

SAUCON RAIL TRAIL ADVISORY COMMITTEE MEETING

Date: Monday, May 24, 2010
Time: 5:00 PM
Location: Hellertown Borough Hall

Present: Jack Cahalan, Lower Saucon Township Manager; Charlie Luthar, Hellertown Borough Manager; Dawn Kresge, Coopersburg Borough Manager; Donna Bristol, Steve Labrake and Chris Stromski;
Guests: Carolyn Lidie Terry Boos. Jennifer Wescoe-Schaninger arrived at 5:16 PM.

Jack said there are no Upper Saucon Township representatives here this evening. We have a short agenda. He wants to go over an overview of the Rail Trail recommendations he put together for the Lower Saucon Township Council and then discuss it. Steve also has some information on the website. Charlie has information on the crossing in Hellertown that has become a problem.

- **Trail Development Issues (Surface, Signage, Crossings, Barriers, etc.) - Update**

Jack said he put this overview together for his Council meeting last Wednesday to introduce them to what we were talking about in terms of recommendations for the development of the rail trail. There were some cost figures that were given to them that are not in this presentation, but he will talk about that at the end. This was to just focus on the things we were going to need to do in Lower Saucon Township in order to open portions or all of the trail in 2010. The first thing we did was put together a trail development plan. It starts down on the southern end at the border with Upper Saucon Township and then it goes through all the crossings and bridges until it gets up to the border with Hellertown on the Saucon Creek bridge. You can see some of the general recommendations which he will talk about in more detail.

Jack said the first part of the trail where we have to work on an issue is a culvert that is south of Bingen Road. If you look at the middle picture, there's a chain link fence which is the Saucon Valley Country Club. Reading Road actually runs down the other border. There's an old culvert that's has the original railing and it's in pretty bad shape. What we are recommending is that 40 linear feet, 20 feet on each side, of railing be installed on both sides on the culvert. Lower Saucon Township does not have any trailhead access. It's important to have a trail access so you can direct people to go there and get on to the trail. The signage will tell you to park here and get on the trail because you are going to have potential trespassing problems and people may just park on the side of the road and walk through somebody's property. You want to direct them to the public trailhead access. This is in the Bingen Road area. It's basically being used right now. It's owned by a property owner who lives in New Jersey and we are negotiating with them to lease the property. We told them it's going to be used once the trail is opened and if you want to lease it to us, we will develop it as a parking lot; we will maintain it; we will monitor it; and we will take care of it. We're trying to work out lease terms that are agreeable to both parties. If we could do that, there is space there for probably twenty cars. We'll put up one of the access management gates where the Jersey barriers are to let the people onto the trail and then we'll block vehicle access. We'll develop things down the road like benches, an informational kiosk, picnic tables, and possible portable toilet facilities.

Jack said up from there is the Bingen Road Bridge, which is concrete and it has bridge parapets that are 42" high. The feeling is that additional fencing on this bridge is not going to be needed to be put up. There will be about ten feet on either side of the trail and it shouldn't be a problem. If you look at the bottom photographs, there are steep drop-offs on each of the bridge approaches. We are recommending some type of a barrier, maybe split rail fencing or other barriers be put up there. It could be piles of dirt or some plantings to keep people away and channel them into the bridge openings. The bridge itself is in good shape.

Jack said further up from the Bingen Crossing is the Old Mill Road Crossing. There's a Saucon Creek Bridge there. Right now there is the old steel railing on the bridge and it's not reliable. At one section there's a Jersey barrier as the railing is broken. It needs fencing down both sides which is 130 feet on both sides. It also has some steep drop-offs and we also want to put some split rail fencing barriers on both sides. Just up from that is the Old Mill Crossing. The Old Mill Crossing is a dead end street. It ends at the Old Mill Bridge which is

closed to vehicles. It's open to bikes and pedestrians. There's not a lot of traffic down there. We can take care of that fairly easy with access management gates to warn trail users of the intersection and by putting signs along the road. They will also paint a 10' wide crosswalk across the street. There are not any real issues with this crossing.

Jack said the next slide is the Meadows Road Crossing and this is a problem we have been trying to resolve. This is probably the most serious part of the trail that we have to handle the right way as it presents a lot of safety issues. The top right photo is looking up Meadows Road and it goes around a corner. Regarding the cars coming down, you can't see the car until its right on top of you. The bottom right photo is looking at the trail down to Meadows Road Bridge. The sight lines are pretty good plus people coming off the bridge, they have to stop on the bridge and then they come across the bridge and they can see the trail without any problem. We will need to install signage, access management gates and road markings. There's also an issue with storm water that comes down Meadows Road and has been ponding in the railbed, so we have to deal with stormwater issues there. As far as a system to get people across safely, one of the systems that was recommended by the Planner was called "Cross Alert". It's a series of signals that are remotely triggered by the bike rider coming across the trail. It triggers a sensor and that remotely flashes the lights to the cars coming down both sides of the road. Signs can be placed as close as 100 feet and as far away as 500 feet from the intersection. Those are solar powered signs and are a little cheaper as we don't have to hook up to the electric grid. Jack explained how the Cross Alert system would be set up. The bike riders would be coming up to the crossing and if there are automobiles coming, they trigger the flashing light and the bike rider is supposed to dismount and wait until the car is cleared and he can go safely across the intersection. The system with solar is affordable. The only problem is after we put this together; we were told that PennDOT doesn't approve the system, so that's a major problem. If we go with this system, we are going to have to go with a comparable system. The other thing that came up was a thing called a speed table. Everyone had mentioned about speed humps and speed bumps, and this is a variation of them. It's a 22' wide section of raised material, usually asphalt. It has 6' ramps on each end and there's a 10' flat section in the middle so a car could actually drive up and if it stopped it would be on the flat section. These could be used, but we still need to check them out further. If this system is going to be safe enough with the required signage we need, it will slow the cars down coming down Meadows Road sufficiently so they can see the pedestrian or biker who is ready to cross at the rail trail and the driver is to yield to the pedestrian. If they drive up on these things too fast, there could be some major damage to their vehicle. This would be the crossing. The white portion is where you cross and the gray portion is actually the ramp. Donna said does that do anything for the stormwater issue? Jack said we have to address that. We want to do something to take the water down. Steve said it might push more water on the trail. Donna said can you do that in reverse and make the trail higher so the pedestrians are visible? Jack said the pedestrians and bikers are raised up on the flat portion of the hump. Donna said instead of it being on Meadows Road, it would be on the trail bed. Jack said it is. If you think of a painted crosswalk, this is going to be a raised crosswalk. The drivers are going to drive up and go over that. This will warn the drivers that they have to slow down. If it works, it would save us considerable amount of money. Donna asked if that was PennDOT approved? Jack said he hasn't asked that yet. He thinks it is as it was given to them by an engineer. Steve said he's almost positive its PennDOT approved.

Jack said north of the Meadows Crossing we get to the bridge we share with Hellertown and this is the bridge that has the railings on the one side and nothing on the other side. They asked SEPTA to put the Jersey barriers up so there would be barriers on both sides of the bridge. 220 linear feet of fencing is needed, 110' on both sides on the rail bed. We'll split the cost with Hellertown Borough. It also has some drop-offs and we have to talk about barriers for the steep drop-offs. Some residents said the fishermen use the bridge as access to the creek, so he's not sure how that works, but the fencing they are talking about only extends about 20' off the bridge, so we're not blocking anything. They can walk to the end of the fencing and walk behind it. They are not fencing the whole trail. This would be enough to get the riders across the trail.

Jack said he put the Water Street Crossing on the slide presentation as it not only presents a problem to Hellertown Borough, but also to Lower Saucon as we are relying on Water Street Park as an access point to the trail. Charlie said a decade or so ago, Society Hill was built on the Lower Saucon side of Friedensville Road and they were committed to installing a pedestrian crossing signal that helped the pedestrian cross where the Heller Homestead is over to the north side and to the pedestrian walkway on the bridge right into Hellertown.

There's plenty line of sight. The engineer calculated you need 500' line of sight. We have 790' and 1,000' in both directions. When they saw this light, they said we have to extend the light that is currently just about in front of the Water Street Park, further to the east and more towards Front Street. There would have to be push buttons installed at the crossings by the rail trail so that somebody on a bike or walking could get these lights to flash. At the same time, you want to still keep intact the provision for Society Hill. Last Wednesday we met with Jack and the fellow from Signal Service and it turns out that Signal Service purchased the company that installed this signal system, so we're trying to get an estimate. It's really a shame as there's really no problem with the line of sight, but they won't approve it without moving that. We are trying to get our Public Works crew to do that construction. There happen to be two SEPTA poles on the side of the crossing area and we'll utilize that. We did talk about the possibility of PennDOT doing a resurfacing of this road in July and going all the way out to the Lower Saucon line and Northampton and Lehigh County line. We thought they would be milling and paving in which time the rail would come up and we could lay conduit down in the rail bed and take it across. They are going to do something called micro-surfacing, which is what we do for our driveways. It's not really resurfacing. We'll probably wait and see what the cost is. We could utilize the money we're going to invest in this signal for road surfacing. The Borough has a limited amount of money and this is going to draw quite a bit of it. Jack said the other thing about this is as you are coming down from Lower Saucon and you go past the first light which may be blinking now as people could be in the crosswalk or the rail trail. Let's say they are in the rail trail, the people come down and get to the bottom of the hill by the Heller Homestead and then there's a crossing which needs to be repainted. He showed where the push button was. A car comes down and stops for the person in the crosswalk and then they start accelerating and come down past the Water Street Park. Here is the rail trail crossing; and hopefully, they can see the pedestrian or the biker. The speed limit through that road is 30 MPH. Charlie said the real problem is coming in from Lower Saucon as no one obeys that speed limit. They will work their way through this somehow.

Jack said he put together a "Trail Detail" sheet. Everything that was discussed earlier is on this sheet. When he was working on this, he met with the Solicitor and talked about how each municipality is treating their section of the trail as municipal recreation space. That's what they are doing in Lower Saucon. If it becomes a recreation place in Hellertown or Coopersburg or Upper Saucon, that would fall under the rules and policies for your other parks. There are certain prohibitions in the parks and the Police will be enforcing them. One of the things he ran into was horseback riding. Right now, under our Park Rules, the only animals allowed in the parks are canines. They have to be on a leash and the only time they can be off the leash is in our Dog Park. Horses are not allowed in any of our parks and since this is going to become another park, the rules do not allow horses on the trail. There would be a prohibition on horseback riding on the Rail Trail if it goes under Parks. We have talked about horses and where they would be on the trail, and it's an issue that this committee can talk about and make a recommendation to Township Council, which they will discuss and make a decision on. It's what the rules are and he can't change them.

Jack said he and Charlie came up with three surface material options for Lower Saucon and Hellertown. They are 3A Modified Crush Crete, #9 stone, and Slag. The top two samples were put down in the Bingen area of the trail last year. They don't look as good now if you go out there and see them, but it kind of gave us an idea of what they would look like. The Crush Crete was probably the best compacting material. It's cheap; it can be installed by Public Works, but the cons are that there are dust issues from it. The #9 stone is the most expensive of the three. It compacts well, but the cost is higher. The Slag is a local product and in large supply. It's the least expensive. The only cost would be \$2.00 a ton to crush the Slag. Public Works can put it down. Charlie mentioned he sent off samples for a chemical analysis and that isn't back yet. We did hear there may be an odor issue, but we understand that once its spread out, it's dissipates after a couple of months and is not an issue. There are three different surfacing options. Slag – the cheapest; Crush Crete – next; and #9 Stone is the most expensive.

Jack said there are three fencing examples. The Jersey barrier was discussed early on as we had some that were left there by SEPTA. We discussed putting chain link fence on top of the Jersey barrier and that was mentioned as a possibility. It turns out that this is the most expensive option of all of them as we would have to buy more Jersey barriers and they cost \$196.00 a piece. We'd have to buy the fencing and have that installed on top of the Jersey barrier. We rejected this due to the cost. The other problem is if we go with that solution, that really is temporary and at some point we'd have to replace them with permanent fencing and we'd be stuck with a

whole bunch of Jersey barriers that neither Lower Saucon nor Hellertown would use. That would be a waste of money. The next one is a chain link fencing option which would be anchored in the ground. It's a 6' height on that. It's a good option and it works. It's safe and secure. He showed some examples of a chain link fence on a bridge on the Perkiomen Trail.

Jack showed different examples of the access management gates. He said we are probably looking at a gate that would open and it would have something like a Knox Box padlock. EMS and police would have keys to that, and we'd have to allow for pedestrians and bikers to get around it. That's something we have to finalize. Charlie showed a picture of one gate that the Borough Engineer had recommended.

Jack showed some pictures of signage. One was a mile marker and the other was a warning to watch for traffic and dismount bikes and walk across the street.

Jack said this was done to introduce the idea to his Township Council that if we could get every one of these issues nailed down and if our costs were within the money we budgeted for the Township, then they could give the go-ahead to start installing these things this year. The goal is to get it in place in 2010. They are supportive of going ahead with the trail in 2010 and he wants to go back and pin down exactly what we are recommending and what it costs and then get their final approval. He's looking to do that in the next several weeks and by the end of June have something nailed down. Just looking at the numbers that they put together, they are close to their budget for this year. That's for the whole trail. He's confident we can do the entire trail section in Lower Saucon. For awhile, because of the Meadows Road situation, he thought they would be only able to open a portion of the trail. Looking at the numbers now, he's confident they can do the whole trail. That hinges on what happens to the warning lights on Water Street and that's something we hope we can accomplish with Hellertown Borough. If that portion is open, then we have the entire trail from Hellertown to Lower Saucon open and it gives us a real good portion. There will be parking and access on Water Street and also the Grist Mill. If we can secure the trail access in Bingen, we will have three good places for people to access the trail and go north, go south, return, and hop back into their cars. That's where we are. The big thing is just waiting on the Water Street situation and nailing down what we are going to do with Meadows Road. He's going to keep pushing so we can get something in place this year.

Donna said she has a question and a comment. The comment is you keep mentioning split rail fencing and if split rail fencing is made out of pine, it only lasts like three years before it starts to rot. If you are going with any kind of wood, it probably would have to be something pressure treated. Jack said they can look into that. Steve said you can get oak. Pressure treated split rail doesn't really help anything. Donna said she was talking about if they did go with wood, like some of the pictures Steve took, it should be a type of wood that lasts. She's talking about the approaches. Steve said pressure treated you still have to seal it. You can get split rail in oak which is going to last a lot longer. Donna said from being on the Parks and Recreation Board, they had discussions in the past, and there was an ordinance that said no dogs in any of the parks. Jack said the ordinance was revised. Dogs are allowed in all of the Township parks as long as they are leashed. The dogs can be in the Dog Park unleashed. Donna asked if there was a problem with making the park accessible to other animals such as horses? Jack said that is up to the Council to decide. Donna said how does this affect the other Townships or municipalities? Do they have ordinances to prohibit horses? Charlie said Hellertown has no mention anywhere of horses. The closest they come to is animals not being able to run free on recreation fields. Jack said he doesn't know about Upper Saucon or Coopersburg. Donna said she doesn't know if they realize the state of PA has more horses now than the state of Kentucky. The horse industry is a huge thing in the state of PA. Most of the state parks and county parks allow horses. There are many horse groups that help out in maintaining and have access to the parks. They have groups that get together and come and clean the areas. It would be a huge shame to say absolutely no horses. We discussed this a lot and we said would have signage that would say horses and dogs to the right and the people are to pick up after themselves, but now all of a sudden, we're not going to do it. Jack said he apologizes as he really didn't look at the ordinance. This was going to be looked on as a joint type of venture, but right now he's focusing on it as a Township park in order to get it opened. He asked the Solicitor about that as he wanted to make sure the park rules applied to the rail trail. If they didn't, he'd have to do a whole new ordinance because the police or whoever is out there, want to make sure there is an ordinance that backs up all the rules. If we post it, we want to make sure the rules are enforceable. In looking at that, he discovered that no horses are allowed in any of the parks. Donna said it

says in the ordinance no horses are allowed? Jack said it says the only animals allowed in the parks are canines. Donna said this whole discussion was brought up at the Parks and Recreation about dogs in the Heller Homestead. The discussion was that there was an ordinance that said no dogs were allowed in Lower Saucon Parks, but the police were not enforcing it and allowing people to have the dogs on leashes. This has been since she has been on Parks and Recreation. Jack said people have been walking dogs on leashes for years in the parks. We started looking at the regulations with the start of Polk Valley Park. It was the rule for Heller Homestead. We actually built a trail and people were walking from Society Hill on the trail and that was permitted. We have looked at that and do permit the dogs in the parks now and they must be on a leash and must clean up after the dogs. That's the only thing that has been permitted. All other animals, there would have to be further clarification by the Council. If they want to decide the Rail Trail is something different, that's okay and it can be treated differently as far as what animals can be on it. It can't be confusing like the Heller Homestead issue whether it's allowed or not allowed. It has to be uniform. If the Rail Trail opens this year, the park rules apply. To allow horses on the trail, Council would have to vote to change the ordinance. Donna said this would have to be brought up with every single one of the Townships and Boroughs. Charlie said if we can get an intermunicipal agreement, and start developing some of the rules and guidelines and present it our Councils. Jack said the only thing this committee could do was make a recommendation or Parks and Recreation could make a recommendation and it would be up to the Council to decide if they want to change it or leave it the way it is. As far as this whole body, we're back to what we said before - that we're unofficial - so how can we make an official recommendation? Charlie said the Borough wants to get their portion open also. They don't know how much this is going to cost them. They have about \$12,000 in their budget. We thought most of that was going to go into the fencing and road surface in Hellertown, but now this is changed. There's a possibility they may be able to use liquid fuels money which would take away from paving projects that they have. They are still going to try to do it. The biggest concern is the further they wade into the summer and the two Public Works Departments get involved in things like Polk Valley Park, and then we're heading towards the end of summer. Steve said is this an approved plan yet? Charlie said it was approved by PennDOT except that they added that provision about the flashing lights. It's ready to go and they even have estimates for some of these things. They have a commitment from Council to go ahead with the \$12,000.00 on the different things they needed and the shared cost at Saucon Creek. They will have to ask about the liquid fuels. Regarding the surface, the other issue with the crush crete, it is concrete that has been crushed up and there are little pieces of metal in it. John Bate, who works with this material, has commented that it gets slimy when it gets wet and that might be a problem. Jack said there is also a dust issue. Charlie said yes, they had that issue at the compost center. If we lay this down as a base and then try to put #9 stone on top of it, this is a starter trail. Steve said does Coopersburg have a parking area? Dawn said their parking area would be at Southern Lehigh Living Memorial Park. They haven't started anything on their trail yet because Upper Saucon goes on both sides. Steve said your section is three-quarters of a mile? Dawn said yes, it is real tiny. Steve asked Dawn if any of their roads were state roads? Dawn said no. They just have Station Avenue.

Donna said your Councils are approving what you are going to do? Jack said they are comfortable with opening this up as long as everything is done correctly and the costs are in line with what they budgeted. We will have a trail portion open, and hopefully, Hellertown will have theirs open and they will be linked together and it'll be a nice start-up trail in 2010. Steve asked if Hellertown and Lower Saucon were about 3-1/2 miles? Jack said yes.

Jennifer asked how they would let the public know that it's officially opened? Jack said if we can get through some of these issues, they will get the word out. He doesn't want to have people out there before it's done. The surface material, once we decide on it, can be put down in a week. Once that is down, we'd better be ready to open it. He doesn't want to say what date we are targeting, but we do want to do it in 2010. He hopes it's still nice enough weather to use it. Terry said it will get used no matter what the weather is. Jennifer said are we going to have an opening ceremony? Jack said yes, we will.

Steve introduced Kevin Rice, an Eagle Scout from Troop 319. He said there is a project coming up and Kevin can do kiosk signage or something along that line. He resides in Lower Saucon Township. Charlie said Roy Young, the Scout leader, said there were a number of young people who would be doing projects like this one. Steve asked if we have any idea what we want to do for a kiosk? Kevin has to write up the Eagle Scout project and get it approved. Steve said we should have standardized kiosks. Charlie said he'd start it simple. You

don't know what it's going to look like later on. Steve said he would like to be on the Committee to design a kiosk and work with Kevin. Donna said it does have to have something to prevent water from getting into it. Jack said Steve can work with him and Charlie. Someone asked about mileposts. Steve said yes, they are going to be doing mile markers, but don't know if that will be immediate. There is a mile marker in Hellertown, one of the original road markers and it would be nice to imitate that and keep it historic.

Terry said Saucon Creek Watershed Association has some signs that were created for the Hellertown marsh. They are looking to put these signs up somewhere. There hasn't been any decision where. He thought personally it should be along the trail as it does give a really good overview of the marsh and it would be a lot more educational along the trail rather than down on the creek as that doesn't get as much foot traffic. These particular signs are relatively expensive, but they will hold up. They are UV resistant and waterproof and are about 2' x 3'. He doesn't know if that would be the type of signage he would want to consider with his project at the kiosk where you get long exposure time for it rather than having to replace it periodically. This would be more of those fundraising types of things we talked about previously. Donna asked if the Saucon Creek signs were done? Terry said they have four signs in their office. Donna said they could take some pictures. Terry said he could certainly bring one of the signs to the next meeting. Donna said it would be nice to see what they look like. Steve said the signs could maybe be duplicated. Donna said or at least blended.

Jennifer said she was in California in April and made the 17-mile drive to Pebble Beach and there was very nice signage there. She took pictures and would love to send them on. They are gorgeous and could be simplified, very informative, classic looking and aesthetically pleasing to the area around them. Steve said he has a picture of a kiosk at Cape May which is very elaborate. Eventually we may want to go to that. At this point, we're doing stuff to get it open and keep it simple. He doesn't see any reason why, like the nature signage or historic signage can't follow that same pattern as the kiosk. Terry said for a heads up, next Monday morning, Memorial Day, at 8:30 AM, they are going to be meeting at Water Street Park to walk through it with Dennis Scholl and look at possible locations for that signage. Steve said he'll start coming up with some ideas.

- **Logo, Website, Etc. – Update**

Jack said as far as the logo, he doesn't want to move ahead with adopting a logo if we don't have everybody on board yet. Steve is going to talk about the website, and the one issue is that has to do with everybody's view on what they would like or not like. The website that Steve is working on comes down to a cost factor. Who is going to share in the cost of the website and maintain it? We have to come up with those answers first. Carolyn said there are a lot of lawyers and a lot of issues in Upper Saucon. It takes 60 to 100 days to get an ordinance passed. She's disappointed that we aren't at least getting a draft of the inter-governmental agreement. Chris said how do we know that the name Saucon Rail Trail is okay? Jack said it's not 100% official yet. Chris said he'd hate to see all these folks do all this work and somebody say no. Jack said he hasn't heard anyone come up with a better idea and everyone has been identifying it as the Saucon Rail Trail.

Steve said it's a shame Roger Jurczak isn't here as they talked a lot about the handrails going over the bridge. Is this something that has to be gone through for all the boroughs and townships? There are some people with time on their hands and they could work on the handrails. Jack said a wooden handrail? Steve said yes. When you look at the basin of the rail bed going over the bridges, right now we're looking at a piece of concrete and all this is ballast. The concrete comes down and we have a bed of ballast. We just can't stick a post in and expect that post to hold up. He and Roger have been talking about different ways of doing this. We could do all we want, but if the engineers say that's not suitable, whether we angle pieces into the corner to keep it sturdy, this is something we need the engineers to say this is what you need to do. We could then start doing it. Jack said he thinks the Public Works Directors have been meeting with the fencing guys down on the bridges and they think that they can work with both the wood system and the chain link system to put up a system that would be anchored securely. They are pretty confident that whatever is selected is suitable and if they can get it up and get it anchored into the bridge, it's going to be basically permanent. Steve asked if they are going to contract this out to do the handrails? Jack said it depends on what the choices are, either the wood rail or the chain link. The Jersey barrier is out because of cost. He put both of them out to Council for consideration, but didn't hear anything definite. This was discussed with Hellertown and he thinks we're leaning towards the chain link. Charlie said that's what Tom Henshaw got estimates for. It was the quickest way rather than

delaying trying to get the trail open. There was some debate about going with the wooden, and it's still an option. We can ask the engineer about it. Steve said it's just something he and Roger discussed and if there is something they could be doing physically to work on this to get things rolling. If they are going chain link, he can run a screw gun. Charlie said the approaches are another story. Steve said until the chain link fence is up, you can't really work on that. Jack said Public Works has a posthole digger. Steve said if they just want to set the posts, he can round up Boy Scouts to save on Public Works. Jack said once we get this all together, we can have a pre-construction meeting and talk about it. Once we find out about the Meadows and the Water Street crossing, we can nail down if it's going to be chain link fencing, what the surfacing is, then we're almost 95% there. We can talk about when it's going to be done, who's going to do it, etc. and shoot for a date to when we think it's going to be finished.

Steve said as far as the kiosks go, we can put it up but leave a board available for the name. A lot of them are pretty basic, wood, Plexiglas, and a structure on top to keep it dry. Charlie said they can put it at Water Street as a starting point. Tom can meet with him and pick a spot where he thinks it will work. In Hellertown and Lower Saucon, you are going to see some movement. The light set us back. Steve said you have been doing a lot behind the scenes. People come into his shop and ask what's going on. It's getting out there, and it's just a shame we can't have a website to relay this information. Jack said by the June 28th meeting, if we can get by the crossing on Water Street, we should basically have the plan for our two sections. The fencing, the surface material, what the crossing will look like, the gates, and all the other things. We've already crunched the numbers and will be comfortable with those recommendations and be ready to get final approval from the Councils. If everyone here is comfortable with it, it's just a matter of sitting down and keeping a lid on it when it's going to be open. We want to have this done properly. We want to get our Public Works mobilized so they are ready to do it. We can get a target date to get everything in place. Being optimistic, he thinks sometime in September or October we can get this trail opened. At least people can get out and run on it, bike on it. There are little things we have to deal with like vegetation control. Charlie said they are getting a contract to kill the vegetation as it's really bad.

Jack said we need to talk to Steve about the Boy Scouts, as we could use a little cleanup. Steve said could they get permission to drive along Hellertown and Lower Saucon? Jack said that's something they can look into. They had groups on there already. The Penn State Lehigh Valley group cleaned up the litter and it's pretty clean. Jack was on the trail two months ago and they were pretty surprised how much they cleaned it up. If we could get a group of Boy Scouts, we could get it supervised and clean up some of the bigger things. Steve said if he was to approach them about it, branch debris would go to the recycling center, what about the metal? Jack said they should pile it somewhere and Public Works will come and put it in the truck. Steve said there's a lot of railroad tie debris. Jack said they can just pile it somewhere. Steve said we would almost need pickup trucks to load it and unload it. Charlie said on the Hellertown part, let's at least talk to Tom. Jack said we can use the unofficial trailhead access. If they piled it in spots, we could definitely go on and pick up it. Charlie said that was their plan to go and do that anyway. Jack said without going over the bridges, we're not ready to go that far with trucks. Charlie said we can get Tom together and talk. Jack said he's just concerned about the crossings and the bridges. Charlie said we can work that out. Steve said it's got to be done before the surface goes down. Maybe even a church group would want to help.

- **Other Issues** – Jack said if the April minutes are okay, we'll put them on the website. The Committee said they were okay.
- Next meeting – June 28, 2010 – Coopersburg @ 7:00 PM; July 26, 2010 – Upper Saucon Township at 5:00 PM; August 23rd – Lower Saucon Township @ 5:00 PM.

The meeting adjourned. The time was 6:33 PM.