crossings would both attract people and be novel. Much of the time of closures the river will be passable. During preholiday time 2023 especially, the passage across the river is critical. Ferry service should be provided then as well as in 2024. Also there need to be more opportunities for the public to hear what is actually planned, to ask questions and to hear the same answers. It should NOT be various people giving different answers as it was at the June so called public meetings. These should have zoom opportunities so more people can hear and ask questions**

Staff Response:

- The Commission has committed to providing a shuttle service during the walkway-closure period. More information will be provided once the Commission contracts with a vendor to provide the service.
- The shuttle service is not part of project design or the construction contract. This accommodation will be provided by the Commission.
- If a late-night service is proven to be needed, the Commission will use one of its passenger vans and a corresponding truck to transport individuals and bicycles from one side of the river to the other. This additional service – if warranted – would operate until 2 a.m.
- A temporary ferry service is impractical and infeasible. Ice, winds, varying speeds of current, rain, snow, low water, high water, darkness.
- The bridge walkway is expected to be open through the 2023 winter holiday season.
- No additional “meetings” are scheduled for this project.