

## TESTIMONY IN SUPPORT OF NORTHEAST EXTENSION OF FOLLY BRANCH TRAIL

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### 1. Proposed Segments: (See attached maps).

The first segment would connect the northern end of the existing Folly Branch trail to Glenn Dale, with a trail entrance on Wood Pointe Rd., just north of Harbour. The most cost-effective route would probably to run the trail north almost to the Amtrak line cross Folly Branch, and then come south. A second segment continues the trail south to Lincoln-Vista Community Park. Most of the trail on the east side of Folly Branch could be built along an abandoned gravel road.

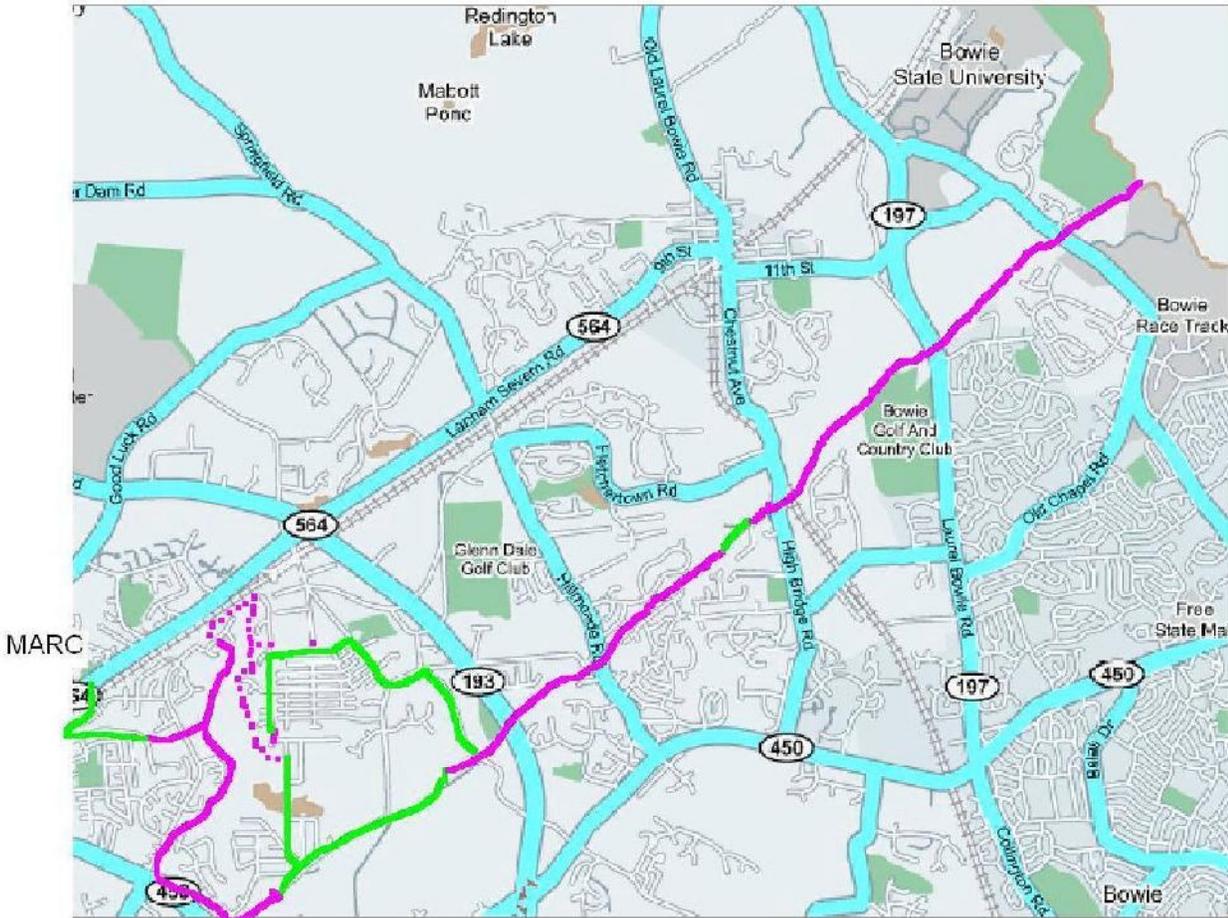
### 2. Benefits of Trail: This is a cost-effective trail extension because:

- a. Existing Two mile trail on east side under-used because it does not go anywhere; it merely parallels Forbes Avenue. Adding the northeast segments provides a loop around the swamp. More people will use a loop than a dead-end trail.
- b. The loop would also enhance the WB&A trail. Currently, the WB&A terminates at MD-450 at a location that is not really a destination. Adding these segments creates a couple of “terminal loop” options for WB&A users.
- c. The trail provides short-cut connections between neighborhoods on east and west sides of Folly Branch which are otherwise 4 miles away by car.
- d. The trail provides a safer and more direct bike route to the Seabrook MARC station and shopping centers to Glenn Dale.

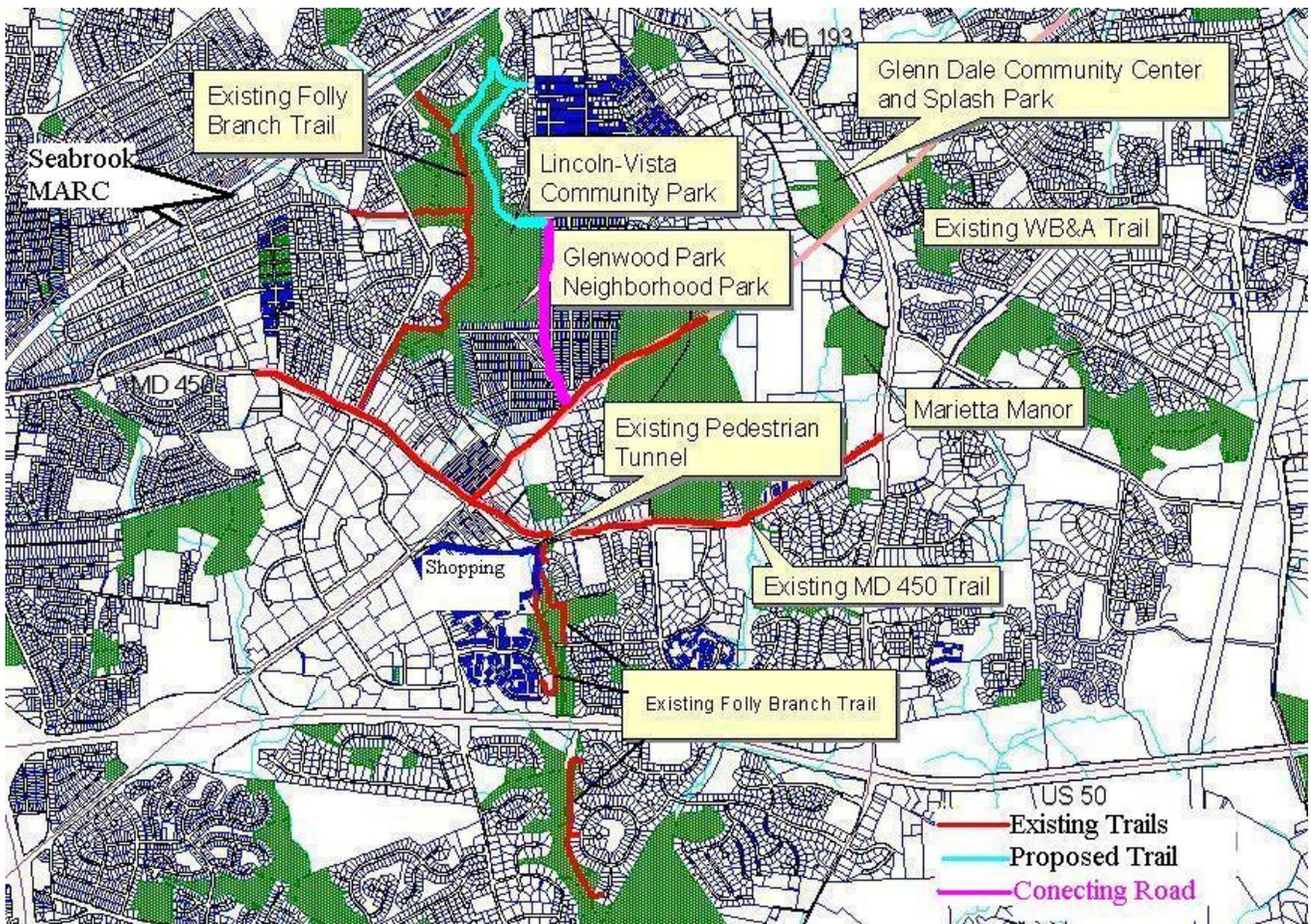
### 3. Support for Trail

- a. This trail extension is on the 2004 list of park trail priorities developed by MNCPPC staff and the Bicycle Trail Advisory Group.
- b. Trail supported by Glenn Dale Citizens Association (see attached letter)
- c. Lincoln-Vista Civic Association endorsed this trail as part of their request for a community center, at the first public budget hearing held in September 2005.
- d. I spoke with the owners of the three properties along which the trail would be routed, near Wood Point Road. The two owners that would have a trail behind their homes told me that they were neutral about the trail. The owner of home north of the proposed trail entrance, told me he is against the trail. He also said that he rides a bike, generally using the WB&A trail.

Adding about one mile of trail on the east side of Folly Branch would give the WB&A Trail a very scenic loop at the end.



- Existing Trail
- ⋯ Proposed Trail
- Connecting Roads with speed limit 25-30 mph



From PG Parks planning documents