

RAIL TRAIL ADVISORY COMMITTEE MEETING

Date: Monday, January 25, 2010
Time: 5:00 PM
Location: Hellertown Borough

Present: Jack Cahalan, Lower Saucon Township Manager; Donna Bristol, Chris Stromski, Lower Saucon Township; Charlie Luthar, Hellertown Borough Manager; Frank Pazzaglia and Steve Labrake representing Hellertown Borough

Guests: Jennifer Wescoe-Schaninger from Coopersburg Borough; Erin Frederick, Carolyn Lidie from Upper Saucon Township; Joel & Susan Katz, Jerry Holum, Roger Jurczak, Terry Boos.

Status of SEPTA Leases: Jack said this is the fourth or fifth meeting of the Advisory Committee. A little history on it – we started meeting back in September 2009. Hellertown and Lower Saucon have appointed representatives to the committee. Chris and Donna are from Lower Saucon. Frank, Steve and Gail Nolf are from Hellertown Borough. We're hoping that Jennifer will be the representative from Coopersburg Borough. The Councils did those appointments based on a resolution that we prepared and that information has been shared with Dawn. If she wants to, she can go through that same process. Once we have the representatives appointed, we started working on some of the issues with the formation of the committee. We put together an intergovernmental agreement and by-laws that list some of the functions of the committee, such as when it will meet and the issues it will be dealing with; and then there's an ordinance that needs to be adopted in order to put the intergovernmental agreement in place. Those documents have been approved by the Councils in Hellertown and Lower Saucon and that information has been shared with Dawn in Coopersburg and Tom Beil in Upper Saucon Township. We hope in the near future that all of the representatives will be appointed and all four municipalities have signed on to the intergovernmental agreement and then we will be formally organized as the Saucon Rail Trail Advisory Committee. That's important because if we want to do anything as a group, we have to do it with all of us as one unit. If we want to apply for grants or do anything else, that's very important. Some past history on the leases – we have been negotiating with SEPTA for the rail property that runs between Coopersburg and Hellertown Borough to a little past Bachman Street. We've been doing that for about two years. We finally agreed on a lease document that gives us the rights to the surface of the trail. It's a 30 foot wide right-of-way. It used to be a two track line so that's why it's that wide. There are several bridges, culverts and other types of structures along the rail line. We agreed with SEPTA that we would not be responsible for those. We agreed to monitor them and report any problems to SEPTA, but they are responsible for them. We are only responsible for the surface. If a tree falls down on the surface, we'll clear it. If one of the water courses gets blocked up, we'll clear that also. That's the extent of the responsibility that the municipalities have. We reported in December that two of the leases were approved – for Upper Saucon and Lower Saucon. Logistically, they wanted to approve the Townships first and then the Boroughs. The leases for Hellertown and Coopersburg will be approved this coming Thursday, January 28, 2010 at their Board Meeting. As of the end of the month, we'll be official and all of us will have a thirty year lease for the rail property. We can go on it and inspect it and do what we've been trying to do all along so we can arrive at some agreement with what the trail is going to look like.

Charlie said we talked about the extension a little beyond Hellertown. If any of you are familiar with Blinderman's junk yard in Hellertown, that's to the west and is really in the City of Bethlehem. There's a section about 5/100th of a mile that expands into Bethlehem. The thought is if we can get past the Hellertown lease and they approve it, we can work out an amendment with the City of Bethlehem that will allow us to work out an arrangement with SEPTA to have that 5/100th of a mile section under lease as the City definitely does want to connect with us. They are confident that they will eventually make that connection. They don't want to lose that opportunity, so it's probably easier for us to do that. There are some other issues that Hellertown has to deal such as a shared use agreement with PennDOT where you are crossing a state highway. He doesn't think there are any State highways in Lower Saucon or Coopersburg. That's a separate agreement that has to be signed. He thinks Upper Saucon has also had to prepare that. We have submitted the paperwork to PennDOT and we are waiting for them to get back to us. We'll be looking for a design for the crossings and the signage, so we'll be coming back with some of that information from our Borough Engineer and will share it at future meetings. Steve said in Coopersburg, there's State Route 2026 that crosses the trail. That's what the maps show, at the corner by Burger King. Charlie said the

Borough also has another issue as the culvert that feeds water to the Grist Mill is blocked and we have to work out a separate agreement with SEPTA to fix that. We have a draft for a right of entry permit. We need that so we can go in and rip out the culvert and replace it. We will have to do that before that stretch of right-of-way gets fixed up. We're very close now, the lease is almost done. Jennifer said as far as Coopersburg, just to review, Dawn is to get in touch with Bill Erdman about this shared use agreement? Charlie said yes, he is the contact at Keystone Engineering. He's the Borough engineer. We didn't think there was a state crossing in Coopersburg, but they will have to work out an agreement with PennDOT, a shared use agreement, if there is a need. Upper Saucon is further ahead with it as they started back in October.

Jack said the other thing about the timing is Lower Saucon and Hellertown Borough are interested in seeing if we can open portions of the trail in 2010. That's where we are coming from as individual municipalities, working toward that goal. He's not sure what the goal is of Coopersburg Borough. He has read in the paper that Upper Saucon said that they may not open their section of the trail until later in 2010 or possibly not until 2011. Jack just wants everyone to know that's why we're trying to move ahead with these issues and come to some agreement so we'll have something to go on and we can get our Public Works Departments lined up. There is money budgeted for gravel and for safety equipment if it is needed. We need to have some consensus on what we want on the trail so we can start taking some steps toward installing it this year. That's where we are with that.

Grants: Jack said Joe Hoffman from Barry Isett and Associates is a big help to Hellertown Borough in the area of grants and he's offered his services to this group to help put a grant together for funding. It would be most likely submitted to DCNR for those types of funds. As you know, from reading the paper, state funding has been cut severely with the adoption of 2010 budget. We have to see what's available, but we would like to get a grant submitted to the State for funding. The funding would probably not be available to us until late 2010 or early 2011. As far as start up costs, we can't look to the State to for that. Another asset is Erin Fredericks who is here from the Lehigh County Conservation District and she has some interest in helping us with grants that might be available. Steve said there is a DCNR grant meeting coming up in February. Frank said they were advised to go to the meeting to find out exactly what was going on. He asked Steve to confirm that the upcoming meeting was specifically for rail trail grants or DCNR grants? Jack said it is a seminar for all DCNR grants. Charlie said he attended one of the DCNR half-day seminars and it's kind of a general overview of grants and they get into specifics of the writing of it. The advantage is that you get to meet some of the people in terms of grant writing. Frank asked Erin what is the interest from the County or from your office to be engaged in this, and how much of your time is available to do this? Erin said they've been getting fortunate at pushing out grants and would be more than happy to help if you need help with mapping. She confirmed that the grants are not just restricted to Lehigh County. Jack said he knows the Conservation District did a grant for the cleanup of illegal dumping, is that sort of what you'd be looking at for the scope of these grants or beyond that? Erin said whatever you feel you need. You can give us ideas. Jack said it could be for trail surfaces, for bridges. Erin said yes, that's fine. Jack said that's encouraging. After the intergovernmental agreement is signed, then we can designate a contact. Steve said where does that stand? Jack said he doesn't know its status in Upper Saucon or Coopersburg. Erin said so that's held up until this agreement is signed? Frank said the grant would be made to the County Conservation District presumably. Then this group or any of the individual municipalities would simply be collaborators and send letters of support. The grant would come as one block to the conservation district. Jack said we really have to have consensus on what we are going to use the grant for. Frank said the answer to that question is what is the master plan? That's where we kind of were about a month ago. The idea was that the grant was specially going to identify what we need the money for. The thing that identifies what we need the money for is sort of the work plan and the timetable for implementing it has to be in the master plan. We're not talking about a grant to get money to write a master plan. We're talking about a plan to get grant money to develop the trail and the writing of the master plan is something we've got to do before that actually happens. Donna said in order to get money for the trail surface, do you have to have a master plan? A master plan could hold things up forever. Jack said Frank was saying we aren't going to wait around for the master plan. The development of the trail would be guided by something like the master plan. Charlie said you need some sort of a road map, but in terms of the surface, he thinks we're to a point where we are going to want to move on that as the two municipalities are going to do something. Jack said our goal in the Township and the Borough is to open portions of the trail this year. We're not saying get a master plan, as we said it's very costly or it's going to take a lot of time. Charlie said we're going to try and put something down now before the weather breaks and before our guys have to go out and do other things. Jack said before we do that, we have to have the other safety equipment in place. As soon as we put that stone down, people will be on bikes

going down the trail, so that's why the safety barriers have to go up first. In the Bingen Road area and at places close to the bridge where you could actually go down off the side, we talked about installing some fencing.

Frank said this discussion over the past two minutes has been very illustrative of the problem. Here we are saying we are kind of anxious, we'd like to get this trail going and Charlie is saying here is sort of a general idea of what we can do, but there's a part of the trail where this might be in the middle. What he worries about is an effort to get the thing opened. We're just making decisions as we go along and maybe that's the way we want to proceed as opposed to actually saying we have a comprehensive view of what these eight miles look like. In January, we can map it out so we comprehensively know what's there and say this is how we're going to attack. Whether all of those ideas get put down into a formal document like this before we go to the granting agency, we have to make that decision right now because basically looking at Lower Saucon's coffers and Hellertown's coffers and saying we have \$10,000 we can spend this year, what are we going to spend it on? Okay, let's get the trail bed down. Great, but if that trail bed goes down in a way that reduces our ability to develop the whole trail as we want to five years down the road, it's not well done or well money spent. Jack said he doesn't think that's what we are talking about. We have to balance two things. He knows we want to do it correctly. We're not talking about putting something down just to get the thing open. Anything that goes down on the Township or Borough sections would have to go through our engineers and planners and would have to be approved by everybody just as if you were putting down a road. We're not just talking about throwing something down on the tracks. What we're trying to balance is that we can't go much longer in the planning process and say let's leave the trail closed because people are going to start using it. We need to take some steps to get some safety measures in place because if someone decides they are going on the trail, whether it's open or not, we need to move in that direction. That's what we're trying to come up with – get something down there that could be useful. It might not be the most perfect surface, and it might not be what the trail is going to look like in the future, but it's a beginning, a start and people can get out there and walk on the bridges safely and when they get to a road, they can cross that road safely and people can start getting a feel what the trail looks like. Frank said he agrees with that. It's January and we say Public Works is on the hook right now, if we don't move right now, we're going to lose them and won't get these things done. What we're doing is month to month, simply reacting and building this thing piece meal and there's never any comprehensive plan as to what we're actually going to do. We'll just do this forever. We'll meet in February and decide this is what we're going to do this month and this is what we have to do. Jack said as an example, on the bridges, Steve has pictures of trail crossings. These are permanent types of railings that are put up over crossings. We really don't have time to build those, so we have to come up with something temporary to put in place. What we discussed was something along the lines of the Jersey barriers. That was the one with the fencing along the top. It's subject to the engineers looking at it, but actually they suggested it to him. This is something we can do along the two bridges that are in Hellertown and Lower Saucon and they would act as temporary safety barriers to funnel people safely across those bridges. The Bingen Bridge is okay, but there are some areas you need some fencing like Steve showed as there's a steep drop to the road. This is something we can do and that is not going to harm the future development of the trail. Frank said it seems like it's a safety issue. What you're getting to is its not actually the surface that we're so worried about, it's like let's make it so people don't fall off of bridges. Jack said yes, or get hit by a car crossing Water Street. Charlie said the surface is usable the way it is right now. It's not very thick. Someone said do you want to spend money for something like that? Safety is a huge concern, some of those access bridges you can really fall down through, but just to throw down a surface, he'd rather do it right the first time. He agrees with Frank on that. Take care of the safety issues we need to, have the Public Works people come in and put in the Jersey barriers. Donna said most of the rails to trails along the canal are made out of that surface material you saw. We already have this thick layer of ballast which is great because whatever we put on top of it isn't going to go all over the place. If we put down screenings, it's all rolled and it's probably going to be what we end up with anyway. Someone said we're not going to be uniform with Upper Saucon or Coopersburg, we'll just say you put whatever surface you want down. Donna said all these test surfaces were put down for everyone to go out and look at them. Upper Saucon and Coopersburg can go out and look at the four different types of surfaces and then we can come to some kind of agreement. Someone said it doesn't sound like we're coming up with that though. Jack said we have agreed on a gravel surface. At least a meeting or two ago the representatives from Upper Saucon and Coopersburg said gravel is fine. Upper Saucon even referred us to their community park where they have the gravel down there and gave us a sample of it. We have the width down which is ten feet. We are going to look for the least expensive type of surface. One of the things we are going to experiment with is whether we can use a slag product. If we can get a base surface down there, and it's not the final surface and people can walk on it or if they want to ride their bike, at least we have something down there. Later on, it could be pavement. Frank said it's not so much that that concerns him, that's a practical matter and he's okay with it. What concerns him is issues of

safety have been brought up. Issues of uniformity across the different municipalities have been brought up. The issue of going after a grant, he thinks DCNR is going to look at this and say you guys have no comprehensive clue as to how you want to develop this trail. He thinks our chances with DCNR are absolutely zero unless we could lay out, at a minimum, these points, which we developed at our November meeting, which include, what is the base going to be, what are the crossings going to look like, what is the signage going to be, what are the safety issues going to be, what's going to be the height of the safety barriers. These are all sort of the key foundational issues we have to develop. We may not have time to put together a fancy master plan to identify all of those, but at a minimum, we need to identify them so that when the trail opens, key safety things are in place, key design concepts are in place, and the DCNR thinks we have some credibility as a group to get the money. Jack said that will be met. While the Advisory Committee is working here, behind the scenes, the engineers and planners are actually out on the trail and they are funneling their recommendations to Charlie and me. When they come in, we should have a consensus of what the requirements should be. Aligning those for the four communities might take some discussions. We started back probably a year ago, and brought the engineers from each of the municipalities to the table and he had hoped they would start communicating with each other about these things. Apparently, that hasn't happened, but that will be done because he doesn't think any of the municipalities, and he's speaking about his own, will sign off on any of this until they hear from their engineer or planner that these meet all the various state, federal, whatever, safety requirements. Frank said even that could be part of the timeframe for making that happen and as a group, we thought of that, and that will give us the credibility to go to DCNR. Steve said they know a certain criteria. They know they want to surface it with a product. What is the price to surface it with that product? At how many bridges, do they actually have to put a railing up? We should target a dollar amount what it's going to cost us to put hand railings up. What is the expense for the road crossings? That's our three biggest features at that point. We got to have at least a dollar figure. Jack said they can come up with that. Steve said Frank isn't talking a very elaborate master plan, but we need it on paper to say this is what we are proposing. If he and Frank did it by section with the GPS, they could say here, we need a bridge, etc., so we have a plan for each bridge and each road crossing. Those are pretty basic pieces of information. This could all be put together in the next month. Jack said getting it together is not going to be a problem with the parties that are here right now. He can't speak for Upper Saucon, but he heard they may not want to do anything this year. They may not get all four parties together. Charlie said even if we get the cost, we're not going to see money until next year. We're going to move on something, we have to if we want to open it. Steve said you still have a final expense for those three areas. You may do the Jersey barriers and bridges this year. His thought is the road crossings; we don't have much of a choice as they have to be in place for safety before we put that surface down. If not, we're asking for a lot of trouble. Between those three fixed features, we have an idea of what we are asking for. We aren't going to see that money this year, so we can move forward doing temporary things and that can be said in the master plan, so to speak. The surface is going to be a temporary feature and do something maybe a little nicer later on. The road crossings are a given and the bridges we will do with the Jersey barriers until we do have money for railings, which we has some ideas on that. He thinks we can sell sponsorships on bridge railings per ten foot section. Frank said this discussion illustrates the point. We may ultimately want to have our rails and safety features to look a certain way, but to get the trail going, we can do the Jersey barriers. That should be written down somewhere and we should all agree on that. Jack said the only issue we have here is can we get everything together by the grant deadline. He's not so sure that we can do that. Can we get sections opened this year? He's pretty sure we can do that. Frank said he agrees with Steve that within a month we could work on the outline like this, which he's modifying as we are speaking, and saying we could put down what is our goal for attaining these things. What is our goal for fencing? What is our goal for crossings? Write those things down. Now Erin has that to actually go after the grant. It's not the master plan; it's a master outline and master timeline. At least we're all on the same page as to what we think is important and what we need to move forward on. It will be a committee of the willing and anyone else who wants to help. We met outside of our regular meetings to go and survey and said if we knew what the jobs were, just farm them out to the willing and come back in a month and we have the product and here we go. Steve said go through, everybody agree on it, make changes as needed.

Joel Katz spoke about fencing. He's not talking about fencing for safety reasons; he's talking about fences for property reasons. The rail trail will be about ten feet from his property and hot tub. People on the rail trail are going to be looking down onto his property. He's very much in favor of rails to trails, but it's affecting his property and property values. They need to know if this group will support fencing for property owners so that they can get some privacy. He understands they'll be noise and other things. They are not asking for the world, but are asking for some privacy. Unless they are prepared to do that for them, they will have to take whatever action is necessary. He just wants you to know so you are aware of this problem. Jack said they understand what he is talking about

and it's something that is probably going to come up as they develop the trail and maybe even after people start using the trail. People don't realize they may have an issue with that. This group probably can support that, but this issue may be an individual municipal decision. Joel said he sure would like to hear about that. He would not be happy if the trail is opened in 2010 without protection for his house and other houses similarly situated. His house is at Old Mill Road where the bridge is. Their driveway ends at that pedestrian bridge. His neighbors, their property is dead on the corner of the trail. Susan Katz said this could be a real public relations nightmare if suddenly in a few months, you start laying some things down and no one knows what is going on in the process. Jack said that is something we will consider. He doesn't know we will have the ability to do that. We can only make recommendations from this committee to the governing bodies. Joel said he would like to know who they can address for this problem. Jack said he understands what Joel is talking about and it's an issue that does happen with the development of rail trails and we are aware of it. You have some privacy concerns and so on, and he thinks this body probably can discuss it more and if they want to make a recommendation, you are in Lower Saucon. Upper Saucon, the governing body down there might have a different take on it. He's sure they can say that this is something that can be addressed. Frank said the Ironton Rails to Trails group came and spoke to us. They spoke specifically about this. They said it would be in this body's best interest to consider public relations and also that it was in their experience that working with the individuals that border the trail, in the long run, is more productive than telling them to take a hike. He would prefer not to tell anyone to take a hike. Everybody would have to consider the ramifications of meeting individual property owners who want their privacy. The cost would be astronomical if for eight miles we would be asking the State or the municipalities to put up fencing. You wouldn't even be able to agree on the height of the fence. Joel said he's not suggesting for a second that that be required. Frank said he thinks the consideration for public relations is critical. The people who border the trail are the eyes and ears for the trail, and keeping good public relations with those people is important. He would not dismiss this at all and figure out how to make it work. Donna said we do have a problem with borders like that and fencing for private individuals. In Upper Saucon, homeowners have already put fencing up. Some of it is just split rail and others go ten to twenty feet up. It's all different. People have a really difficult time getting all the homeowners to agree what a nice looking fence would be or how tall it would be so you don't see what's going on, or are they just concerned that the fence designates that is private property and they are not to go down there. You run into multiple issues there. Frank said in some places the owners have made a part of the trail their own property as they set out picnic tables, a fire ring, and they are set up to watch the golf course. Jack said that's one of the reasons we have had these meetings so we can hear from the residents adjacent to the trails. Hopefully, some Coopersburg and Upper Saucon residents will come to this meeting. It is something we have to consider. Donna said is it surveyed and are there stakes there? Jack said no, when it was cleared, the contractor tried to stay within the 30 foot width. There may be some old pins, but he doesn't know for sure. Charlie said if we understand the Katz's have that issue and there are others, maybe there is some way we could allocate some base contingency money to take care of those areas with problems. Susan said how about planting trees. They want something that is going to look nice for the rail trail. She's not necessarily saying a stockade fence. A barrier of trees would be nice.

Charlie said could we go to the original list and divide it up so everyone can work on an assignment. Steve said we have some things coming back from PennDOT for the State road crossings. It's his feeling that we should take that and make it standard for most of the road crossings. What that entails is kind of up in the air as he doesn't know what the State is going to require for those particular crossings. We do know we are going to need signage for each of those crossings. We're going to need to know what the prices for those signs are – two signs per crossing. We're going to need some type of barrier at each crossing. At Jacobsburg, they have PVC gateway, it does work. It's relatively cheap, but we need to come up with standardization for each crossing for vehicle access and an opening. What is the expense for each of those? Line painting – is line painting going to be covered by the municipality?

Roger Jurczak said in going through the Ironton Rails to Trail master plan, one of the things in their summary was road crossings and signs. He's quoting this from the report. It says roads that are not PennDOT regulated, painted line striping needs to be installed and maintained. From that, he draws that you cannot stripe the road. Jack said it is going to be required with the shared use agreements. Roger said he's only using this as a reference, PennDOT versus non PennDOT. Some of our worst road crossings are not PennDOT and striping can be tremendous. Jack said what we are going to have to do, and this is where the engineers are involved, is treat each of these crossings differently. PennDOT requires you to do a certain amount of striping and signage. Take the crossing at Meadows Road, for example. The road coming down from up by Jerry Holum's property, it's steep and comes down around

a corner and all of a sudden you are on top the rail crossing. That is going to take an engineer to come up with recommendations as to what we need to do for safety purposes to slow the traffic down. We have to make sure someone doesn't come around the corner and hit someone at the crossing if they are on the bike. Upper Saucon, it looks like every one of their crossings comes around a curve. There are all kinds of signage within 150 feet that will be needed. Some have markings on the road like a bike crossing. There are a lot of things and someone has to look at that from an engineering and safety perspective and say on Meadows, Old Mill, Water Street, we have to come up with whatever is required. Steve said they are going to be similar so at least we will have an idea according to this that there are x amount of signs at each of the crossings as a fixed expense. At least we can say this is going to be your average crossing, how many signs are needed there. Is the line painting an issue of ours or is the Borough going to take care of it? Jack said they will take care of that.

Steve said we need a cost for the signs and a cost for however we want to do the barriers. We're going to need that dollar figure for the next meeting. Jack said you are going to need to come up with a plan for each of the crossings and the signage requirements. Steve said he's saying we need to know what the minimum requirements are for each crossing and that way we can at least start to set a budget for what we would need to get the crossings set up. How you set up the crossing and what it looks like really doesn't matter, as long as you meet the requirements. Jack said he will try to get that information pulled together. Frank said what they talked about, the PennDOT design that is going to happen on Main Street, which should stand as our model, and all of the crossings we should endeavor to follow the PennDOT sign requirements and that should be the model. We said for all of our crossings we should lean on that with the recognition that each crossing is somewhat unique. The ability to see oncoming cars is unique for each crossing. When they did their map, they made a note of that in terms of which ones were easy crossings, where visibility is no problem while there are others where special signage is going to have to go in. Steve said we are going to have to know how many signs we need per intersection based on the PennDOT design. Frank said that way we can see that each crossing is just as safe as the PennDOT one and this is what it costs to do that. Roger said the bridge is the starting point. He thinks there might be about fourteen (14) road crossings. Steve said the crossing areas are: Water Street, Walnut Street, Meadows, Old Mill Road, Jacoby Road, Spring Valley Road, Landis Mill Road, Preston Lane, Station Avenue, Flint Hill Road, Passer Road, East Landis Street, and the road by Burger King, State Route 2026, which is East Station Avenue. Someone said what is the road at Lutron? Steve said he didn't include that road as it's a parking area. We have to deal with that somehow, a parking crossing. It's right before East Landis Road after Passer Road. Do we want to have the kiosks, how many are we talking about? Jack said shouldn't they be at any access point? Frank said there are two kinds of access points - one where you simply access the trail and one where you park and access the trail. They would probably be at the parking ones. The parking access points are: Water Street, Walnut Street, Meadows (no parking), Old Mill (no parking), Tuminello Lot - there could be five or six parking spaces there, but you would also need a bridge there, which will have to be dealt with, and Spring Valley Road.

Donna said do you want to do anything about the Meadows as the man that owns that offered it for anyone who wanted to park there. Jack said it's in a floodplain and the Township cannot endorse the use of that lot. Donna said if it's going to be listed on a map, we should list it on there. Jack said the owner would have to be responsible for the signage and the liability. Donna said he could put a sign up Welcome Rails to Trails.

Steve said continuing, Spring Valley Road (technically no, but we noticed when we walked, it is a really wide and deep area and you can park cars there), even if you have parking for 100 feet into the path where the cars are angled parked, and then had your gateway, it would definitely work that you could park some cars there. They don't know whose property that is. Jack said he thinks it's in Upper Saucon. Erin said that is questionable. Continuing - Landis Road (no parking), Upper Saucon Community Park (parking), Preston Road (parking), Station Avenue (parking), Flint Hill Road (no parking), Passer Road (no parking), Lutron (parking lot), East Landis Street (no parking but right behind the Memorial Park). You can access Lutron to get back on the path. Jerry Holum said whose expense is that if the engineer goes out and says there have to be improvements made? Jack said the Township would be taking care of that. That's where the engineers come in and it has to do with speed limits, warning ahead, and site distances, all those types of things have to be looked at to make sure that crossing will be safe enough. Also, it has to be approved by ordinance by the municipality before it can be enforced. He's looking at something the engineer did for Upper Saucon, and he has Passer Road, Station Avenue Road, Landis Mill Road and he is talking about those issues like site distances, etc. They are looking at the speed limit of the approaching cars, the site distance and the time the car would take to approach that crossing. They are factoring all that in to come up with recommendations. Charlie said with DCNR expenses, he doesn't know if we could get reimbursed

for past expenses. It concerns him as we are going to have to do some of this before we get any grant. The PennDOT crossing, we do have. The one on the Silver Creek side for chain link was \$1,300 to put in a barrier and to create two gates, plus two sections 30 feet long, 4 foot high chain link fence as fall protection. For estimating purposes, not counting the signs and pavement markings, the cost estimate would be about \$2,000 per side per crossing. These expenditures will have to be made now.

Donna said does it cost us to buy Jersey barriers? Jack said we have some that SEPTA left on the bridges. Charlie said for the fencing on top of the Jersey barriers, the estimate was \$10.00 a foot to go with those barriers. Someone said would it be better to go behind it? Charlie said yes, he thinks so, but that's \$12.00 a foot. You'd get a full six foot fence, with barriers in the front. We need 380 feet on the Saucon Creek. That estimate came in like \$4,290. Donna said when Frank talks about spending money on things we have to replace later, do we have any use for Jersey barriers later? Jack said they will look into that cost. Donna said they are not that attractive. Steve said they are temporary until we can do something. Jack said they are safe and effective. Steve showed a picture he took of a bridge railing at Jacobsburg said he doesn't think you can do this by law, anymore. You are going to have to do something similar where it's chain link on the bottom and then a couple of rails across the top. Donna said the bridge at Old Mill has chain link. Steve said that's really something we are going to have to do. With the bridges, as we move further into it, he can try to work up a price and see if people would want to sponsor 10 foot sections, like router in SV Bikes.com. He sponsored that ten foot section. It's relatively inexpensive. Maybe we can get an Eagle Scout to do that as a project. If we can get a price per ten foot, we can start getting sponsors. Donna said all the signs on Ironton are made by Eagle Scouts, and their benches there have names on them, but they are \$1,000 a bench. Erin said in spirit of inviting nonprofit organizations, for them, we could do something like Adopt-A-Highway, and they could do x amount of distance. Steve said they've had offers for that already. A church called him and said they would like their parish to sponsor part of the rail trail. He doesn't think we can even announce these things until all the leases are signed and they are a formalized committee.

Steve said for a kiosk, do you want one like the one in the picture he has or do you want to price out something very basic along that line? Jack said you can buy them out of a catalog. It's really a bulletin board where you put notices on, and they run anywhere from \$800 to \$1,000. They are not cheap. You could have the Boy Scouts build them also. You need 4x4's and you can install them yourself. We have prices on temporary railing. He will try to work up a price on the kiosk. Jack said the engineers will get the measurements of each bridge. Steve said there is one in Hellertown and one in Lower Saucon right by Old Mill Road. The one at Hellertown is by the Tuminello property. Steve said he doesn't think we have to concern ourselves with embankments. Right now we are concerned with the bridges that go over water. We have the short one at Old Mill which is probably 20 to 30 feet. You have the other one 100 yards down which is about 200 feet which is before you get to Bingen from Old Mill. Bingen Road has a concrete bridge over the road, but he thinks we're going to have to do something on the approaches leading up to the bridge whether it's split rail fence or a temporary something or other so there is a deterrent leading up to the concrete bridge. Donna said the split rail fences last two to three years before they start rotting out. Steve said he you can buy pressure treated split rail, but that's not always the answer. The Weissport Canal actually did 4x4 posts with three horizontal rails. It has a split rail appearance. That goes on for a half mile. At the Jacoby Road crossing leading into the concrete bridge, once again there's a 20 to 30 foot drop down on either side. Donna said if you put three or four inches of the stone on top of the ballast, then a bicycle tire, even a runner, you can pull muscles and so on. Jack said three inches is what we talked about. Frank said he was expecting it to be a little more firm. If they went out and rolled it, it would be more compact. Jack showed the different thicknesses, 2.5 inches and 3 inches from the drawings we handed out. Steve said how many feet did we come up for the bridges? Frank said the footage is 850 feet of actual bridge rail. We might want to budget for 1,000 feet. You could easily do two 4x4s and two or three 2x8s or 2x6s at those areas like Bingen Road where they have the concrete and you could do a 30 foot one for safety. There's thirty feet on each side and each entrance, so there's 120 feet there at Bingen Road. It can be 42" high which is safe for bikes and running, and is what they require. For horses, it would have to be 54" high, so we'd have to build on top of those. Someone said would SEPTA be responsible for actually making sure the bridge is safe? Jack said we are doing this for safety purposes. If we were doing any other type of construction, we'd have to ask their permission. Steve said as far as fencing, we are probably looking at 1,000 feet of fencing as well. We will have additional expenses there if we allow horses, so we should price everything out at 54". Roger said you've got 30 feet of width on a trail. When you come to a bridge, and you're going to put up barriers, center it on whatever you are already going over. Therefore, you don't need the height because you aren't protecting anything. Frank said logically you are correct, but he's wondering from a State mandate, they might say you aren't keeping people from wandering off the trail. Jack said that's the

purpose. Frank said people are saying the trail is 30 feet wide. It really isn't. There's a lot of places it's closer to 20 feet. Jack said it probably narrows down to just where you have the two tracks when it goes over some of the bridges. Steve will work on getting prices. Jack said the Borough has tons of slag for free. If that can get it crushed and put down with the paver and chipper and get it rolled, maybe we can show you by the next meeting what it will look like. The crushcrete packed great, but it kicked up a lot of dust. They will see if the engineers have anything for us on the signs. Steve said we know how many crossings, how many barriers, and how many kiosks. Jack said if you want to make your own kiosks, you may want to wait until the Boy Scouts can do them for a project.

Donna said she was at the Ironton meeting, there was a Boy Scout there and they discussed the cost of the Eagle Scouts doing it and part of their program of making signs was they had to find sponsors to pay the cost, so there was not a lot of cost. They would come in with a list of materials they needed for the project. Then they decided at the meeting that they would cost it out and then find sponsors. Steve said ideally they should be funding the project themselves. It's very likely we could get four or five kiosks for free. Frank said did we make a firm decision what the base material is we are leading towards at the moment? Jack said they are looking at a variety of materials.

Frank said the horses will be walking on mulch on the sides of the trail? Jack said not necessarily. It could be wood chips or mulch. Donna said she did do research on that and the only problem with mulch is it rots and when it rots it gets slippery. It would be a continual maintenance kind of thing. A horse will walk on screenings without any problem. You can't have a horse walk on ballast because it will bruise their feet. Frank said we first thought it was going to be twenty feet wide, now its ten feet wide, can horses use the ten foot width? Can we get horses, bikers, and walkers on ten feet? Jack said the two issues we will have is, one - the horse droppings. If it was on a separate trail, that would take care of itself. The other issue that Ironton had was with the divots the horses hooves put in the surface material. Frank said are we looking at a mulch pad? Jack said one of the charts handed out showed a ten foot trail for pedestrians and bikers and then a five foot trail for horses. Here's one that shows ten feet for pedestrians and bikers and then shows a five foot wood chip trail for equestrian use. That's the one they were suggesting. He and Charlie looked into the availability of wood chips and that probably wouldn't be a problem, but we don't have any equipment to apply wood chips, but we could probably figure something out. That was just a suggestion. Donna said she thinks wood chips would be okay, but the other negative was that they would be ground up enough so they don't reseed themselves. If you are using chips that are produced by these companies that go and cut down trees, they end up with a lot of branches, but if it's chipped up fine enough, we wouldn't have any problem. Steve said he'd like to see dogs on the mulch bed also. Donna said you could have signs saying "dogs and horses to the right". Also, signs for "Leave No Trace". Jack said the leash laws will still apply for the dogs. Donna said usually the signage for horses is "Leave No Trace" with a picture. If there are droppings, you kick them off into the tree line area or pick them up.

Frank said could we give Public Works the green light to go and do what they can now. Jack said we have to run this by the Councils. Charlie said they can talk to Council and could be ready by February. Jack said we are speaking only for Hellertown and Lower Saucon. We're not talking about Upper Saucon and Coopersburg. He needs to have all of this go through the engineer and the planner and then it needs to go to Council for approval before Public Works puts anything down. Charlie said if we wait another month, we are not going to have all the checks and balances that are pointed out. Jack said we are talking about getting the information together to get a grant. Frank said the first step no matter what, is that Public Works is ready to start working. Jack said they can do it next week if it was needed. That's not the problem. The problem is getting it signed off by the Council. If everyone is in agreement with the thickness, etc., the material can be put down anytime. Back to what we said in the beginning, we can put the trail surface down literally in a week, but you can't put that down unless you have the safety barriers up first. That's going to be what we really need to work on and that's the biggest cost. Charlie said we are forced into doing something as there are going to be people walking on this path. Jack said if you put the surface down, you'd better have all the other things done also. That's going to take the time, effort and cost putting up the safety barriers.

Logo, Domain Name Registry – Steve said is the logo, domain name registry, for the internet? Jack said he registered www.sauconrailtrail.org and www.sauconrailtrail.com. Steve said he has a volunteer for the website. Jack said okay, it's already registered. We also need a logo for the trail, and he handed out a paper with some ideas on it. We could ask students in the Art Departments at Saucon Valley High School and Southern Lehigh to start working on suggestions for logos for the Rail Trail. He put together some of the significant features for each

municipality that they could incorporate into the designs. Steve said do you want a standard sign for the whole rail trail? Jack said he thinks there should be some sort of a logo that goes on everything, the same logo for all four of the municipalities. Donna said is there any prize for them? Jack said we can talk about that.

Minutes from December 28, 2009 – Jack said if the minutes are okay, he will post them on the Lower Saucon Township website.

Proposed Meeting Schedule – Jack said the next meeting is on February 22nd at 5:00 PM at Coopersburg Borough. The meeting after that is on March 22nd at 7:00 PM at Upper Saucon Township.

The meeting adjourned. The time was 7:00 PM.