

SAUCON RAIL TRAIL ADVISORY COMMITTEE MEETING

Date: Monday, February 28, 2011
Time: 5:10 PM
Location: Coopersburg Borough

Present: Jack Cahalan, Lower Saucon Township Manager; Donna Bristol and Jerry Holum, Lower Saucon Township Representatives; Cathy Kichline, Hellertown Borough Manager; Steve LaBrake, Hellertown Borough Representative; Dawn Kresge, Coopersburg Borough Manager; Jennifer Wescoe-Shaninger, Coopersburg Borough Representative; Tom Beil, Upper Saucon Township Manager

- **Welcome – Township/Borough Managers** – Jack said the minutes of the last meeting are transcribed and the Committee usually takes a look at them. If there are no corrections, we post them on the Lower Saucon Township website. The agenda and the minutes have been on our website for the past two years. No one had any corrections or additions to the minutes.
- **Intermunicipal Agreement & By-Law Status – Update** – Tom said he sent an email out this afternoon with a draft of the intermunicipal agreement. He knows you prepared an earlier draft. This new draft has all the provisions their attorney has looked at. It's a little more detailed than the prior draft, so he would ask that everyone take a look at it and let him know what you think. If you have any changes, he'd be happy to make those changes. The municipal Solicitors are going to have to comment on the questions about insurance and indemnity provisions. Those are a little bit tricky and the Solicitors will have to get involved on those two issues. Everything else in the agreement is pretty straight-forward. It deals with issues related to the make-up and the duties of the committee. He calls it a commission in the agreement. How is the commission funded? What is the breakdown of the funding? All of those things are dealt with in the agreement. Take a look at it and email him with your suggestions or your thoughts and he'll be happy to take a look at it and make some changes to the agreement. For the municipal managers that are here, we should probably get our Solicitors together to take a look at the indemnity and insurance provisions towards the end of the agreement. As a follow-up, he did send the draft agreement to Wildlands Conservancy. They agreed to do a review of the agreement at no cost and also agreed to provide some comments.

Dawn said she did forward the former agreement to her Solicitor. He's in the process of reviewing it. She also gave her Council the draft trail rules and asked them to please look over them and get any suggestions or corrections back to her. She hasn't heard anything back from her Council yet. Jack said what we need to do is have all the Solicitors look at this. It looks like it covers most of the issues that we have to deal with. Maybe by next month, we can come up with an update on where we are with it.

Tom said there are four or five areas in the agreement that are highlighted in yellow and there is some commentary in there. He's just raising some questions and some points of discussion for the committee. Jack said if this is okay, this document would have to go around and get approved by all four municipalities within the next couple of months. Tom said they'd like to have this committee endorse some version of the agreement and at the same time, our Solicitors can be working on the legal language with the indemnification and the insurance, and then hopefully, those two will come together at the same time and we'll have one final document that everyone is happy with and the Managers can take that agreement back and get it approved by their boards. Maybe we can accomplish all that by July 1st. Jack said that sounds good. We should probably all look over it and then go over it next month. Steve said the question he has is do we all want to be additional insureds – people on the committee? Tom said that has to be worked out with the Solicitors on whether the committee itself should be covered by municipal insurance policies, which is probably something we'd want. Steve said if someone was on the Saucon Rail Trail and something happened, we wouldn't be liable as being the Committee. Tom said that's the thinking that you are not out there without any coverage.

Jack said for information purposes, he finally got a copy of the Ironton Rail Trail Agreement from Bob Abbott. He just sent it around for everyone's information, just as a reference.

- **Trail Development – Updates**

- Dawn said she doesn't have any updates. They are still at the same status as last time.
- Jack said in Lower Saucon Township, they have the railings up on the two bridges. That was the first contract they awarded. They had two bridges over the Saucon Creek; one they share with Hellertown Borough. They did both sides of that one and they have a second bridge south of that which they did the wood railings on. There's a small culvert down by the Upper Saucon line that they did the railings on that. They also awarded a contract to put up gates and bollards at two road crossings at Meadows and Old Mill Road. That's going to be installed shortly by the contractor. They are also negotiating on a property that will give us trailhead access. They hope they can successfully complete that so they will have an access point in Lower Saucon Township. Right now they don't have any trail head access and have to depend on Hellertown and Upper Saucon for the access to the trail. They met with DCNR and we are hopeful we can get some grant funding to help defray half the cost of acquiring that property. They are continuing to work with Hellertown on the surface material for the trail. The slag from the Thomas Iron site is being investigated as a possibility. He's not sure if the testing and clearances that have to be done are going to be done by the deadline they are shooting for which is by the end of April. Their back-up would be to use a crusherete material which is a little more expensive, as a sub-base, and then put a couple of inches of the screenings on top as a surface material. That's the plan that's being discussed mutually. Our Public Works Departments will put down the material and then the other items at the crossings.
- Cathy said she can comment on the slag material. They did get the information back on one of the tests and it's below the SPLP criteria levels which is really good news. Therefore, they would only need to apply for a general permit. They do need a mining permit and they were provided with the volume totals. They are just waiting to hear back from them. Regarding the other work, they've been in a holding pattern over the winter. Their Public Works Department needs an additional estimate for the fencing needed to be put up over the Silver Creek. They are waiting on PennDOT for their final stamp of approval for the Water Street crossing. Their Eagle Scout did erect the kiosk over the weekend and it looks really nice. Jack said he did a beautiful job. That's a model for any other kiosks on the trail. Jack asked if it was going to be stained? Roger said with tung oil. Steve said since moving the flashing light is delaying the Water Street crossing, if we get to the end of April and that's not settled, can we start the trail by the Grist Mill and get it going? When that step is done, they can continue. Cathy said she doesn't know if they would require us to put some temporary signage up, but she's sure we could open it at the Grist Mill. Steve said at least at that point, people can get on the trail and walk on it. Jack said that's the only access for the northern end of the trail. If Tom opens his section and people come up to Lower Saucon, there's no way to get on or off the trail there. Steve said if we are looking at the end of April, we could still get it opened up. Cathy said it's just a matter of getting the contractor out to do the work, and now that the weather seems to be clearing up, they should be able to move ahead with that very quickly. Steve said he understood that Public Works could do some of the work on it. Cathy said that's the plan. Jerry said before you can move ahead with the surface, you have to have the mining permit to take the slag out? Jack said that's what he understands. That's what Charlie had said. There are two permits. One Cathy mentioned and then there's a mining permit. Cathy said there is a general permit and the mining permit. They indicated that now that they passed all the preliminary testing, they will be easy to obtain. Jerry said as soon as we have that, Hellertown and Lower Saucon will start the surfacing. Jack said they will schedule it. They need to have all the other safety items in place like the gates, bollards and the fencing. The surfacing is the last thing to do before the trail is opened. They have a local contractor who has agreed to crush the slag and that would make it small enough to be able to put it in our chipping machine and then both Public Works Departments will mobilize and run the chipping machine down and we can then roll it and compact it and put the gravel on top of it. It should take about a week to put down the Hellertown and Lower Saucon portion with a width of 10'. Tom said their width is 12' and there's a little bit of a shoulder. Jerry

said he thought Upper Saucon trail was wider than 12'? Tom said it sort of tapers off for drainage so it's a little bit wider than 12'. The trail portion is basically 12'. Roger asked if Jack had a timeframe when the gates and bollards would be in? Jack said they were out there with the contractor and they had a discussion on how far back from the crossing they should be installed. They should be out there definitely by the end of March. Someone asked why aren't you putting down the surface and then putting the bollards in later? Jack said because the road crossings are our biggest concern. When he says they are going to put up the gates and bollards, they also need to put the signage and road markings in. We wanted to do that before they put the gravel down. The bollards and gates don't impede the machinery going through and doing the surfacing. They want to keep the trail closed until they have the surface down. Steve said it's really a safety concern and liability concern. As soon as you surface it, people are going to be using it. If people go out and we don't have cautionary signs and things like that up, the Township would be liable. One of their concerns is making sure all the cautionary things are in place before they do the surface so nobody does get hurt. Jack said when he's talking surface he means Hellertown and Lower Saucon. Coopersburg is at the very end. Someone asked if this would hook up with the Bethlehem Greenway? Jack said there are two issues with that. There's a section that's not completed and it doesn't belong to SEPTA. It's not under our leases. It belongs to Norfolk Southern. That runs from Bachman Street in Hellertown up to the Saucon Park in the City of Bethlehem. That's under a lease arrangement with the concrete plant by Silvex Road and that's something that needs to be worked on in the future if there's going to be a connection between the two trails. The other issue is the High Street Bridge which goes over the trail and that's something that Hellertown has been working on with the City of Bethlehem to come up with a replacement option so that cut is not filled in. That's what Norfolk Southern was proposing to do - fill that in and DCNR got involved as they want that to remain open so that eventually the two sections can be connected. That's further down the road. It's not what we're focusing on right now. If everything goes as planned, the Hellertown terminus would be at Bachman Street behind Blinderman's. Then it would come back down and go across Water Street and go further south across Walnut Street down to the Saucon Creek Bridge and that's where Lower Saucon starts. Then we go south from there. Steve asked where Upper Saucon was with the trail? Tom said Upper Saucon completed Phase I of the trail which is basically two miles that goes from their Township Park north and east to the line with Lower Saucon Township. The trail is constructed. It's not open yet as there is still a flashing warning device that has to be installed at the road crossing at Spring Valley Road. There's a part that's missing for the flashing warning device. As soon as that flashing warning device is installed, they will open the trail. They are planning a grand opening, ribbon cutting for some time in May or June and he'll let the committee know. They can't open the trail until the signal is installed. The signal is holding everything up. Jack said you are going to open it to the public before your ribbon cutting? Tom said yes. Jack said will you keep the barriers up at the end of your line before Lower Saucon? Tom said yes, they'll keep them up or if you would like them to take them down, they will do that. It makes sense to keep them up at this time. Jerry said the portion you completed, on the elevated sections, you chose to put railings along the side. Tom said they walked the trail with their engineer and identified those areas of the trail they thought were somewhat of a hazard. It wasn't scientific or based on a special formula. If someone wandered off the trail a little bit, they didn't want them to roll down the hill and injure themselves. They installed fencing along those sections of the trail where they thought it could be a hazard. Jerry said this was due to safety issues and not a privacy issues? Tom said exactly. It's a split rail fence. Just a barrier to keep people on the trail. Jennifer said the rules and regulations will be synonymous with the parks? Tom said they are in the process of drafting the rules and will share them with the committee. They have an initial draft which he can email to everyone. It will be similar to what their park rules are. They are a little uncomfortable with letting people use the trail when it gets dark. It doesn't seem like a good idea during darkness. Basically it will be the same. Jim Ravier said it's not a split rail fence, its posts with 3 2' x 6' rails.

Stefanie Brown said she knows there are always flooding problems on Spring Valley Road. Did the Township take any steps to correct those problems? Tom said he knows they did make some drainage improvements, but doesn't know if that's the area that appears to have drainage problems.

The road crew was out there. If it's an area that has a drainage problem, the Township will address it. They don't want to rail trail being washed out. Ms. Brown asked why Upper Saucon was not interested in coordinating the opening with the other municipalities? She said once they open their section people will be going on the Lower Saucon Township and Hellertown sections which are not done. What is the rush to open your section? Tom said the rush is our residents want to use it and it's something we want to offer our residents. It's built, it's ready to go and he doesn't see any reason to wait. Steve said if there is a grand opening in May or June, we could all be doing it at the same time. Tom said if you are ready to go, they are not opposed to you joining us. Jack said he can't give a definite date, but if clearance is given on Water Street and we can get the slag, we can definitely get it completed by the end of April. Cathy said she can envision some kind of event where people can walk the entire length and have a ceremony somewhere down the line this summer. Tom said they will be happy to work with their neighbors in any way they can and if it's a joint grand opening or ribbon cutting, they are all for that. They are not going to wait for next year. It's going to occur this spring.

- **Saucon Rail Trail Rules & Regulations – Update** – Jack said we touched on this briefly. We are all in different stages. The committee discussed the rules that Donna put together and we were to take them back to our municipalities. He took them to his Council and discussed them with them. He didn't get any feedback or comments from them, so he has to bring them back for more review. As a backup if they don't have the Saucon Rail Trail Rules, they will be looking at their own park rules and Cathy is doing the same thing in Hellertown. Those will be the actual rules in place when the trail opens up as a recreation site and they will be enforceable under our park ordinances. Hopefully we can come together and agree on a mutual set of rules for the trail at some point. Tom said it would be helpful if there was a formal recommendation from this committee as to what rules you would like to see. That way he can take the recommended rules to his board and tell them these were the rules that were recommended by the Advisory Committee and that would be a starting point for creating the rules. He's not saying the rules are going to be the same in every community. The goal is to have the same rules in every community, but he's not sure if that's going to happen. There are four separate municipalities and there could be four sets of different rules. If there's one set of rules that comes out of this committee, at least it's a good start to make them similar. Jack said the problem with getting the recommendation is we didn't have anyone from your Township who was here to weigh in on that. He doesn't think the whole committee is in a position to take a vote. He doesn't think there is a consensus yet on these rules. For example, on the horse issue, that's been discussed but he doesn't know if there's a consensus for allowing horses. We haven't done that and that's why we're going back and looking at our municipal park rules if this consensus isn't here by the time the trail opens up.

Carolyn said don't parks usually open at dawn and close at dusk? Jack said yes, we all have the same basic park rules. He thinks we can tweak them a little bit for the trail and we'll all be fine. As far as this group, he doesn't think we are in a position to vote on them and send them to the Councils and Supervisors. There are different opinions about some of the rules that have been proposed.

Roger said we have representatives from the Ironton Rail Trail (IRT) here and it may be beneficial to toss out this horse thing and ask them for their opinion. Jack said the Ironton folks were here back in the beginning and we did ask them the horse question. Their answer was they allowed it for awhile and then it caused damage, and then they said no horses. Ray Bieak said on the Pleasant Valley trail they allow the horses on the side on a wood chip path. Jack said that's what they discussed here. Ulysses Conner said as for the rules and regulations, they should be uniform for all four sections. You are going to confuse people when they go on the trail. It should be the same from start to finish.

Jack said Tom is right. It ultimately has to go to the Councils and Supervisors and they are going to want to know what the recommendation is of this committee. We've been limping along here and he doesn't think we're in a position to say this is what we want to do. Donna has taken the best shot at putting together the rules. It needs more work. Steve said when all the inter-municipal agreements are signed, that will help us a lot.

- **Fundraising/Brochure – Update** – Jennifer said she'll go over each level of sponsorships. Their intent is to raise funds so we can get extra things along the trail, such as signs. She and Jerry are working on the historical sites on the trail. For example, if we have a historical site, we would have a standing pedestal type sign explaining what it is. There would be information about the trail and information about the railroad. There are actually businesses and companies who are interested in being a sponsor for the Saucon Rail Trail. She went over the different levels for sponsorships. They have five levels including the friends of the rail trail. As they have to represent the railroad, they have Level 1 which would be optimal sponsorship which would be \$5,000.00 plus. That would be listed as "Engineer". All the bullet points are the benefits a company or business would receive. Our promotional literature will be listed on every kiosk and every section of handrails and fences. They are going to bring Scott Pino in to discuss some of these options. The choice for business sponsors are bird houses, benches, and trees. As they continue to pursue an inter-governmental agreement, at one point they are going to have a website. Right now they have a Facebook page and that's the level of communication with the public. Eventually they will have a website and these levels of sponsorships will be listed on the website. Then it goes into Level 2, "Conductor", which is \$750.00 plus. That company sponsor would have their name listed on four sections of the hand rails or the fence and choice of a business sponsorship of planted tree or bench and it will be on the website and Facebook page. Level 3 is "Brakeman". Level 4 is "Signal" with their name on two sections, Level 5 is "Passenger \$150.00 and those benefits are listed, and then "Friends of Saucon Rail Trail". We wanted to provide an opportunity for sponsors to be involved and contribute any way they can. That would be the benefit listed on promotional information. She does have a hospital who is very excited to be a part of this, especially promoting health and wellness in our community. Off the top of your heads, she was wondering if anyone had any additions or contributions to put in this because she's going to put it into a brochure and present it to this hospital so they have a hard copy to present it to their committee. This would not be the official brochure. It would be something we could offer them so they could make their decision and see what type of contribution they want to make. All these sponsorships are very tactful and respectful to the environment and nature. There's not going to be any neon signs or anything like that. We've discussed that in the past. Steve said at this point, we don't have the website to provide this information, but once we get the intergovernmental agreement, we'll have some kind of website development. Jennifer asked if we still have our domain names? Jack said yes, we do. Jack said there are two expense items for the website, one is you have to pay for a hosting arrangement for the sauconrailtrail.org or sauconrailtrail.com. The other issue is who is going to be the webmaster and how is that going to be paid for? The agreement doesn't speak specifically about that, but it does speak about putting up some funds. We'd have to discuss that. Someone said please explain what you mean by name on four sections, name on three sections? Jennifer said for example, on the fence rails that would be a section that they would sponsor. Jennifer said they were thinking of a plaque that would be put on there. Roger said would you have this name plate on three sections of the rail, in one community or two? Jennifer said that's a good question. If they want to, they could specify where they would want the plaque. That would be a very good idea as they are the ones who are donating the money. That would probably be the best way. Roger said a Hellertown business may want theirs in the Hellertown portion. Jennifer said that's a very good point and she would indicate on the brochure. Donna said if there are three rails to a section, do they get a rail or do they get three rails? Steve said there would be one plaque per section. Jennifer said that's what she was thinking of. Donna said what happens when you run out of rails or sections? Jack said you have to think of more places. Cathy said there are other options like the bench and bird houses. You just have to keep going. Jennifer said she's thinking of having plaques on the bird houses and the benches as well as a tree. Just like at the Upper Saucon Township Park, you have a small plaque on the bottom. That's what she was visualizing. Jim Ravier said bird houses don't have a long life, maybe five years. Jennifer said Scott can help them with that in terms of the longevity. Jack said the plantings would occur right at the trail head access points. Not necessarily along the trail as that would be a safety issue. It probably would be on borough/township properties when you come into the area. Stefanie Brown said this sounds like you are getting way too commercial with these business signs. Jack said if you have been on the Ironton Rail Trail, you can see the small plaques that they put up to recognize the projects that the Scouts did for them. It's an acknowledgement and we're not talking about big advertising signs. Jim Ravier said you may be on the trail and there's a plaque on the rail, you go fifteen feet and there's a plaque on the bird house, you can't go plaque crazy. Jack said that's a good point as what he is saying is that these should be placed around the trailhead and not so much along the trail, where you park your car, or take your bike off your car. The

Township doesn't have an access yet. They are trying to negotiate it right now. Stephanie Brown said she is not sure what you mean by a trailhead? Jack said it's the place where you get on and off the trail; where people can park their cars, get their bikes off, etc. Stephanie Brown said like Meadows Road? Jack said no, Meadows Road is not a trailhead and we don't want to turn that into a trail head. You can park on Water Street in Hellertown. Jennifer said what we're talking about it having more of the businesses listed at the kiosks and the website. Benches and maybe the bird houses we could leave for the Boy Scouts and leave that aside. Where do we want to go with the planted trees? Jack said that should be up to the municipalities. Since it's on their property and not on the rail trail, leave it up to them. Donna said it's not like Ironton Rail Trail where there are a lot of trees to begin with. Jim Ravier cautioned about planting trees on the trail as the soil is pretty contaminated with stuff from the railroad and it wouldn't be very nice if you planted a memorial tree for someone and it died. Steve said putting a garden around a kiosk or near a kiosk would be okay. Jennifer said they had a discussion about the distance from the trail, even if people would go off the trail and look for a historical site, we didn't come to any specific conclusion. Jack said Jennifer and Jerry are working on the list to come up with all the historic sites and then put it into something that could be transferred to either the brochure or the map or whatever it was. He doesn't know about signage on those historic sites. Some already have signage on them. If they are private, he doesn't know what you are going to do with them. It has to be with the owner's permission. Jerry said what he and Jennifer decided on, they used the parameters of two blocks from the trail to mark historic sites. As it relates to structures, you are going to identify structures that existed there at one time, but are no longer there and you are going to have some structures where they still visible. The question remains, can we capture all that stuff, and then we have to come to the conclusion that we don't want this one as it's too far away or it's a safety issue to get to it. His thinking was we identify all of them and preface that they are private. One of the rules of the trail is you can't leave the trail to go onto private property. That's a rule of the trail so that should take care of the privacy issue. Jack said when you say identify them on some reference material, that's signage and we didn't get into discussions of signage for historic sites. This is specifically for sponsors and that type of thing. Jack said you should work with the historic groups and other groups to work on ideas for signage for historic sites sites like the Meadows Road Bridge, the Grist Mill or the Heller Homestead.

Jennifer said Scott Pino from Coopersburg Sports is here. We had talked about the benches along the route and he's been gracious enough to attend today's meeting to be able to show us the benches. Scott said we can address a couple of things. They own and operate Coopersburg Sports along Station Avenue. A year ago, his son formed Eternal Products. They provide benches, bird feeders, bird houses, memorabilia plaques, things like that. They engrave them and would work with the Saucon Rail Trail and make it look respectful. They don't paint them, with exception of the bird feeders which are made of solid brass and copper and they will not rust or tarnish. There is zero maintenance on what they have available. There's a lot of history here and he handed out what is available and what they can provide. They can do the benches in browns, greens, which will blend in with the trail. The plaques they can engrave the sponsor's name on them. The benches will be bolted to the ground. Scott said there are two different styles of benches which he explained. They discussed price with Jennifer previously. Jennifer said we wanted to have some of the levels as a fundraiser, so originally it was \$1,000.00, then the \$500.00 they would use for other things for part of the trail. That is certainly negotiable. It's quite high now that she looks at it with her adding \$500.00 on there. Someone said he, as a businessman, would not think that was a lot of money as people will be walking by it every day looking at his name. Someone said you may want to change your level amounts. Jack said that's a good point as the plaque that's on here is similar to what they were talking about putting on the fence, so if you paid \$750 for Level 2, you get your name on four sections of the handrail and fence, which is four plaques, whereas if you pay \$1,500.00 for the bench you only get one plaque. We need to make it about the same price and not four plaques on the rails. This type of the plaque is what we're talking about for the kiosks and fencing and on the benches. Scott said there are two types of bird feeders, one is industrial and one is commercial. Donna said for the Ironton Rail Trail, you can buy a bench. Ray Bieak said yes, they cost about \$1,000.00 and also they have a memorial tree that is very popular. Scott talked about some of the different plaques, the engraving and the prices. Someone asked if the historical plaques were going to be put on the trail? Jack said he thinks speaking for his municipality, they would have to talk to the historical organizations about any type of signage. They would want to weigh in on what was said on the plaque.

- **Logo, Website, Facebook, Etc. – Update** – Jack said we mentioned the website and Facebook already. The logo is something we passed out at the last meeting. The logo was done by Keri Maxfield and he got a positive reaction from his Council on it. They really liked it and the cost is phenomenal. He thinks it would cost them \$80.00 per municipality. Donna said she was asked about whether there's a conflict of interest in the logo since it was designed by somebody on Council? Jack said Keri and her husband have a graphics design business. Are you saying there is a conflict as far as us accepting their product? Donna said the cost? Jack said if there is a vote taken at a Council meeting to approve something like this, he's sure Mr. Maxfield would abstain as he has a financial interest in the company that designed it and that's what the Solicitor would advise. They have a business and they do design work. They turned in an excellent product. Donna said when that was distributed at our meeting, there was no representative from Upper Saucon here. Did they get a copy of it? Jennifer said she sent it by email. Jack said they had talked and Jennifer was going to send it around and poll all the municipalities. She said she didn't resend it after they presented it at the last meeting. Jack said he would like to make it as official as he can. They didn't get a lot of other proposals. Jennifer said she'll meet with Keri and work on the brochure for the sponsorships so it's more professionally done. We could get logo incorporated with the brochure so it starts looking like the same brand. Jennifer said she has a prototype brochure, but she would definitely like to work with Keri and get it created.

Jerry said the plaques that are shown, the first four things we want to do is the train stations and push them and get the plaques for the train station. Jennifer said we could do the train stations first. Jerry said each community had a train station. The one in Hellertown got torn down. Steve said if the plaque cost us \$500.00, what would we want to sell it for? Maybe it could be a \$750.00 sponsorship. Jennifer said that's great. Steve said it could be under the \$750.00 sponsorship. Jennifer said you are okay with the \$1,500.00 for the bench? Jack said he thinks she is right on. Where would this go? Jennifer said we would choose it to be consistent along the route.

- **Kiosk Construction** – Update – talked about above.
- **Other Issues**
 - Jack said this was handed to him by Beverly from Lost River Caverns. She gave this to Charlie Luthar and it has something to do with a means to provide data to people. It's for a smart phone. Jennifer said you put it over the code and it gives you information. Jack said she said it's just for your information.
 - Jack said this email was sent to the Township. This is from an organization called "The Pennsylvania Transit Expansion Coalition". This is one of the groups, and there are several of them trying to preserve rail service along rail corridors. They sent him this email and it has to do with preserving freight and passenger rail corridors and service. The email asks that we take steps to preserve SEPTA's right-of-way as a transportation corridor should the need or needs exist to restore intercity train service on this corridor. That's been done by SEPTA's insistence on having the right of reversion clause in the lease and that means if they want to restore rail service, they can kick us off and restore rail service. That's part of the terms of our lease. That's been done. He'll get back to Mr. Frey and let him know that the rail corridor is protected and if SEPTA wants to use it, they can come back and take it.
 - Jack said he sees our friends from the Ironton Rail Trail dropped off some information about events on the IRT.
 - Jerry asked about the telegraph poles, what is the stage of their removal? Jim Ravier said there is a pile of contaminated soil near where the old Bingen station was. Jack said we discussed that issue with SEPTA. It was something that was left over. He's not sure that it's contaminated. They reported it to SEPTA and told them it wasn't our responsibility. That has to be removed. The telephone poles, communication poles, if they are deteriorating, Public Works will take those down. If they are okay, they'll be left up. Lower Saucon Township has no signal equipment. The

other municipalities do, and Hellertown has a communication tower that has a ladder and they probably will want to remove the ladder. He thinks we wanted to leave that equipment up. Steve said there's one in Hellertown by the Grist Mill and the ladder is still on. Jack said he thinks the plan was to remove some of the rungs.

- Steve said on Facebook, there are 151 people on there now. There seems to be more interest. Cindy said a lot of people are calling and asking questions on where does it end, where does it start. Steve said we might want to put something on Facebook or on the Lower Saucon Township website. Cathy said you could put it on the website and say check us out on Facebook. Roger said they wanted to get locks for the kiosks and Kevin's dad is willing to install them. We lock it to keep kids from opening the doors. They could get keys and give them to the Borough. Kevin's dad is a great carpenter. Someone talked about the Saucon Rail Trail map. Jerry said the one map they had would be perfect so they could identify historic sites. Jack asked what did you want to put on the kiosk? Jack said he will get one and take it down to Cathy and he will take another poster that references the Facebook and Township website. He said he will try to do a press release with some pictures and send it out.
- The meeting adjourned. The time was 7:28 PM,
- Next meeting – March 28th at Upper Saucon Township; April 25th at Lower Saucon Township; May 23rd at Hellertown Borough