



Memorandum:

To: Cate McDonald, Clerk, Town of Brookeville
From: Jim Klein, Cara Smith, L/KLA
Cc:
Date: July 13, 2021
Subject: Brookeville CMP Update - 06/22/21 Public Meeting #2 Notes

1. **Meeting details** - Brookeville Academy; June 22, 2021, from 7-8:30 PM
2. **Discussion on Concepts** (prompted by draft concept plan and sections provided in [PowerPoint](#) and on display boards)
 - a. Georgia Ave. -
 - I. For state highways, statewide policy requires pavement width to accommodate bicycles (5' additional as shown on MDOT SHA plans for sidewalk on west (southbound) side of Georgia connecting from the roundabout to the existing sidewalk (see slide 13). If this continues as a state highway, Jim suggested that they seek a waiver from the bicycle policy noting the historic district, anticipated low traffic volumes and traffic calming, and use the space for sidewalks instead.
 - II. Jim encouraged the Town to leverage the standards in the Montgomery County Complete Streets (Draft February 2021) and call to attention the need for a rural village cross section and standards.
 - III. Consider the location and material of the sidewalk at the new residential lots (south of the cemetery). Does it go where the developer proposes? Is it asphalt or brick or concrete?
 - IV. What is the "sidewalk buffer?" (splitter island section on Georgia Ave.) Jim noted that this section is at the crosswalk, but the buffer dimension and treatment will vary based on location (grass and street trees further away from town).
 - V. How to treat the vegetated buffers and swales? Are they turf grass or planted with herbaceous plants and perennial groundcovers? Some consider herbaceous plants and perennial groundcovers to be less maintenance after establishment; others consider turf grass to be low maintenance.
 - VI. On-street parking is needed—where will it go and how many spaces will it yield? Show this on the concept plan.
 - VII. For the swales and permeable parking, where are the outfalls? Jim explained that this issue will need to be addressed during later engineering phases. In concept, during heavy storms, stormwater that does not get absorbed into the substrate/soils or used by vegetation would be stored under the parking spaces or sidewalks in a chamber and any overflow conveyed to an

- emergency outfall but under most conditions the water would infiltrate into the subsoil or be stored and released more slowly.
- VIII. Between the houses at the end of High Street, stormwater flooding is a problem—will this plan address the remediation? No, this plan will not get into that level of detail, but this issue will be noted in the plan and would need to be addressed as part of a future design and engineering phase.
- b. East Market St. -
- I. Brookeville was “on the map” because of the two mills at either end of Market St. Could this be an interpretive feature and/or gateway feature?
 - II. Could the plan include a mulch path and small parking area to the Town’s property near the WSSC facility? It was noted that the Town has a good relationship with the County, so the hope is that there will be some flexibility in locating some improvements such as the parking, mulch path, and perhaps some sort of gateway feature.
 - III. It would be nice to see “more green” between the North/South St. intersection and the transition toward the historic Bentley House. Perhaps narrow this segment and add “more green?”
 - IV. An E. Market St. resident observed and counted relatively higher traffic volumes a recent Saturday afternoon. Traffic from the east was enormous, while there was less traffic coming from the west. Could the Town install a sign that says, “local traffic only?” Some research is needed to determine if the Town can post such a sign.
 - V. Is the sidewalk brick or concrete on E. Market St. (on the eastbound side)? A few factors to consider include water collection at this location, steep slopes, icing in winter, and snow plowing.
 - VI. The asphalt curbing gets destroyed when plowed in the winter.
 - VII. The existing speed humps are noisy and do not slow traffic. They cause curbing to crack. *There was general consensus to remove the speed humps and replace stop controlled intersections and crosswalks.*
 - VIII. There is a need to maximize parking but reduce the amount of roadway at the same time. This is the challenge.
- c. West Market St.
- I. At the western gateway, the County may be considering the purchase of adjacent property that would allow for the path to connect parkland as part of a looped trail system.
- d. Intersection
- I. What are the large green circles? *These could be shade trees if the overhead utilities are buried, but otherwise will need to be trees that can be planted under overhead utilities (20’ max.)*
 - II. The intersection materials could be phased and could be addressed quickly with basic materials at the start.
 - III. Preference is to use bricks, not imprinted asphalt.
- e. General Q&A

- I. Market Street is happening - how realistic is it to get rid of those wires? If the Town is ripping up asphalt, seems like now is the time to address this. The poles belong to Pepco, and it will be costly to pay for the lines to be buried. Buried wires require less maintenance.
- II. How do you treat the transitions from tar and chip at the intersections on E. Market Street? Instead of a concrete apron, *Jim recommended installing brick crosswalks with concrete bands (needed to hold in the brick) as the transition.*
- III. Question asked about maintenance of brick sidewalks - how to keep weeds down. Jim noted that the subsurface of the sidewalk should be either heavily compacted gravel or asphalt with a sand setting bed to make sure sidewalks are stable. Maintenance would likely be town responsibility and this issue will be addressed in general terms in the plan
- IV. When do we decide who owns the road? Don't we need to know the costs so that we can determine what can be done?
- V. Consider requesting a speed study and traffic count after the bypass is built.
- VI. Tap into the County's Vision Zero programming.
- VII. Consider the resources of the HPC; they can make recommendations to the planning board and then recommendations will go to County Council.
- VIII. Brighton Dam is a rustic road. The Rustic Roads Commission recommended the expansion from Brighton Dam Road. Maybe request a cross section in Montgomery County's complete streets plan.

3. Next steps -

- a. June 30th - requested deadline for community feedback on concepts
- b. July - Draft plan and implementation priorities (with enough advance time for August 3, Planning Commission meeting)
- c. August 3 - Planning Commission review of draft plan
- d. September - revisions to draft plan and review by Commissioners