

## SAUCON RAIL TRAIL ADVISORY COMMITTEE MEETING

**Date:** February 22, 2010  
**Time:** 5:00 PM  
**Location:** Coopersburg Borough Hall  
**Present:** Chris Stromski & Donna Bristol, Lower Saucon Township representatives; Steve Labrake from Saucon Valley Bikes and Hellertown representative and Jennifer Wescoe-Schaninger from Coopersburg Borough; Jack Cahalan, Lower Saucon Township Manager; Charlie Luthar, Hellertown Borough Manager; Tom Beil, Upper Saucon Township Manager; Frank Pazzaglia arrived at 5:33 PM

- **Vision Plan – Update** – Jack said the group has been working on the vision plan. It's our vision of what we would like the trail to look like. We are putting it together to submit for a grant. Steve said he has maps, small color scale aerial photos and details of each, which has been completed. He has GIS maps of the trails. They have information about road crossings and when they must be completed. Regarding the road crossings, Water Street and Walnut Street in Hellertown, Meadows Road and Old Mill Road in Lower Saucon Township, Spring Valley Road, Landis Mill Road, Preston Lane, Station Avenue, Passer Road, Lutron Parking Lot, East Landis Street, which are all Upper Saucon. He has crossings for appropriate safety, road access gates and road signage for Main Street in Hellertown. Charlie said we have to have a shared use agreement for the PennDOT crossings. Hellertown has one which is Water Street and they need to get approval for the crossing. Tom said they can't put anything in the PennDOT right-of-way until the agreement is approved. It needs to happen in order to mark the road crossings properly. Most of their roads are PennDOT roads. Charlie said it makes him scared because we approved our agreement with our Solicitor, so theirs is out there, but they don't have the final design. He will have to go back to make sure they are okay, but it's in progress. Steve said on with the PennDOT approved plans, crossing barriers and signage through PennDOT, special visibility, and safety considerations. Meadows Road, where we have a turn in the road; Landis Mill and Flint Hill Road where there are visibility issues. Barriers to vehicles at all crossings, whether we do temporary dirt embankments or semi-permanent Jersey barriers, and finally, swing gates. Bridge crossings – listing and approximate bridge lengths – the Hellertown trestle bridge being 200 feet; Mill Race is 40 feet; Old Mill Bridge is 200 feet; Bingen Road is 100 feet; and Tumblebrook is 40 feet. Barriers to bridges prior to railing improvements, temporary dirt embankments at bridge approaches. Bridge railings – temporary Jersey barriers, fences 42 inches high, permanent plank and rail fence, 54 inches high, and split rail fencing that lead to bridge at 42 inches high. Trail surface elevation of trail which has been completed, material for walking, biking ten feet wide, gravel surface to be determined - option 1 is a No. 9 or No. 10 stone screening to be determined, option 2 is the Thomas slag to be crushed to No. 9 screen size but he thinks we determined that is not going to happen. Charlie said they are currently looking at the Thomas Iron site as there are a whole bunch of slag tailings back to the 20s and because there is some question about the chemical analysis with it, they decided maybe they'd better back off on that for the time being until they get more data. Steve said material for horses, five foot wide and wood chip, possibly stone, we talked about that a little bit. Location on the rail bed whether it's centered, left or right; center ballast with weed control on both sides, trail base as there's a culvert we have to deal with for the Borough of Hellertown which is \$10,000 and that was discovered on February 10<sup>th</sup>. Charlie said they are waiting for the right-of-entry permit from SEPTA to go in there with the contractor. The Borough has the right of entry, but the contractor does not. They are waiting for that to come back from SEPTA. Steve said the access points, with parking, Water Street, Walnut Street, Grist Mill Park in Hellertown; Preston Lane and Upper Saucon Community Park, Station Avenue, East Landis Street, Living Memorial Park, all in Upper Saucon Township. Development parking access, parking base, line parking slots, line parking space curbs, traffic flow considerations, access points without parking requires Jersey barriers at Bachman Street in Hellertown; East Thomas Street in Hellertown, Meadows Road and Old Mill Road in Lower Saucon Township; Reading Drive in Lower Saucon no access yet as we are still negotiating with the property owner. Spring Valley Road, Landis Mill Road, in Upper Saucon access points to be developed with parking. Tuminello Park in Hellertown which requires a pedestrian bridge and access ramps. Kiosks are \$1,000 each and signage at \$180 each. Kiosks at all parking locations, signage at all access locations for 13 locations; environmental and historic signage along the trail; places to be considered are Thomas Iron Works, Heller Homestead, Hellertown swamp which is called the marsh, Hellertown Grist

Mill, the pony bridge, the trestle bridge, shooting range, Wagner Farm, Meadows Road bridge, Meadows Road quarry rock cut, Ehrhart's Mill historic district which has the Old Mill Bridge, Bingen rock cut, Bingen station, the Weiss General Store, Spring Valley springs, Landis Mill rock cut and Landis Mill, Upper Saucon Park Iron Works, Station Avenue General Store, Tumblebrook Quarries, Coopersburg Rock Cut and Dinosaur Track. Public relations, privacy and concerns from property owners that border the trail. Incorporation of nonprofit stewardships of trail segments; maintenance, administration, maintenance schedule, maintenance organizations. Security – collaboration with police chiefs from Hellertown, Upper Saucon, Lower Saucon and Coopersburg to formulate a patrol plan. Website – the domain name which has been completed. A rail trail logo. Trail development phases – Hellertown and Lower Saucon; Coopersburg and Upper Saucon. Funding contingency plans – work able to begin Spring 2010 contingent upon approval of the municipal government bodies and the existing municipal funding - in the event of no external funding, in the event of partial funding in 2011, in the event of full funding in 2011. Steve said this is just an outline of things we have to deal with along the way. Jack said we welcome any ideas anyone can give us. If you can provide us any information or additions, let him know. This is what the group has come up with so far.

- **Grants – Update** – Jack said he and Charlie looked at the Vision Plan and gave Steve some corrections and additions, but it's the general outline they have to take to the next step, and that was to put together a grant application with the help of Rebecca Kennedy and Erin Frederick from Lehigh County Soil Conservation District. Maybe we can just segue into that unless anyone has any comments about it right now. Rebecca said she called Lorne at the DCNR and he was pretty adamant and urgent about the specifics. DCNR has some flexibility, but in order to make use of the flexibility and be able to apply for any funding, they need to sit down immediately and find out how things are actually going. Jack said that meeting is at 2:00 PM tomorrow. Jack said Dawn said she would try to get someone from the engineering firm who represents Coopersburg Borough to attend. Charlie said he was talking to Holly Eddinger at LVEDC Land Recycling last night as they are doing the Phase I environmental study on the Thomas Iron site for them, and she would like to attend also and offer her help. Jack asked if there was anything new with Joe Hoffman? Charlie said we were looking at working with the conservation district and with Lorne. This is kind of a substitute for a master site plan to the project to get things moving. What Joe Hoffman was hoping to do was to apply for a master site plan for the project which would put us back a little bit further. He doesn't know what Lorne will say tomorrow whether that is still a requirement regarding the 99 year lease.

Jack said Frank Pazzaglia joined us at 5:33 PM. Jack said we were just talking about the grants and the meeting tomorrow. Steve walked us through the master outline. We shared that with Tom Beil from Upper Saucon Township. If there are any other bits of information, Steve wants us to review it and get back to him.

- **Trail Development Issues (Surface, Signage, Crossings, Barriers, etc.) – Update** – Jack said regarding the trail development issues, we've had general discussions at the meetings about the surface, the signage, crossings, and barriers and each of the Boroughs and the Township have been gathering information from the engineers and planners and Tom is doing the same thing for Upper Saucon. We're trying to come in with some information that parallels what we've been talking about here. Today he got recommendations from his Planner for the safety equipment and it does parallel what we've been talking about. They are the experts and they are making recommendations that back up what we were talking about. We can temporarily put the Jersey barriers across the bridges with the fencing on top of it and there are some areas that Steve and Frank had pointed out along the approaches to the bridges that need some additional fencing. They are talking about the barriers, the crossings and a combination of gates and bollards. They have a recommendation for a gate where the rider would have to dismount from their bike and walk across the road which is a lot safer at some of the crossings. The one at Meadows Road, with the limited sight distances and visibility is not good and we don't want people trying to ride across the road and getting hit. They also point out that there is a high point along the trail in Lower Saucon that they are recommending fencing. For the road crossings for Lower Saucon, the Meadows Road crossing, they are recommending a "Cross Alert" system which would be a system of lights that would be activated by sensors tripped by the pedestrians and bikers crossing the roads and that would alert the motorists coming down Meadows Road that someone is crossing. They looked at the four or five samples of surfacing material. They liked the modified crush crete surface material because it packs harder than the other gravel surfaces and would not

get kicked up by bikes. It was Sample No. 2 which consisted of the 3A modified crush crete. Their report said that "Sample 2 was the only one that seemed to be compactable to provide a stable walking surface. The other surface samples we noticed the stones were loose and not comfortable to walk on. In addition to the loose nature of these surfaces, we questioned the longevity and the future maintenance". We would like to get a surface down, but it may not be the permanent surface. They also made a recommendation about signage. They gave a description of what a road crossing would look like with the barriers and different signage and striping. That gives him something to work on. He has to come up with some cost estimates and he can put together an estimate for his Council to see what they would be comfortable with in the Township and what the cost would be. He'll definitely have that by the March meeting. At the same time, this will be looked at by the rest of the consultants and officials from the Township so they can reach a comfort level with it so we can move forward. Charlie said for the surfaces he was actually hoping they would use the slag because it's the cheapest option but because of the TCLP which we have to look at first, he doesn't think we can do that. We'll end up looking at what the engineers recommend. This is a temporary version just to open the trail up. They did get a drawing from their engineer which was submitted to PennDOT for the shared use crossing and it's probably similar to what Jack described. It also has a twelve foot wide swing gate that is locked in place so you can bring emergency vehicles in on both sides. They did have a rough estimate. It was from Arbor Fencing and they figured that each crossing like on Water Street, the crossing on the south side was about \$2,000 and the crossing on the other side about \$1,500, so about \$3,500. It's probably similar on Walnut Street as well, but probably not quite as expensive. Steve said the Walnut Street one, we don't have to do the bridge right away. Charlie said that's correct. As Steve points out, on Water Street, the Silver Creek runs by there and there's a drop off and we need to put something up so people don't go off the side. That's about 30 feet of space we have to cover with some sort of fencing. They did not really calculate all of the signage. They need to get a final report back from PennDOT on the shared use requirements and that will pretty much set the tone for the next crossing as well. We should easily have cost estimates by the next meeting as well for Hellertown, not the finished product, just for the interim. Tom said they have some concerns about the intermunicipal agreement which does not comply with state law. He has a draft of the intermunicipal agreement that was approved by Lower Saucon and Hellertown and they are in the process of reviewing it. One important thing he wanted to point out is that this committee is not official. Jack said he has mentioned at all the previous meetings that the committee is not official and we have been meeting informally to discuss trail development issues. Tom said it's not official until the intermunicipal agreement is approved by all four municipalities. Tom said Upper Saucon is in a little bit different position than Hellertown and Lower Saucon Township. Our position is that until the agreement is finalized, they don't know what the role of their community will be and how these activities will be funded. They are not sure how many representatives they are going to have. Their approach is to wait and see until the intermunicipal agreement is approved by all of the municipalities, then they will know what the Advisory Committee is going to look like and then Upper Saucon will move forward with making appointments to the committee. He hopes you don't interpret their lack of progress as being somehow not committed to the Rails to Trails project. They just want to make sure the agreement is what we all want it to be and the agreement is finalized before they get started up. They have concerns with the current draft and will come back with a revised draft and will send it to all the other municipalities represented by this committee, and they hope at that point everyone can approve it. It is a miracle when you have four attorneys working on something, so he's sure you won't have an agreement right off the bat. He thinks eventually they will have an advisory committee that is official and approved by the governing bodies of all the municipalities. He is not taking away anything you are doing, but they won't participate until the intermunicipal agreement is signed. Charlie asked when they might be able to see the revisions on the agreement? Tom said he hopes to have it ready in two to three weeks. Charlie said the other issue with the grant is that the deadline is the 22<sup>nd</sup> of April. Tom said regarding the state grant application, what does the state expect of us where there are two or more municipalities participating in the grant application? Does the state only require a resolution from each of the governmental bodies stating that that governing body supports the grant application? Perhaps we can get through this with just a resolution stating that all of our governing bodies support a joint grant application. Jack said that's what they were hoping for. Tom said that way we don't have to wait for the intermunicipal agreement to be finalized. Steve said he hopes Tom doesn't think we are jumping the gun. We are looking at things that need to be done. Obviously, no actions have been taken yet. They are looking at trail surfaces, what they have to do for railings, what they have to do for surfaces, road crossings.

This has just been researched to this point. We purposely haven't taken it beyond that until we all have the agreement signed. Tom said you guys did a great job. They've had some bad experiences in the past with agreements with other Townships and Boroughs, one of which was with Coopersburg and it was an agreement for sewer service and we are still fighting over the terms of that agreement 40 years after that draft got approved. So they are a little gun shy about jumping in on intermunicipal agreements. It's not to say they aren't going to get into the project and it's not to say that alternately we are going to get working together. It's just going to take a little bit more time.

- **Fund Raising – Update** – Jack said Jennifer and Donna have some ideas for fund raising that they would like to do. Jennifer said that she and Donna met to discuss a fund raising process for the trail and thought about different organizations, athletic clubs and churches who might be interested in supporting the project. They are brainstorming this process, so feel free to give them any suggestions or recommend additional groups they could contact. Donna said she attended a meeting of the Appalachian Trail Hiking Club and they were excited about the Rail Trail project and they are going to do a talk and show them slides in hopes that this will create interest and help the project along. Jennifer said the community is very excited about the project and it will snowball along. They are looking to put out brochures about the trail and what is involved with it so that the public is well informed about it. Part of the brochure will also have a sponsorship portion on it. You will see later on in the proposed plan how it will look. In terms of presenting the Power Point presentation, they wanted to ask some questions. What are they raising the money for specifically? Steve has pictures for us and we can use them to raise money for things like benches where we can put the name of the company or individual donor on it. It really can be very flexible. On the trail fences, part of the fence or rail could display a donor name which you'll see later on in the Power Point presentation. Historical and geological; crossing signs, the surface, what does it consist of and things like bird houses and memorial trees. They are thinking about how they are going to do this. You have potential corporate sponsorships like Coca Cola and the Iron Pigs, which would be super. Donna said Olympus also. Jennifer said that Steve made a great suggestion about having different level sponsorships – Level 1, Level 2, Level 3, and Level 4. Corporate sponsorships at the Engineer level could be \$5,000 or more and that would consist of benefits like promotional literature, and at every kiosk the sponsor's name would be listed. Conductor would be \$750 and would have additional benefits for smaller businesses. You could link to their website. Level 5, Passenger would be \$150. The business name would be listed on a section of the handrail. We could also offer it to individual people. They would be listed on the website also for their contribution. Steve said on the Signal level, you didn't put in that the sponsorship would be listed on the website as everyone else gets sponsorship. Friends of Saucon Rail Trail, could that be under \$100 as well? Donna said sure. The Friends of Saucon Rail Trail is for anyone who donates any amount - \$5.00, \$25.00 and so on. Steve said we are going to have to open a bank account and have a Treasurer. We need to start putting these funds into a bank account. Donna said we are doing this ahead of the agreement. Eventually they will go out to groups and give their talk about other trails that are finished so they can see what the signs and fencing looks like. Until we get to the point where we do have to put the funds somewhere, the checks should be payable to Saucon Rail Trail but we aren't quite ready for that yet. We are going toward that goal by leaps and bounds. Jennifer said we at least have framework to move forward. We can describe the trail itself, the surface and the purpose of the trail. That's what they would send out along with the brochure they created. Donna said at the top of the letter it has Saucon Rail Trail with her address and phone number as they didn't have anything to put in there at the time. Whoever we decide to send this out to, we're going to put together a follow up letter and find out who the leaders of the different groups are. They describe what the surface is - it's a level surface which provides easy walking. This is their way of contacting people to see if the interest is there so they can go and talk to them individually. They contacted the high school to create a logo and that's just to fill in the space. Jack said it sounds like you are working on a brochure also. Jennifer said if you have any suggestions, please feel free to contribute. Jennifer showed the Power Point slide program. The first slide is a proposed fundraising program. This is a brief outline of what the future presentation is going to hold for the organization, but they are going to present descriptions of the Saucon Rail Trail, the map of the Rail Trail, description of the surfaces, and what they will be using the funds for such as historical signs, kiosks, and bird houses. Donna said there are probably a lot of other things we will be the funds for. Charlie said on the bird houses, it's interesting because they had some donated by an organization and will be able to use them on the trail. Donna said they thought about that as someone might want to put up a birdhouse. Donna said speaking

about logos, one organization did tee shirts. If you do tee shirts, you can put out a different tee shirt every year that has a different design on for people who like tee shirts and collect them. Bird houses and those types of things can be a moneymaking thing also. Steve had sent a picture when he and Frank went out and took pictures of the trail. They wanted to show what it looked like and they have some kind of visual idea of what their sponsorship money would be put towards to make sure they can show them that. Under General Funding, that shows the types of things that the funding would be used for. Stephanie Brown said does the lease say anything about planting trees or how they would be planted? Jack said that's a good question. They probably wouldn't be in the area where the activities would be taking place. It would be off to the side, and we would have to determine whether that's in the portion of the railroad that we have the lease on. That is something that will have to be discussed. For beautification purposes, if it's needed, we would have to talk about it. Right now, we don't have any plans. Charlie said it would also apply to trailheads which would be in the municipality. Donna said different garden clubs also like to do an area with flowers and so forth. They haven't decided on the type of benches yet. She believes that at Lehigh County Vo-Tech, the kids used to make the benches. They have to make sure they are made sturdy. Charlie said the Eagle Scouts can also do that as a project. Hellertown has a form they have to fill out. Donna said the Eagle Scouts do have a router and they could route a name in the bench. This is still up in the air. Frank said there might be a category in the sponsorships where there may be a sustained contributor every year for maintenance or an ongoing supporter. Donna said they discussed about sections of the trail being like they do along the highway saying this section of the trail is maintained by such and such a group like a Boy Scout troop. Jennifer said for the fences, that shows photos of the fences from Jacobsburg and the Ironton Rail Trail and it would show where the organization or business name would be. Donna said the sections are about ten feet long, so you could buy one section or you could buy three sections. They are trying to give ideas of where their money is going. There are examples of the kiosk at the Ironton Rail Trail. We could change things around like the framework and we could make it quite presentable. There will be a link to the website. Someone suggested breaking the sponsorship amounts up differently than they proposed. Jennifer said okay. Her objective was to make it short and simple and to the point. They need to alter it to who they are speaking to. Donna said they should say all the categories are negotiable. Someone said there's a pretty big jump from \$5,000 to \$750. Jennifer said yes, they will change it. Nestor's in Allentown donated \$5,000 to the Allentown Hiking Club for a shelter on the Appalachian Trail, and that practically paid for almost the entire shelter. Steve said you could talk to health insurance companies as the trail is a health benefit. Jack said it looks like you have all the elements in the Power Point presentation that you could roll into the brochure, the maps and the photographs which is a good start. Frank said we do have some real nice historical things along the trail also, which people might want to know about. Frank asked what they were saying about the Saucon Valley Country Club? Jennifer said they would say in the note that it passes the Country Club or show a visual. It was decided that we may want not want to emphasize this. Donna said there's another Country Club near Coopersburg. Jack said Tumblebrook is owned by Upper Saucon Township. Donna said they could see Tumblebrook from the trail. Stephanie Brown said she walks every day. She said this trail is so commercialized and so disappointing. Jack said this is not the usual advertising signs we are talking about. There won't be advertising signs or billboards like the stuff you see along the roads. The engraving on the handrails is going to be very understated and the name on the website is really not obtrusive to anyone who is out on the trail. Steve said in reality we don't have the funds and we need to come up with a way to have their names on a kiosk. It's not going to be all along the trail. Steve said there will be things in the newspapers talking about the sponsorships. Unfortunately, they are still at a standstill with this intermunicipal agreement, so they can't really fundraise until this is done. There are a lot of steps we'd like to take right away, but we can't talk to the papers now. We can't put up a website. When those agreements are put in place, we should be ready to go. Until we have this agreement with all four communities, we can't publicly pursue it. Jack said you can't officially speak for the Saucon Rail Trail. Frank said this is terrific and he's glad they moved ahead on this, but unfortunately, getting sponsorship, we're at a standstill unless we have an agreement. For instance, showing pictures of rail trails or benches, if you have one municipality that decides that's not what they want, now you just advertised what you are going to get, and that person or group doesn't want it. You need to be very concrete with what you offer folks as part of this. This is what they are going to expect. If you change the rules after you get their funds, they will not be pleased and you may not get another donation from them for the next year. Jennifer said everything has to be approved by everyone before they present it to the public. We'll put this on the back burner and whenever you want to

retrieve it and work with it, you let them know and they will move forward with it. Frank said this seems very specific if you have that kind of cash, but maybe just for individual donors, we may need something separate, something for businesses, something for individual donors. There are some people out there who might be willing to spend a lot of money on this. That way it's not just a large business donating, you could have small businesses and individual donors. This is what you donate and this is what you get as an individual. Donna said the incentive is it's a beautiful trail and everyone gets to use it. There are some gorgeous views like the Saucon Creek. Jack said they did a great job. Frank said there's a lot of other ways to do fundraising as well and we can talk about it in the future, like using the trail, for example, for running races. When you go to a running race, you were talking about the tee shirts, and that's what makes the race – the tee shirts.

- **Rail Trail Logo – Update** – Jack said on the Rail Trail logo, after the last meeting, he sent out a little bit of information on the Rail Trail logo process and he passed that on to the Superintendent at Saucon Valley School District and he asked Dr. Fellin if she could ask her Art Department to work on it and come up with some suggestions for logos. He gave a listing of some of the significant features for each of the communities that they could incorporate into a logo. He also passed it on to Carolyn Lidie and Carolyn added some additional information on the back that focused on some of the significant features in Southern Lehigh, and he added that to it. Carolyn talked to the Superintendent, Principal and Art Teacher at Southern Lehigh. Carolyn said they can't make the first submission as they are doing museum pieces and their students are doing entering some things at Washington, DC, but if you change the submission date, they would be able to participate. Jack said he just threw out May 1<sup>st</sup>, but it can be any date. They want to make a selection and everyone has to be comfortable with that as it will be on the signage. If we get overwhelmed and get hundreds of submissions, we will have a good problem. By the end of June might be a good date as it's the end of the school term. Frank said we have time as this committee is still not a formal committee. We're not offering anything officially and the approval has to go through the process. Donna said all the listings are things on the trail in different communities. She wonders if anyone has researched the logos that people used on other trails. The one logo shows the railroad track signifying the rails, and then for the trails there is a runner. A logo is supposed to be something that's just an icon. Frank said it's something that signifies your trail. Jack said he's saying it's a rail trail. There could be something like the Grist Mill on the logo, which is in Hellertown and one of the municipalities could say hey, wait a minute, why is that on the logo and not something from our municipality?. Frank said the logo may not have to do with any of these things. These are suggestions. The logo could have anything on there. They could take a picture of one of the bridges on the trail or something real simple. Donna said the other concern is if you get school kids involved in doing this, you have to take their design as is. Jack said we can take or leave anything we want. Frank said someone could come up with a simple logo like SRT, and they can come up with something that the letters are in a certain way, but to just send it out there and hopefully get hundreds of ideas and come up with a base thing, would be a wonderful thing. Simple is nice, but some folks are pretty creative and you might be surprised what they come up with. We can put on the outline, here are some suggestions for logos.
- **Website – Update** – Jack said Steve will talk about this. Steve said we are on hold until the agreements are signed. It's not really a big deal. Once we get the okay from the municipalities, we can get it up and rolling. It will be [www.sauconrailtrail.org](http://www.sauconrailtrail.org). Jack said if there are any types of expenses for anything, we'd have to work it out. Steve said one of his customers hosts a lot of different websites, and he's sure he's not worried about a fee. He does a lot of different websites and they are very well done. He works for Olympus and does the Olympus website. He's way beyond any of our websites.
- **Other** – Ted Beardsley said he knows on the bridge over the Saucon Creek people fish there, and he heard Jack talking about safety rails, but are they are going to be able to find another way to get there to fish? Jack said where are they coming from? Someone said they walk up to the trail and go down under the bridge. Steve said the rail we are putting over the bridge will be in from the bridge at this point, about five feet in. They'll be able to walk around that bridge. There may be something leading up to it as a safety measure, but they will still be able to get around it. Jack said the fishermen are not a problem. He's more concerned with ATV's and things like that illegally accessing the trail. Stephanie Brown said why wasn't the trail posted "No Trespassing"? Jack said speaking for Lower Saucon, the trail's not officially open, and

it will not be open until later. Stephanie said that's her question, why isn't it posted? Jack said they don't feel it's necessary. They put a note on the Township website saying it's not officially open and people using the trail are doing so at their own risk. We have not put any notice out that the trail is officially open. Stephanie said she's seen so many people on it. Jack said there are going to be people on it no matter what we do but we are not encouraging it. When it is open, the safety equipment and signage will all be in place. Stephanie said it should at least be posted at Walnut Street, etc, and having it at the entrances. Jack said posting it is not going to cut down on the people using the trail. Stephanie said when she walks, she usually uses sidewalks, but what kind of right-of-way do you have when you are going on a trail? There are a lot of issues on Meadows Road, and she hears you talking about signals, and people walking their bikes across the road. If she's walking on the trail and a car is coming, who has the right-of-way? Jack said there would be a motion activated sensor, so if you were on a bike, on foot, or on a horse, the sensor would be tripped and it would light up and the car approaching would be warned that someone is crossing Meadows Road and you would have to cross whenever you felt it was safe. You have to look both ways. We'll do whatever we need to do to make sure the approaching cars get advance warning, and you have to also exhibit caution crossing the street. Stephanie said she sent Jack a letter, about reducing the speed limit on Meadows Road for safety reasons from 35 MPH to 25 MPH. Is that something you will be addressing? She had asked to reduce it from the Sportsman's Association down to 412 because she walks it every day and there are no sidewalks there. That's an issue where there are long roads like that. She wondered if it was a Township issue or if it could be brought up at this meeting? Jack said it could be brought up here at this meeting. This body is only an advisory board, but it could be taken back to the municipality if it is seen as an issue that needs to be looked at. The municipality would have to make the decision if it is an issue. He will pass that on and look into it. Charlie said we do have signage for pedestrian crossing, but he would never trust a vehicle to stop because of a sign. Stephanie said when the barriers are set up at the crossings, are they going to keep them open like that or will they be more like a turn style, and if you have bigger animals or people using it, they may not be able to get through it. Jack said the Jersey barriers will be removed and used for the bridge crossings. Stephanie said there won't be anything stopping people? Jack said there will be a system of gates and bollards installed. Stephanie said there are so many issues when you walk like sidewalks, right-of-way issues and she thinks walking to the trail, we need to focus on that in regards to what this committee is doing. Erin said there was a man here tonight who asked if he could write a story about the rail trail as he'd like to submit it to the Rail Trail magazine. Charlie said that's wonderful.

- **Next meeting** – March 22, 2010 – Upper Saucon Township @ 7:00 PM; April 26, 2010 – Lower Saucon Township @ 5:00 PM; May 24, 2010 – Hellertown Borough @ 5:00 PM.  
The meeting adjourned. The time was 6:55 PM.