

RAIL TRAIL ADVISORY COMMITTEE MEETING

Date: Thursday, November 19, 2009
Time: 5:03 PM
Location: Upper Saucon Township

Present: Steve Labrake, Donna Bristol, Rail Trail Advisory Committee representatives; Jack Cahalan, Lower Saucon Township Manager, Charlie Luthar, Hellertown Borough Manager; Gail Nolf from Hellertown; Bob Kassel, Upper Saucon Township Assistant Manager.

Frank Pazzaglia arrived at 5:15 PM.

In audience: Stephanie Brown, Jerry Holum, Robert Jurczak, Bob Palik

Jack said we received some information this afternoon. The update, which was discussed at the last meeting, was about a draft that was going down to the SEPTA authority with some minor changes and we anticipated it was going to be approved at their November meeting, which is actually today, November 19. Charlie said the Solicitors looked at it and really didn't see any problem with it. One had to do with arbitration and SEPTA did not want to go with arbitration, they wanted to go to the Court in Philadelphia, which was a minor change. Apparently, there were some other changes that had to be made and draft no. 10 became draft no. 11. That's been going back and forth between Joe Devaney from the SEPTA legal department and our solicitors, Dinklelacker, Treadwell and Mike Corriere. He's not sure if Chris Gittings, the Solicitor from Coopersburg, got the draft and the letter. Charlie called Jerry Maier at SEPTA. Charlie said Jerry Maier is the Real Estate Director for SEPTA. Jerry indicated they did reach pretty much of an agreement with Upper Saucon and Lutron. Regarding Coopersburg, he really did not have any information. He indicated that that part has not been resolved yet. He asked the layout of the communities because he was trying to get a sense of how much rail trail was in Coopersburg. Charlie tried to explain what was going from north to south and Jerry felt he was going to get that back to Devaney, the SEPTA attorney, who was working on the lease. He said the lease draft no. 11 would be on the SEPTA board meeting in December. December 10th is a pre-meeting of the Board and then December 17th is the actual Board meeting. Once it is approved by their board it will be sent back to us and it will go to each of the municipalities. Charlie said he doesn't know about Coopersburg and Upper Saucon, but the Lower Saucon Township and Hellertown Borough Councils have already approved the lease. Jack said Dawn Kresge called him this afternoon to tell him she wouldn't be at the meeting. She said her solicitor was ready to recommend that Coopersburg Borough Council approve draft no. 10. Charlie said maybe that's why the Coopersburg part is missing. Jack said there are no other issues with SEPTA besides getting the lease approved.

Charlie said there's a series of things that have to happen with the adoption of the Rail Trail Advisory Committee to actually have it formed. He's included a draft of an ordinance that that can be used to adopt the articles of agreement for the formation of the Rail Trail Committee. You didn't see that the last time. We talked about the by-laws and the intermunicipal agreement, but the ordinance is the actual instrument that enacts those two documents. He didn't run this by Mike Corriere, the Hellertown Boroughs Solicitor yet. It would have to be run by him as he was using examples of other agreements they have, and there could be some errors. He'll have to look at it and it could be the model, once it is corrected, for the other municipalities to use as well. The draft articles of agreement are pretty much as Jack had presented the last time. This is something Jack had drafted and there really haven't been any changes. Jack said it's basically a document with four (4) signatures on it.

Gail said did we have any feedback yet on the High Street Bridge? Charlie said we'll talk later on about Frank's letter. Gail said it was a good letter. Charlie said he did a fantastic job on it. The other thing is the draft by-laws. This version includes all of the changes that the Committee wanted from the October 26 meeting. All three of these documents need to be checked again by everybody to make sure you are all on board with it. They pretty much went through the articles of agreement and the by-laws last time, so it would be painful to go through them all again. The ordinance is new, but it is painful to read through that also. The last thing that is attached is a very good letter from Frank Pazzaglia who is one of the representatives from Hellertown. He is on our Planning Commission and also a Professor of Environmental Science at Lehigh University. He goes into an explanation as to why the High Street Bridge, as it's the bridge that connects Hellertown and Bethlehem at the northwest corner of

Hellertown should be replaced by a new two lane bridge. It's currently a one lane wooden bridge and is in poor condition. It carries a lot of traffic for people who are going from the interstate in Hellertown over to Stabler Arena. Norfolk Southern has indicated to the City of Bethlehem, where the bridge actually is, that they would like the bridge abandoned. To remove the bridge and fill the gap with slag stone, and have the City of Bethlehem, working in cooperation with Hellertown, replace it as a one lane bridge. The City has gotten its legal counsel into the act and is opposed to this. There is a PUC hearing scheduled for December 2, 2009 The City asked that DCNR be made a party to this and DCNR is saying that the bridge removal will cause collateral damage to the environment. The City brought DCNR in and that postponed the PUC decision. We were concerned about it blocking the future rail trail connection with Bethlehem. The Norfolk Southern line begins just outside of Hellertown and runs to the Greenway of South Bethlehem, which is another four miles of path that could be used and extended. Frank's letter was very well done. It talks about the need to replace the bridge with a two lane bridge to keep intact the cut that the railroad track went through. He describes the various fossil forms that are found in the outcrops that are something the students are learning about and again reiterates that it should not be filled in. On Monday night and last night, HB and LST Councils approved the letter being sent to the PUC and we'll actually put cover letters on these as well from both municipalities saying we're absolutely in agreement of not having it filled in. He would ask Frank to elaborate on his letter. Frank said there are a number of reasons why the cut should simply remain the cut, both for connectivity; for not forcing people to have to go off the trail, cross the road and get back on; for the unique sort of cultural and educational aspects. If it comes to pass and funds are available and there are other options that are economically possible, such as putting a new bridge up, they should be explored. Charlie said the City's position, as he understood from the Chief Engineer, is that lacking that guidance or grant money to replace the bridge, they would like direction on where the City can get the money to replace the bridge. Frank said at some level, filling in the gap also costs some money, but presumably it costs less. Charlie said it's going to have an impact especially with DCNR on board. They met at the bridge with Mike Alkhal who was there along with Matt Dorner, who is the City Engineer. He put their names on the bottom of the letter. Jack said we can add Boscola, Freeman and Beyer's names also. If the committee can review it, and they are okay with it, we will send it tomorrow. Jack said if we approve it, he got a request from Paul Bealer at the Valley Voice that he wants a copy of it as he wants to write an article on it. Jack said that's it for all the housekeeping.

Jack said the rest are just updates from each of the communities. Steve has some information he wants to report. Carolyn Lidie from Upper Saucon provided some information also. Jack said speaking for LST, he doesn't have anything else as they are focusing on the draft lease agreement and getting the enabling documents for the Advisory Committee together with Charlie.

Donna said the Lower Saucon Township Parks & Recreation Board didn't have a meeting this month, so there is nothing from them.

Charlie said there is nothing from Hellertown as the environmental issues have been taken care of. There were some underground oil tanks and a propane tank and they were removed by the contractor from SEPTA. We're really waiting to see these by-laws get adopted and then we can get working on a grant as soon as possible and go to Council and try to get this started. Gail asked if Coopersburg was on board? Charlie said they may just have a legal issue with the attorneys as Jack pointed out. When he talked to Jerry Maier, he said the three communities, short of Coopersburg, seem to be working towards finalization of the lease. Charlie said he understands the Lutron issue has been resolved? Bob said it was.

Steve said he had a conversation with Lorne Possinger from DCNR. He seems positive, but with the way things are going, he doesn't know if he's going to have a job soon. He seemed to be very interested in our project and that grant monies were available. There's an email with a date of December or January with a grant writing class in Luzerne County. It would be incredible if a couple of us could make that class. Jack said he thinks the meeting is actually a training session that DCNR gives periodically on how to prepare and submit a grant to DCNR. Jack said he and Charlie have been to previous classes like that and you meet with Lorne and discuss your planned project. Steve said it seemed that Lorne was pretty open and a couple of the grants he's doing are for a couple thousand dollars a pop. He's not sure if each municipality applies for a grant. He covers Northampton County, but doesn't know about Lehigh County. Jack said the municipalities have each done several DCNR grants. We could do separate grants for each municipality but we thought we'd get more clout if we put it in together with all four of the municipalities. Steve said you do not need a master plan for a DCNR grant. Frank said the group needs a master plan so we have a clear vision of what we want to do. If we don't need a formal, glossy master plan to apply for the

grant, in the interest of time and we know these funding programs are going to go away, that's not such a bad idea. Charlie said one thing he recalls Joe Hoffman saying when they were applying for a grant for Dimmick Park and they also wanted to make an application for a feasibility study for the pool, he cautioned that if two of them are going in at the same time, they are going to pick the lower cost option. If we go with four municipalities individually, he doesn't know if it would be a conflict. Frank said maybe we should ask a professional the precedent for four municipalities getting together for one grant in two counties. Charlie said individually he thinks we still have an opportunity as there is a grant program for environmental signage, so the Borough could apply for something like that. You get about \$5,000 and it would help put signage on the trail. Jack said the meeting that Frank was talking about is in February at Luzerne County and they put out a schedule of meetings in each region where they hold these training sessions. The most valuable thing is connecting with Lorne and if he understands the concept, when the grant is sent in, it's a lot easier. He's familiar with the project as it's in its early stages. Frank said he seemed very receptive to the whole thing. There's always matching grants, and we have to always come up with money. Steve said if you can come up with that much for in-kind services, he'd think in-kind service would be pretty big. He thinks the four municipalities are going to be laying out the stone.

Charlie said Joe Hoffman was going to join us tonight and that could be a parallel path to what you're both talking about. Jack said speaking of the grant; these documents will lead to the formalization of the committee. We all have to all adopt them and formalize this committee before we can move forward together. The other thing is what is the trail going to look like and how is the signage going to look and what kinds of crossings are we talking about, bridges, and those types of things. We kind of need to nail all that down. The third thing is if we don't have to have a formal trail plan, we should at least have to have a vision of what we would like the trail to look like. That could be done as we discuss the signage and the crossings, the bridges, and that type of thing. We should have all the governing bodies of each municipality on board. They are the ones that are going to approve the submission of the DCNR grant. That's what we have to keep in mind. Whatever we discuss has to go back to the Park & Recreation Boards and whoever else is involved and they have to sign on to that vision and the actions that we are going to take to put into the grant. It's important for all of us to go back and keep those folks informed as to what we're doing. These minutes get done and we distribute them. We do talk about the Rail Trail as one of the topics at our COG meetings. It's always a topic of discussion at our Parks & Recreation Board meetings. That's what we have to work on at the same time we get ready to work on the grant application. It sounds like as early as we can in 2010. Charlie said how do we work on just what you were saying, with the trail and signage? We still need a representative from Upper Saucon and Coopersburg. Jack said we have to talk about the issue of the surface. He's not sure if you are in favor of it being paved. Someone said no, we would like to use crushed stone. Jack said we have to agree on the width of the trail and the issue of horses and is it going to be a dual type of track to accommodate them. We have to discuss each of the bridges to determine what kind of safety features we need on those. Bob said Dennis, their Township Engineer, has done some work on the road crossings and he will check. Maybe he can have him here at the next meeting. Jack said you can then pass that on to the other municipal engineers. We still need a name for the trail. Lower Saucon Township, Hellertown Borough and this committee support Saucon Rail Trail. We need that signed on by Upper Saucon and Coopersburg so that they are comfortable with that name as that's what it will be called moving forward. That's what is going to be on the signs. We need to get that done. We need to talk about the cost of all of the items we are talking about and come up with a budget and figure out, as Steve said, what kind of in-kind services each of the municipalities can contribute from their PW departments and then figure out how much we have to ask the state for or send something out to other organizations and businesses asking for donations.

Charlie said he knows there were emails that went back and forth about the trail surfaces. Is that something that your group could kind of attack and the committee could kind of get an idea? Frank said at the close of their last meeting, he forwarded some information on the surfaces and it was No. 9 stone and where you can get that locally. Jack said he will see if he can have it arranged to have some No. 9 stone dumped in an area where it's accessible so everyone can take a look at it. Maybe they can do a couple of feet. No. 9 is screenings. It will be packed down. Donna said it's the by-product of the milling of leftover stone. She's not sure what it costs right now, but it used to run around about \$1.00 a ton, so for a tractor trailer load, you could get that for \$150.00 to \$200.00 which covers quite a bit of an area. Bob said they used that down on the paths at Upper Saucon's Community Park. They could meet down there. Jack said so it's already down on the trail. Let's just say to the members if you have time, take your bike down or walk on it and see what you think. Bob said the park is located on Preston Lane between here and DeSales University. It's behind the Copperhead Grille. Charlie said you would need to roll it as SEPTA was going to level it, but he doesn't believe it was really leveled. Then you would put this material down and you

compact it end so you end up with a really hard gravel path. Steve said once it's compacted, it's almost like walking on asphalt. It's wheelchair accessible, but doesn't know if it's legally wheelchair accessible. Jack said there wouldn't be any barriers as the trail would be accessible from the any of the parking areas or the parks. Steve said the tow path in Bethlehem uses it. If you check out any path, that's what they use.

Frank said do you have to get specific to the point of cartoon drawings that would say, generally speaking, this is what the Rail Trail is going to look like, a cross section of the path is going to be the ballast and the x number of feet of No. 9 screening. You have an x thickness that is the No. 9 screening then you should specify how it's going to taper on the sides, and then you would have another view that would say you are looking down on the trail and this is going to be the walking and biking and this is going to be the horse lane. Then along the trail, there are some differences. Some places where the trail is elevated and he's thinking about the strip through Hellertown was elevated through the Hellertown swamp and there might have to be some kind of special design there to accommodate that. There are some places that might have to be specially designed. Every crossing is going to be somewhat unique in signage. You could have a general idea that the signage should contain these elements, but then every crossing will be unique as it goes across major roads, sometimes not across a major road. He doesn't know if it requires us walking the entire path. He doesn't know how detailed we'd want to get, but we could do that. Charlie said he thinks you need to do that to some degree as you are going to standardize the path. You have an opportunity to extend it into some areas so you want to have a standard form no matter where you go. Jack said that's a good way to start off because there may be some amenities or safety related features. The safety features should all be uniform. The amenities could be different for each municipality like benches or whatever you want to put in there. Frank said sort of a plan and a cross section of that. There could be modifications of that depending on the specifics. Steve said he'll contact the Rails-to-Trails Conservancy. They may already have drawings available. Donna said she has the book and will check. Steve said it may already be out there and we can just access it. Donna said the book specifies how you should start out. One of the first things is to name it. Jack said it should be official as it's going to be a park in each of the municipalities. Jack said until the lease is all signed, we can't really make that decision. Donna said you can't come up with a name now? Jack said what he means is we aren't a formal Rail Trail Advisory Committee yet. The documents all have to be in place.

Roger said he saw awhile back where Boucher & James had a drawing and it had all the crossings identified. Jack said yes, we have that. Boucher & James took an aerial map and marked the trail on it. They went around to other trails and took pictures said this is what it looks like at the Perkiomen Trail, etc. There's a lot of that information out there such as photographs and information on the internet which we are going to go through and come up with a uniform signage and safety features for the trail. Its information that is getting pulled together, but it is something we all have to agree on here and take it back to the municipalities so they can sign off on it. Hopefully, it will all look similar in each municipality. Charlie said at least for the basics like the signage on the path and the kiosks we want to keep them relatively close. The benches and things like that can be different. Jack said we have an elevated bridge and another Saucon Creek bridge and one we share with the Borough and the railings on those are totally useless, so there's going to have to be a wooden barrier put up on them and on the elevated roadway bridges, the same thing. That might be different in each of the municipalities depending on how you are going to do it. The goal has to be safety for pedestrians and bicycles. Charlie said the walk through you were talking about before, we really have to identify all of those issues. Jack said the first thing is get the lease signed so we wouldn't be trespassing, and then get out on the trail. Charlie said let's figure on the first of the New Year, unless we get some monumental snow. If they do approve it in December, then after the holidays we can do it. Maybe some representative signage, what is the kind of standard size you would use? Steve said there is some basic signage. He was just up at Weissport over the weekend and they revamped a section of the canal and it's beautiful. They have a real nice split rail fence along the Lehigh River as a safety precaution. Charlie said is there one of those that could be used as an example here of the signage? There are probably a couple different thousand varieties. Steve said he didn't come across any bridges really to see what they are doing there. Charlie said what about signage? Steve said he can run up there and take some more pictures. Donna said you are thinking along the line of hiring the same company so the signs are all the same? Charlie said what he was thinking was you'd have a sign designed for the group and we agree that this one fits us all and we're all comfortable with it. We could spend six months just deciding on signs, but there probably is a trail somewhere that already has it. Donna said the Eagle Scouts make their signs, and specify what materials they use and what it says. Jack said some are road signage that says you have to dismount and walk your bike. Gail said it's something we all have to take a look at. Charlie said the Scouts definitely can do some things to help out. Donna said these things take time, so it's good if we can get started. Charlie said for the state highway crossings, you have to go by what PennDOT says, but there is signage

along the path, like historical sites, features that the Scouts could do. Donna said if we have a website, we should specify what those sites are and have some kind of listing – each area and what there is to see. Charlie said you could use those mile posts. Frank said as far as environmental features, we should have a consistent sign on the trail. Steve will look at some examples and take some pictures of the crossings.

Frank said you don't want to duplicate efforts, so what we're actually talking about right now is enunciating the vision, the core part of our master plan that should be used both to help us start moving forward on these action items, but also the things that are going to be needed in the grant proposal. We don't want to duplicate efforts. We have to have our name, Saucon Rail Trail. We need elevation and a plan. We need a basic rail trail design, including things like drainage, signage, walking, biking, and horseback riding. We need variations on the basic design to accommodate special reaches, bridges, and so on. We need elevation and a plan for what a basic road crossing looks like, and then we need the details of every crossing. We need kiosks and signage uniformity. We need to identify clearly access points and what those access points are going to look like. Steve said all access points have to be handicap accessible. Frank said we need to identify the maintenance reaches and that can split up actually on municipal boundaries, but it can also be split up finer. There could be groups within a municipality that say this is my reach, like adopt-a-highway, and who is going to maintain it. We need the maintenance plan and how it's going to be sustained. Identification of our environmental and historical sites, website, how the community is going to get integrated, for example the Boys Scouts helping out, and the time frame and schedule on when we can do these things.

Steve said the maps we were talking about earlier; everybody on the Advisory Committee needs to get together a general map. Charlie said we have the overall map which is the SEPTA line drawing. We also have lots of the SEPTA maps which are 24x36 that are detailed from 1920. Those we'd probably want to look at. Everyone got a set from SEPTA. Someone said would Google maps be helpful here? Roger said the engineers who did the plan, Boucher & James, there's a plan available on the Lower Saucon Township website. Jack said he will send everyone a copy of the plan. It's a pdf that is posted on our website. The other ones that Charlie was talking about are pretty hefty. Charlie said probably each one covers an eighth to a quarter of a mile, twenty or so sheets. It's important to the Borough as we have that culvert that's partially blocked at the Grist Mill and we have to use it to excavate and get down to see what's blocking. Jack said he gave a big blown up map to each of the municipalities. Frank said this is an excellent point. The more the community knows what we're up to and actually knows what is happening even though it's not formalized yet, then you'll generate community interest. Steve said we're at a standstill right now until the leases are signed. We can get community back up now, but until the lease is signed, we really can't have any kind of formal announcement. When it does happen, we need to do some major press releases and get people on this. Jack said that's going to be the next problem. When the lease is signed, the barriers are still going to be up and people are going to be pushing to get onto the trail.

Someone asked about the funding, what if we don't get the DCNR grant? Jack said for Lower Saucon Township, they have some money put aside for the trail development. Charlie said they have to purchase the stone in Hellertown and it would be their Public Works department who would be doing it. Jack said if we don't get the DCNR grant, with municipal money and Public Works help and equipment, we could get a trail surface put down on that line. That's only part of it because there are bridges and road crossings. You can't open it up though unless the bridges have railings on them. We did ask SEPTA to put up barriers along the bridges in Hellertown and Lower Saucon Township. It's a Jersey barrier. It's not perfect, but at least something is up there. If someone is walking across the Saucon Creek, there is something. Previously, there was nothing there. Now at least there is a barrier there. When we sign the lease, we have to put out an announcement that if someone walks on there, we've done the best we can do to protect them.

Frank said if it comes to pass that the lease is signed, and then there's no funding, we basically have to go to Plan B. That Plan B would have to be phased in over a number of years to get these things done. Jack said speaking for Lower Saucon Township, they'd be willing to put out money if we put in a grant and there's a hope we can be reimbursed for some of those costs down the road. We put in for a DCNR grant in April and there has not been an announcement as of yet. You're not going to have that money in your pocket right away, so there's going to have to be some upfront money. Frank said with Lower Saucon Township and some of the other municipalities, it sounds like there might be enough resources available, for instance, to get the screenings down and making a base. Then the fall comes and the grant doesn't materialize, now what? The Jersey barriers go up as Plan B. Jack said they are up already. Frank said so we have a base, but there's Jersey barriers breaking the continuity of the trail

because we don't have money for signs, money for all these other things we need. Steve said the crossings over the bridges are not really too big a concern. Frank said then there's no commitment on the table from the municipalities to say, the money didn't show up, but we're going to go and fix that bridge anyway. That's going to have to get phased in over some number of years. Jack said he thinks each municipality has to look at this individually. It is an eight mile multi-municipal trail, but we also want to consider it as a municipal park in each of the municipalities and we have to look at that as a municipal priority and we would treat it as such. He doesn't want to be in a position where we have an asset like this and we're just sitting back waiting for the State to give us money and we're telling the public it's not going to be opened until 2011. We are going to have to say, Plan B, what can we do, and within safety and other types of parameters.

Donna said you can ask for money from other sources. She belongs to the Appalachian Trail and part of that is the Allentown Hiking Club. They asked the community for money, and Nestor's for one, gave them \$5,000.00 as they wanted to build a new shelter along the trail and they wanted to build an outhouse for that shelter and a fire pit, and so forth. They were looking at anyone who could give anything. Money and materials just started coming in. The State has piles of millings that they need to get rid of, so there's another source of what we can possibly use for the trails. Millings aren't as good as screenings, but if you don't have the funds, there are other possibilities.

Someone said the Ironton Trail had to build a bridge and he thinks that was one of the obstacles of their trail not being complete. Donna said they had Eagle Scouts build the bridge and it's a really long trail. Jack said remember they told us that the Ironton Trail started back in 1999, and there are sections of the trail in North Whitehall that just opened up in the last year or two. The loop that's in Whitehall and Coplay was the original section. The other sections on the other side of MacArthur Road have been added on as the municipalities got grant money. Donna said a lot of their work is done by the people in the community. They'll put out a big thing saying we are going to have a trail cleaning day and this is the day it's going to be, and all these people show up with shovels and clippers and so on and work the trail. Donna said Ironton also sold benches. If people want to buy benches, they were like \$1,000 each. They sold trees, if someone wanted to plant a tree. Garden Clubs could buy trees and have nice flower beds at the beginning of the trail. Someone said what can we do now in preparation of lease being signed? Would it be wise for us to be thinking about the section of the trail that could be opened to give people a sense of the trail's eventual completion, but yet satisfying their needs to participate in what is now available? We can actually come up with a B plan that says if we don't get the money, then here's the B plan and we're going to open this section, and so forth and so on. Jack said he agrees.

Bob Palik, who owns a Segway dealership in Bethlehem, said he's been involved in the Greenway of Bethlehem. They held several brainstorming sessions and people came in and did what we're doing here. There's someone who would want to put in a tree, a club put in something like the Boys Club or the Girls Club. For example, the signage, there could be a sign by the trail telling them there's a restaurant here and he has clean restrooms and sells breakfast or lunch. You really do get good ideas at these meetings. Before you know it, people buy into it and our representatives here can write letters and help you get the money to make sure that it happens, not just the few people at this table. At the meetings he was at, there were probably 80 to 90 people there. It was unbelievable. We divided up into five different sections. Some people were interested in murals and arts, and some people were interested in victory gardens, etc., etc. You wouldn't believe the amount of information you can get. They had people from the engineering firm write things down on big sheets, we'll take this, we'll take that out. The next meeting they came back with a plan and a sketch, and everybody could see it was moving along. It works and the Mayor of Bethlehem and everybody that was involved came out as it is going to work for everybody. Jack said the City hired a planning firm to conduct those meetings and write the Greenway Plan. That's how you get a vision. You bring people in. They put together a great plan. It's in different sections. It's available on the City of Bethlehem website if you want to take a look at the Bethlehem Greenway plan. Bob said along your stretch, there could be people from the school that want to make a community garden or the elementary school wants to do something, just a way to get everyone involved. In order to get rid of the vandalism, you have to have people there, to make it good for everyone. There is a skate park facility that is going to be put in Bethlehem. The Sands is involved and Bethlehem is involved, and it's going to blossom and it is going to be a state-of-the-art facility. There's nothing going in the front of the Sands. Everyone came out and helped clean up the trail in Bethlehem as at the one part it was like everyone was dumping their garbage there. It's going to be a really nice Greenway. Donna said it's going to be a streetscape skate park. Bob said yes, with restrooms, benches, etc. Donna said people will skate on the benches and curbs. Bob said he hopes not, that's why they are putting the skate park in. The skate park is a world class facility and it's supposed to be indestructible.

Stephanie Brown asked is this going to be a 24 hour trail and is there going to be lighting on it? Jack said it's going to be a township park which is open from dawn to dusk. Charlie said that will apply to Hellertown as well. Jack said there will be barriers to keep vehicles off of the trail. If needed, emergency vehicles can get through the barriers. It will be patrolled by police. It will be a municipal park. Stephanie said you want to get the community involved, two representatives from each municipality is not enough. Jack said they started with two and they can expand. We have all you people here so people from the community are attending the meetings. There are a several people who are keeping in touch with us and it's going to grow. We are just starting out and trying to do some things ahead of time. If at some point the body here says they need more members, he's sure they'll be a lot of you in the audience who will step forward and join us. This is just the beginning. Stephanie said the meetings you are having are at 5 PM, and most people are at work. It would be nice if you'd have the meetings at 7 PM in the evening. There would be more people attending and participating. Jack said when they started out, we spoke to the four municipalities and they were trying to accommodate the representatives and that's why they came up with 5 PM. They don't want to exclude the public participation. Nothing is carved in stone. We just said we want to meet regularly, as that's what the by-laws say. There isn't any time in there. We want to meet in each of the four municipalities. That's up to this group as they go forward. Donna said with the traffic out there on the road, most people are on their way home from work and can stop at the meeting. She thinks 5 PM is a great time. Bob said they used to have Saturday morning or afternoon meetings for people who couldn't attend under normal circumstances. There's ways to do it. This is just a start and people are going to be excited about this. Donna said being married previously to a Borough Manager; she knows the Managers have 7 PM meetings every night of the week. They have to go home, eat supper, and run out to another meeting. Jack said the managers are flexible, it's up to the group as to what they want to do and we have to accommodate the public. Gail said this is only the third meeting and we had to start somewhere. The more participation we get the better. We are waiting for the lease to be approved and when that's done, we can take off. Bob said go to the churches, the boy scouts, girl scouts, the gun clubs, etc. Gail said one of her biggest concerns is getting people involved. Stephanie said she just talked to people and they'd like to be at the meeting, but people work till 5 PM and work out of the area and commute. It's not 20 minutes to get home, it's an hour. Charlie said there may be a way to get around that. There are ways if we could get to that point where you could actually put these meetings minutes out to the public, he thinks that would help. Eventually you could have meetings on Saturday mornings.

Charlie said he'd like to close on this issue. Some of you are going to bring back some examples on signage. Frank said he can give a shot at what the cartoon would look like. He can do a simple computer design that people could modify accordingly. Donna said could we email them to the group and the group could see different types of signs so when we come back to the meeting, we are prepared and say we like this or this is a good idea. Jack said we could put together booklets. Gail asked if we can put the minutes of the meeting on the website? Jack said he can, but without this committee being formalized, he had held off on doing that. Gail said they are just notes. Jack said sure, he could put them on the website.

Charlie said you are looking at the surface, the signage, what else are we missing in the process? Jack said we need to come up with something for the bridges. There are some things available on the internet, a basic wooden barrier. Frank said do we have to be legal and have spindles, and four inches apart. Jack said we need to run it by our engineers at the municipalities. We can start on that and probably ask our engineers to come up with some recommendations. That's probably the biggest concerns, the bridges and elevated areas; and then the road crossings would be something we have to look at. Other than that, those are the basics. The rest of the trail looks pretty good. It's either got a cut on either side and then the private property, and it will be delineated with stone, but there are no storm water issues. Charlie said they are going to have to do the culvert. The width was just mentioned, and when you did the estimates with Lower Saucon, you had numbers of \$15,000, \$30,000, or \$45,000 depending on whether it was 10, 20 or 30 feet which was what Roger had told you. Jack said he asked for 10 foot wide. Frank said 10 feet will be difficult to accommodate for biking and horseback riding. Donna said we did have discussion for people biking, walking and some kind of signs that says horses and dogs to the right, so they are more off to the side.

Frank said the price you were quoting has to do with how wide you are going to put the screenings down. Jack said that was just an estimate. He didn't have any direction, so he just said 10 feet. Donna said we have a 30 foot wide area, so if we have an area that is designated for people to walk, and bicycle and then there's a space in between and maybe a four foot wide for just people who have horses, dogs and so on. You'd have to have screenings, you

can't have ballast. Charlie said that's what he's trying to get at, how wide is it going to be. Frank said his comment was - is 10 feet wide enough to do what you are saying? He would say no, 10 feet is going to be wide enough for biking and walking, but you are going to have to think about paving something wider for the horses too. Donna said the canal trail isn't 10 feet wide. Frank said it's wider than 10 feet. Jack said the dirt trails ones are less than 10 feet. Steve said we're not talking about thousands of people going down at the same time where you are going to have this big issue. Getting an emergency vehicle down there is the most important thing. Jack said emergency vehicles can go down there, that's not going to be a problem. Frank said if we go 10 feet, are horses, bikes, people, etc., all using that 10 feet or are they actually segregated? This lane is for only this, this lane is for only this. Donna said she was thinking of how wide it was and you are accommodating two different types of things. The complaints have been dogs or horses walking on the same trail, but Allentown has the Lehigh Parkway and they accommodate everything. Maybe we should ask them. They have a pretty wide path. They have dogs, horses, bicycles and everybody on it. Steve said initially we should probably go for 10 feet wide and have all animals stay to the right side. There's still plenty of room to go around. Eventually if we want to have a wider trail, we can do that. Donna said if you want to have the same trail, you'll have to have a sign for the dogs and horses to pick up their droppings. Someone said make it 10 feet wide initially and then you can always make it wider. Charlie said you have to plan it and have plans for it. Bob said some areas could be wider, some areas could be shorter. Jack said the trail is 30 feet wide right now.

Donna said she went to an all day conference that was put on by the Appalachian Mountain Club and it was on developing trails and a lot of things they were just talking about were the foundation of the trail, what materials could be used. They got into heavier things than we have to worry about as in how to keep people on the trail. We may have some of those concerns how to keep people off of other people's property as we go along. There was a lot of good information about things to put on the sides to keep people focused on the trails and how to make the trail beautiful. We have a beautiful trail to begin with. They had someone there who gave a talk about the Highland Trail; they are trying to connect all these different trails like the rail trails, all of the trails that go along canals, and that sort of thing. Jack said it's the Highland Trails Network. Donna said they actually have people who are working on this plan to connect all of the different trails. We will be a part of that eventually. We will connect to Bethlehem. We may connect on to some of the canal trails. This is going to be a big deal and already is a big deal. Jack said the Highlands Trail Network meets on a monthly basis at Nockamixon State Park. What they are proposing was a trail network that would go cross country and cut across Lower Saucon Township which would take literally years to acquire easements to do that. The Township representatives who attended the trail network meetings alerted them about our rail trail that will eventually go to Bethlehem, and then you can to Easton or Allentown. Donna said these trails are becoming a really big thing. They are projecting a trail from Maine to the tip of Florida along the eastern coast. That will connect the trails like the one that goes to Philadelphia along the Delaware River. Jack said was Jennifer Heisey the Appalachian Mountain Club representative? Donna said she'll have to look in her notes, but the lady said she will talk to our group if we want her to.

Jack said the only thing, housekeeping wise, is the next meeting in December and he went ahead and did a draft meeting schedule for 2010 which you can take with you and look it over. He kept to a Monday schedule. It's the fourth Monday and it's at the 5 PM time. This is for your consideration. It rotates among the four municipalities. He doesn't know if this is going to work date wise, but it's something to look at and we can talk about it at the next meeting. Gail said can we look at maybe changing the time. Jack said if the group wants to do that, that's fine. Jack said the fourth Monday is December 28 at Lower Saucon Township at what time? Frank said he appreciates all the arguments that were put out about the time on the table, but this is a major imposition on his time as he does work and he has to do a lot of rearranging on his schedule. He said 7 PM is maybe good for the public. Jack said its okay with him. Charlie said its okay with Hellertown. Jack said let's shoot for 7 PM. Frank said the two action items for the December meeting; he has to show up with cartoons and signage. The one advantage in December is the lease may be signed on the 17th. The committee decided the next meeting will be held on Monday, December 28 at 7 PM at Lower Saucon Township. Jack would like everybody's email so they can all keep each other up-to-date on what everyone is working on.

The meeting adjourned. The time was 6:40 PM.