

I want to thank everyone who moved their automobiles during the last two snow events. This allows SHA snow plows to keep the storm water inlets clear as well as parking spaces for residents and shop owners.

We are working towards entering a Memorandum of Understanding (MOU) with SHA for Streetscape. SHA is currently conducting preliminary field investigations (PI). The information obtained from PI is needed to derive a final plan for construction. You may have noticed a lot of SHA activity in Town. This is the reason.

In some respects streetscape has already started. You may have noticed a lot of earth moving at the bottom of Main St. on the hill side next to the produce stand. This is the storm water management work for Brinkley Manor. SHA coordinated storm water management with the developer as part of the drainage solution entailed in streetscape. Storm water that once washed down through town properties under Main St. and through the open field that flowed homes, will now be diverted behind these home parallel to Main St. You are seeing the developer portion being constructed.

Last month I disclosed in our newsletter the financial impact of the three developments (Royal Oaks, Brinkley Manor and the Orchard). The net benefit provides us the means to support the cost of Main St. as well as a community deputy to better enforce speeding and other traffic related issues. But, there are three additional benefits to these developments. First, as I pointed out above, Brinkley Manor aids in the drainage solution for streetscape. Secondly, P&Z is working with Royal Oaks to open Royal Oaks Dr. to the development. This will have the huge benefit of allowing the PUD traffic out through the back of town rather than coming through Main St. at the Post Office. This is a bad intersection. Furthermore, this connection provides us the opportunity to gain greater access for our 100 acre wood open space parkland. P&Z, likewise, is investigating the ways and means for creating a functional park. This may include hiking and bike trails and perhaps some ball fields. Lastly, the Orchard provides to important features. First, it allows for loop completion of the Town's water lines in order to provide adequate pressure for fire suppression. Secondly, it provides to connection point for our bypass.

I want to point out to you that the County conducted a road study in 2000. It was titled the Ijamsville Rd. Corridor Study. That study proposed three road alternatives (map enclosed). The first alternative proposes a road extending easterly from Boyers Mill Rd. to Rt. 75. This is the Casey-Blentlinger bypass. This alternative limits traffic from 15,600 vehicles per day (vpd) to 12,800 vpd by 2020. This is an 18% decrease in anticipated traffic by 2020. The second alternative is a road extending westerly connecting Boyers Mill Rd to Rt. 144 in the vicinity of Meadow Rd. The proposal, according to the study, does not take any traffic off of Main St. We will have 15,600 vpd by 2020 under this alternative. The third alternative proposes both roads. This alternative has the same mitigating affect has the first alternate.

I tell you all this for the following reason. The County has funded in its CIP three phases of Ijamsville Rd. improvements. Phase III is the connection of Boyers Mill Rd. to Meadow Rd. (Alternative II of Study). The County has also funded road widening on Rt. 144 to New Market. Lastly, the County has funded Boyers Mill Rd. improvement that entail realigning and widening. **There is no funding for the Casey-Blentlinger bypass**

January 2005

**(Alternate I). Thus, the county is telling us, by where they have decided to spend their money they are going to send 15,600 vpd down Main St. by 2020.**

Given the County has not given us any priority in terms of funding to improve our traffic, drainage or other problems, we have very little alternative than to lean on the developer. We believe by identifying intelligent growth, we can limit growth only to those areas that help solve problems created by poor past planning decisions. In fact, we have identified a scenario that would limit the rate of growth over the next 15 years by 121 units per year under the current rate of 521 units per year. That is 1815 units over the period. Yet, this scenario would still provide for the Casey-Blentlinger bypass.

The Town will be discussing these issues as we prepare to approve our Master Plan. Patty, will be emailing and publishing the dates of open houses and public hearings. I encourage your involvement.

Thanks,  
Winslow

301.865.1868

[burhanscab@earthlink.net](mailto:burhanscab@earthlink.net)