

**Patuxent Branch Trail – Surface Upgrade
Public Meeting – Questions and Comments
Wednesday, January 19, 2022**

Note: Information has been edited for clarity, spelling, and privacy.

1. Where is this retention pond picture?
2. Isn't that an expansion of the scope?
3. Why is the river shaded blue?
4. How many wayfinding signs? There are four intersections for people to go wrong.
5. Please cover how this is Zero negative impact.
6. A two-lane road is an average of \$4.2/million. Way is a trail \$0.9/million. Doesn't make sense.
7. How long will the trail be closed to pave it?
8. Storm water on Guilford road.
9. There may be rare plant species along the trail, historic artifacts along the trail, as well as significant geological features. Will you have a botanist, archaeologist and geologist involved?
10. Why is that part of the river outlined?
11. There is a Pre-Civil War cemetery along Rt 32--will this be marked with new signage?
12. Can we also provide written comments?
13. How long do you anticipate the trail being closed once construction begins?
14. Do you have a rendering of what the paved trail will look like? Will it have a white line painted down the middle of it?
15. Is there data on current users?
16. Have permeable pavers been considered?
17. Is it expected to bring new users? What is their origin and destination?
18. What is the calculated load capability?
19. Where will the haul road be?
20. Will the sidewalk along Vollmerhausen go along the right side with a crosswalk at Savage Park...instead of walking along the left side?
21. Where will the supplemental access be? from Vollmerhausen? or crossing the river?
22. The original road surface was a railroad so it was a haul road. Why the additional haul road? Why pave and create more impervious surfaces?
23. I like the project! Glad to see this section enhanced!
24. The board walk is in wetland. How will the haul road accommodate this?

25. Widening this trail to almost 14' doesn't seem to be a lower impact approach. It seems akin to paving a superhighway through a more natural stretch of forest trail and along the river. Is there no way to reduce the paving width to reflect the unique environment of this area? Even other areas of more 'Columbia proper' don't have 10+' wide paved paths!
26. Can the trail be utilized during construction or will it be shut down?
27. Can't you improve drainage without paving the trail?
28. How long will the trail be closed to pave it?
29. Some bicyclists have little regard for walker safety so is there any consideration for separate sides of the path for bicyclists and walkers.
30. During construction, you may find artifacts. There are granite and gabbro "samples" along the way, including many pieces of granite with drill marks. Will you please save and relocate them? We would like to see any reports done indicating this is simply a disturbed area with no significant plant or historic findings. We already have reports of a rare plant along the trail. Please don't discount the findings of the local community. Thank you.
31. Do you have a rendering of what the paved trail will look like? Will it have a white line painted down the middle of it?
32. We love the natural trail. However, I understand the rationale for paving it. By chance are there plans to pave or change Wincopin trail or savage natural trails?
33. Are there data on current users? Is the project expected to bring new users, what is their destination and origin?
34. where will the water be diverted to, how will the water cross the trail?
35. I agree with placement of drilled granite. Thanks.
36. Looking forward to not cycling through mud...thank you for your work
37. is there any impact, diversion, or retention of the river during construction?
38. NO MARKING!
39. Paving this trail will make it a much faster path, as road bikers will use it as a cross over from Vollmerhausen to Guilford. Painting the lines is necessary for safety.
40. DO NOT CHANGE THE NATURAL TRAIL
41. Where is an example of a current fiberglass bridge in the county?
42. What if grant funding isn't obtained? What will happen to this project?
43. Is pervious pavement considered?
44. How far up Vollmerhausen Road will the revised trail head enter the road?

45. Thank you for taking the time to have this meeting, presenting the plans to date, and taking questions and providing answers. I am also glad that you are having additional public opportunities for folks to learn more and offer suggestions.
46. Not a question, but DO NOT paint a line down the trail. The unpaved part of the trail is the prettiest part of the PBT, and paving it with black asphalt will be bad enough. If I had my druthers, it wouldn't be paved at all
47. Glad you are showing a bike lane along Vollmerhausen! Other traffic calming efforts are like a suicide squeeze for bicyclists.
48. What does the EIS say?
49. Are you aware of existing water or sewer lines beneath surface? I believe 10 years ago the path was disrupted for new water lines.
50. How is the steep part near the retention pond going to be?
51. Widening this trail to almost 14' doesn't seem to be a lower impact approach, it seems akin to paving a superhighway through a more natural stretch of forest trail and along the river. Is there no way to reduce the paving width to reflect the unique environment of this area? Even other areas of more 'Columbia proper' don't have 10+' wide paved paths!
52. Will additional parking be planned?
53. What time is the race on Feb 6th when you will be there?
54. Please keep the bridge open as much as possible. It is a vital connection to the trail system. I vote the asphalt for the trail. It is a muddy mess impact the rest of the area.
55. This applies to a bit more than just this trail, but does the county have a plan for e-bikes and controlling the speed on the paved trails?
56. How will the public have access to the designs for our review?
57. Unfortunate that this huge expense could not be used to create new trails, like a paved one on the other side of the river and leave this part natural. Well used as is.
58. What kinds of historic markers will be put up and where?
59. Understand the design in conceptual now, progress & final drawing review.
60. The grade up Vollmerhausen is about 12%.
61. Recreational uses are economic drivers too. I just ran down the PBT (Patuxent Branch Trail) with friends to get croissants at Savage Mill on Sunday.
62. Does the race organizer know you will be at the race on Feb 6?
63. Can you give an example of any locations on other trails/elsewhere on the trail with similar fiberglass bridges (just curious about aesthetics)?
64. Will adding the median island on Vollmerhausen narrow or eliminate the bike lanes?

65. Where is an example of a current fiberglass bridge in the county?
66. how will trail access be maintained during construction?
67. Do you have any information you can share on length of construction or any thoughts on what that disruption will look like? (will this entire section be closed for the full length of construction?)
68. What is the planned or expected loss of trees/foilage by expanding the trail to 14+ feet (or more including the swells)? Is there a replacement plan for any losses?
69. I like the plan for the Vollmerhausen crossing and think the interpretive signs for our history are an exciting way to bring public interest and awareness to this part of the County.
70. What did the survey team find? Also what is the plan to clean up all the markers that the survey team left behind tied to trees/bushes?
71. What if grant funding isn't obtained? What will happen to this project?
72. While I appreciate the awareness of being inclusive, but not all trails can be ADA compliant. At that rate wouldn't we need to pave al county-wide trails?
73. About how long will the construction take once it has started?
74. Can the updates to the Vollmerhausen crossing be an independent project? As you mentioned it's a dangerous crossing and it seems like a roads issue, not necessarily a recreation issue.
75. Can you tell us how many miles of paved trails the county maintains and how many miles of non-paved trails?
76. Can you give any more detail on the detour route? Will there be any effort to keep the connection to Summer Park/Sandlight Court open at the Truss Bridge end to make a shorter detour?
77. Have permeable pavers been considered? Howard County has many miles of paved trails.
78. Widening this trail to almost 14' doesn't seem to be a lower impact approach or build resilience in a floodplain. It seems akin to paving a superhighway through a natural stretch of forest trail and along the river. Is there no way to reduce the paving width to reflect the unique environment of this area? Even other areas of more 'Columbia proper' don't have 10+' wide paved paths! People come to this area for the natural characteristics, not asphalt in the forest.