

Eight Comments on a Document Submitted to the Public Design Commission (2016):

1) There are no references for data presented in tables; 2) there's no acknowledgement that the Putnam Trail has not been maintained for 40 years, 3) there's a claim that natural trails are maintained on an as-needed basis when asphalt trails are maintained on an as-needed basis as well; 4) it claims that natural trails require crowns or cross-slopes which is not true: natural trails use grade reversals, culverting, french drains, etc to create flat well-drained surfaces, 5) The author of the paper was apparently unaware that a uniform cross-slope is part of the asphalt design in the 2012 Putnam Trail DAD, and as far as we know it still applies, 6) On pg 6, the paper says there's "lack of rigorous maintenance standards" for non-paved trails. Not true: construction and maintenance standards for natural trails are held to the same safety standards. Some [published documents](#) that can be found on academic and federal sites are in the link, 7) On pg 3, it states that mineral dust acts as a fertilizer and suggests minerals in gravel are a major cause of trail disintegration -- not accurate for well-made trails, 8) the paper talks about waiting since 1939 for a N-S connection and that therefore paving is overdue and deserved. In 1939, there were more natural areas and healthy ecosystems, and many N-S connections had yet to be built including highways and other development. Pragmatically, the Putnam Trail is wedged between the Saw Mill River Parkway on the west and the Deegan on the east making E-W access inconvenient. This lack severely hampers the trail's ability to serve as a true commuter corridor. We think putting a rare nature area at risk this way is not a wise decision.