

Name: Lower Brown Street Neighbors Group

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Inquiry type: Google Form

Email: wharris.cragsmoor@gmail.com

Category: EC1, EC2, EC 3, EC4, EC9, EC10, EC11, EC12

Comments:

- **EC1:** We have compiled video footage and images illustrating daily vehicular traffic on Lower Brown Street, posing obvious hazards for pedestrian and cyclists. We have not observed similar dangers on the other proposed routes. Our video can be viewed on YouTube via this link:
 - <https://www.youtube.com/watch?v=W5A5wHGDM94>
- **EC2:** In addition to serious safety hazards on Lower Brown Street, the homes bordering EMOC already have an active public use behind their properties. Those residents would prefer to keep all active public use limited to behind their homes rather than adding additional public use in the street fronting their homes.
- **EC3:** Although the schematic plans that we have already seen depict the bike path hugging the salt barn with a steep slope to Brown Street, accessibility requirements will demand a much gentler slope. To achieve this, the 18-ft-wide bike path corridor will destroy the forested buffer zone located at the base of Lower Brown Street. The salt barn route would avoid this destruction.

For corridor width see:

https://montgomeryplanningboard.org/wp-content/uploads/2021/04/Washington-Grove-ConnectorCrabbs-Branch-Extension-Briefing-jks_Final_4-22-21.pdf
page 2: [county typical standards to be used for Alternative Three, Brown Street]: "a trail width of ten feet with 2-foot wide unpaved, graded shoulders, and with no obstructions within two feet of the trail edge..." This means 18-ft completely cleared to create a corridor for the bike path.

- **EC4:** Residents are concerned that if accidents occur, there could be great public pressure from outside the Grove to change our existing streetscape. Examples include adding concrete barriers, widening the street and removing trees. Even if the town has insurance in the case of a lawsuit, proceedings can still involve time and expense on the part of town employees and residents. For example, when a tree limb fell on a person within the town's borders a decade ago, residents were compelled to devote hours of their time to dealing with the insurance company and various legal proceedings. We recommend that the task force consults with a lawyer about this question.
- **EC9:** We hope the Task Force consults with a qualified planner to determine from the town's perspective, project use in ten and twenty years, including volume and type of vehicles which will be using the bike path.

- **EC10:** Some of the alternatives being considered (e.g. such as Picea Court or the salt barn route) allow for a link directly to the town as well as allowing a future connection directly to the county or Gaithersburg. This provides protection for town residents because if use becomes a problem, the burden can be shifted to the county or Gaithersburg to provide appropriate passage on their property.
- **EC11:** We realize that people are anxious to pick a route because one route might be available six months sooner than another route, but we think that it's more important to pick a route that will best serve the town for a very long time.
- **EC12:** Please note that we have not addressed Alternative 2, running behind the odd number homes on Lower Brown Street. This is because it's a bad idea and MCDOT is no longer supporting it.