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Congress of the United States

February 4, 2010

Chair
Select Intelligence Oversight Panel
Committee on Appropriations

Committee on Education
and Labor

Permanent Select Committee
on Intelligence

Committee on Natural Resources

Kevin Skeels, scudderfallsbridgecomments@hntb.com
Delaware River Joint Toll Commission
110 Wood & Grove Streets,
Morrisville, PA 19067

Dear Mr. Skeels,

I am respectfully writing to comment on the Environmental Assessment/Draft Section 4(f) Evaluation Document for the I-95 Scudder Falls Bridge Improvement Project.

I would like to express my strong support for the inclusion of the Bicycle and Pedestrian Facility on the bridge. A pathway to accommodate bicyclists and pedestrians would enhance the economic, recreational and transportation benefits of the overall project and is an appropriate investment with long-term benefits.

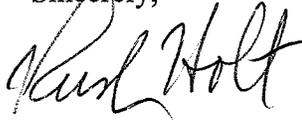
A path on the bridge would enhance tourism and recreation, likely bringing canal towpath cyclists and hikers south beyond the traditional turnaround point of Washington Crossing to the passenger rail served communities Yardley Borough and Ewing Township. The connection to the Taylorsville Road Park and Ride would allow the facility to be utilized by bicyclists and hikers on weekends. Additionally, it would improve access to future bus services while minimizing the need for additional automobile parking.

There is strong evidence that the trail would be well used. More than 100,000 people live within 5 miles of the Scudder Falls Bridge. Last year, more than 1,500 Central New Jersey and Pennsylvania residents signed a petition voicing their support for a pedestrian and bicycle path on the bridge. The inclusion of a pedestrian and pedestrian pathway would increase the livability of the surrounding communities and that is why I strongly support the inclusion of a pathway in the bridge's final design.

I would like to express my strong objection to making this a toll bridge. Implementing tolls on the bridge could encourage drivers to use alternate Delaware River crossings, such as the Washington Crossing and Calhoun Street Bridges. This would further increase traffic congestion on Route 29 and Bear Tavern Road. This is a serious safety concern for residents who live along Route 29 and already find it dangerous to utilize their driveways. Route 29 already experiences a high rate of serious automotive accidents, and I am concerned that implementing tolls on the bridge would only increase the incidents of serious accidents on Route 29. Again, I respectfully request that tolling not be considered as a means of funding this bridge.

Thank you for all your work and consideration. I look forward to working with the Commission to ensure that the redesigned bridge provides real benefits to the communities it serves.

Sincerely,

A handwritten signature in black ink that reads "Rush Holt". The signature is written in a cursive, slightly slanted style.

RUSH HOLT
Member of Congress