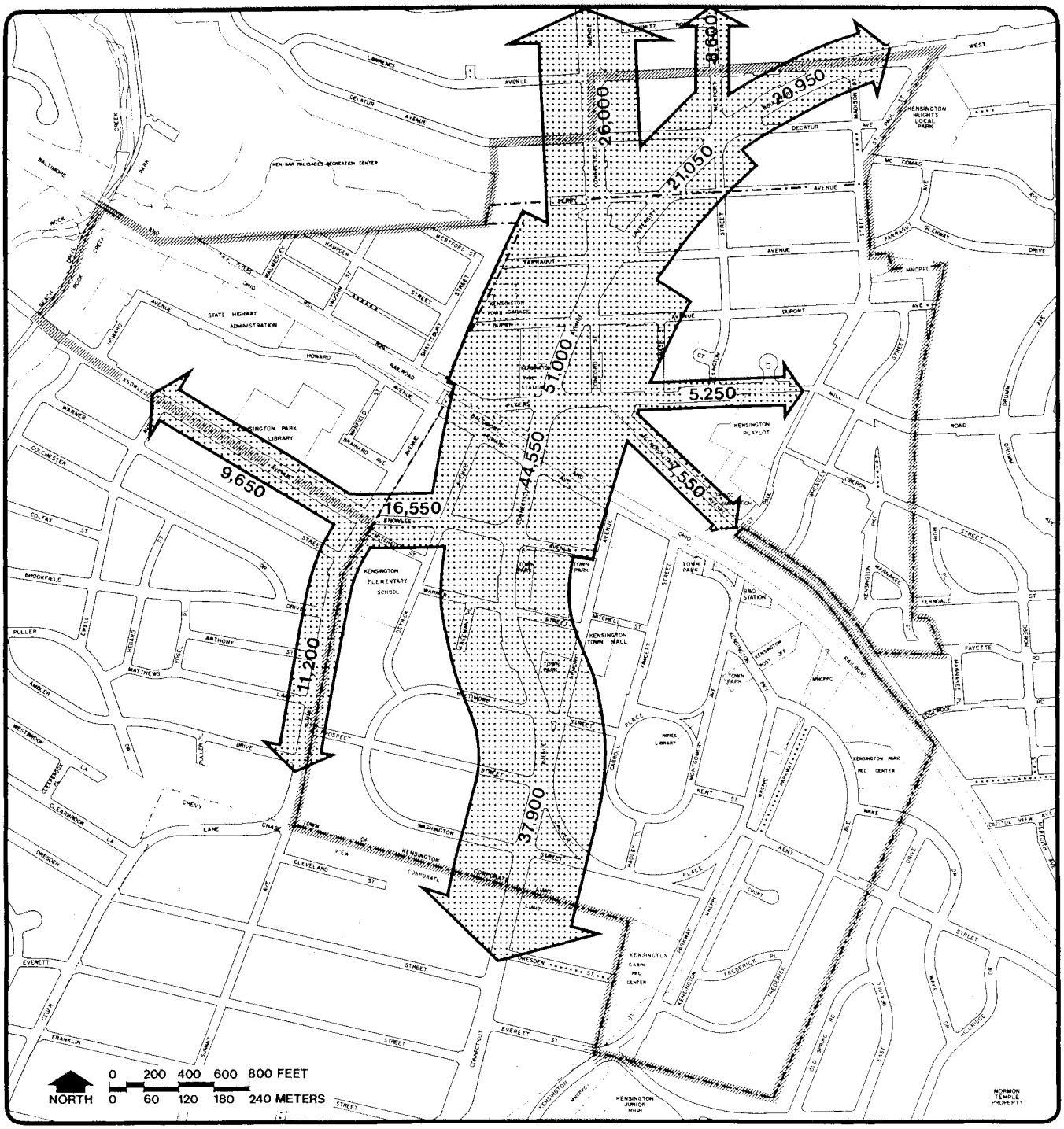
THE TRANSPORTATION PLAN 6



1976 AVERAGE WEEKDAY TRAFFIC

(VEHICLES PER DAY)

SOURCE: 1976 TRAFFIC VOLUME MAP
DEPARTMENT OF TRANSPORTATION
MONTGOMERY COUNTY, MARYLAND

SECTOR PLAN BOUNDARY

TOWN OF KENSINGTON BOUNDARY

KENSINGTON

MNCPPC

MAY 1978

12 FIGURE

SECTOR PLAN KW PLANNING AREA

6. THE TRANSPORTATION PLAN

6.1 THE EXISTING STREET AND HIGHWAY NETWORK

Kensington is located at the confluence of Connecticut Avenue and University Boulevard. These two major highways channeled over 44,000 vehicles per day through Kensington in a north-south direction in 1976. Connecticut Avenue provides access to the Capital Beltway (I-495) and also serves as a commuter route through northwest Washington. University Boulevard extends eastward from Kensington across Montgomery County into Prince George's County providing cross-county circulation and east-west access to radial highways, employment areas, and shopping centers.

In addition to being cut in a north-south direction by Connecticut Avenue, Kensington is also divided by a railroad line which runs generally east-west through the town. The railroad is above grade on the east side of Kensington, gradually falling off to approximately 20 feet below the general street elevation on the west side of Kensington. This railroad barrier accounts for the traffic congestion that occurs along Connecticut Avenue in Kensington, as well as on the arterial roadways intersecting Connecticut Avenue, as large traffic volumes originating elsewhere are restricted to a street network which has only two crossings of the railroad: Connecticut Avenue and Summit Avenue.

The Connecticut Avenue crossing of the railroad is 6 lanes, while the Summit Avenue crossing is a single-lane wooden bridge capable of carrying only a small volume of traffic. Traffic queues develop at the bridge during the peak hours because of inadequate bridge width and because of confusion on the part of motorists attempting to enter and proceed safely over the bridge. The network of streets and highways, with selected average daily traffic volumes, is indicated on Figure 12.

The purpose of a street and highway plan is to satisfy the transportation-related needs and demands of various types of development, both existing and future. The plan does two things. First, it assigns a classification to selected streets depending on adjacent land uses and the nature of traffic; second, it reserves a right-of-way width, in accord with these classifications, so that land is available for street improvements if necessary. The existing Kensington Street and Highway Plan was adopted in 1959 and is out of date. Modifications to the Plan are necessary in order to reflect current conditions and future expectations. These modifications are discussed in the text and tables which follow. Proposed street rights-of-way are indicated on Figure 15.

6.2 TRAFFIC ANALYSIS

A special traffic analysis[12] was undertaken to find out how traffic flow along Connecticut Avenue could be improved. A summary of the traffic analysis is given

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[12] The Maryland-National Capital Park and Planning Commission. Town of Kensington and Vicinity Preliminary Draft Sector Plan. Appendix B, Traffic Analysis for the Town of Kensington and Vicinity. January, 1977.

below for each of the major categories of street improvements considered: 1) improvements to the existing street network, 2) new or improved street crossings of the railroad, and 3) operational modifications to the existing street network. The summary, which consists of sections 6.21, 6.22 and 6.23 below, presents only alternatives studied, not Sector Plan recommendations. Sector Plan recommendations for street and highway improvements are contained in section 6.3 which follows the summary.

6.21 Improvements to the Existing Street Network

A widening of Connecticut Avenue to an eight-lane divided arterial was studied along with widening of both the Plyers Mill Road and Knowles Avenue approaches to Connecticut Avenue. It was found that acceptable traffic operation could be achieved with these street improvements.

Disadvantages to this alternative, however, include the following:

- Acquisition of new right-of-way would be required on the east side of Connecticut Avenue to implement the widening. Serious disruption or displacement of many existing businesses would result from this action.
- The Connecticut Avenue bridge over the B & O Railroad would have to be widened from six to eight lanes.
- Pedestrians crossing Connecticut Avenue would be confronted with eight lanes rather than the current six lanes.
- Excessive traffic capacity would exist during peak periods in the opposite direction to the peak flow and in both directions during off-peak periods.
- A considerable amount of time would be involved in approving and funding the alternative, acquiring the necessary land, and constructing the new lanes.
- The eight-lane alternative would have an estimated cost of approximately 1.75 million dollars.

6.22 New or Improved Crossings of the Railroad

Two alternatives were considered: 1) construction of a new crossing of the railroad east of Connecticut Avenue, and 2) improvement of the existing Summit Avenue bridge west of Connecticut Avenue.

1. New crossing east of Connecticut Avenue - The sites for a feasible new crossing of the B & O Railroad tracks on the east side of Connecticut Avenue were limited by the following factors:

   - The area of the existing commuter rail station could not be used unless the station were to be relocated. Cost, impact on the B & O Railroad, and difficulty in finding a new station site would likely rule out this alternative.

- The railroad tracks between Armory Avenue and the commuter rail station run at about the same elevation as adjacent streets. A new bridge would have its road surface about 28 feet above the existing railroad tracks. The bridge approaches, therefore, would impact a considerable number of properties on either side of the tracks. The cost and negative impact associated with the bridge and approaches would rule out this alternative.

- The railroad tracks east of the commuter rail station run at a considerably higher elevation than adjacent streets. In this area, Kensington Parkway could be extended under the railroad tracks. The Kensington Parkway extension would be the most feasible alternative crossing of the railroad east of Connecticut Avenue.

If Kensington Parkway were to be extended, it would be expected that some Connecticut Avenue traffic would be diverted to the new Kensington Parkway alternative via Metropolitan Avenue, St. Paul Street or Lexington Street. The traffic diverted would tend to reduce traffic on Connecticut Avenue. Therefore, congestion on Connecticut Avenue at the critical Plyers Mill Road and Knowles Avenue intersections would be reduced.

The Kensington Parkway alternative would, however, have the following disadvantages:

- The Kensington Parkway alternative would increase through traffic in the residential communities along Kensington Parkway and St. Paul Street.

- The street network, which would connect with the Kensington Parkway alternative on the north side of the railroad, is not designed for through traffic. This inadequate connecting street network would tend to make the Kensington Parkway alternative less attractive than the University Boulevard-Connecticut Avenue route.

- The Kensington Parkway alternative would be longer than the University Boulevard-Connecticut Avenue route. Diversion of traffic to Kensington Parkway, therefore, might not be enough to significantly reduce Connecticut Avenue traffic congestion.

- The railroad tracks are on fill at the proposed Kensington Parkway underpass. Construction here would affect the railroad tracks and it is likely that railroad operations would have to be suspended or a detour of the tracks built during construction of the underpass.

2. Summit Avenue Extension - The second alternative railroad crossing considered was the extension of Summit Avenue from Howard Avenue to Decatur Avenue. A new bridge would replace the existing structure.

   This alternative was recommended in a proposed master plan amendment in September, 1972, to the Montgomery County Council by the Montgomery County Planning Board. The proposed amendment was

disapproved, however, on December 19, 1972, by the County Council. From the traffic point of view, the Summit Avenue extension alternative would favorably affect the current situation on Connecticut Avenue and in the Rock Creek Palisades area. Traffic on Cedar Lane could use the Summit Avenue extension to reach Connecticut Avenue north of the intersection with University Boulevard, thus avoiding the major sources of delay at Knowles Avenue and Plyers Mill Road. Traffic currently cutting through Rock Creek Palisades would have a shorter and less time consuming route via the Summit Avenue extension.

There are disadvantages associated with the Summit Avenue extension alternative, however. These include the following:

- Because of standards for new bridges over railroads, a new bridge on Summit Avenue would have to be 5 to 6 feet higher than the existing sub-standard structure. This increased bridge elevation would negatively affect the existing intersections of Summit Avenue with both Howard Avenue and Plyers Mill Road. The latter intersection would be so high, in relation to Shaftsbury Street, that it would be necessary to find a new access road to the Ken-Gar Community. It has been estimated[13] that with proper grade on Plyers Mill Road, the Plyers Mill Road-Shaftsbury Street intersection would be ten feet above its present elevation.

- Eastbound traffic on Howard Avenue to Summit Avenue would have an undesirably steep grade approaching Summit Avenue.

- Traffic bound to University Boulevard would not be able to use the Summit Avenue extension because left turns from Decatur Avenue into University Boulevard would not be permitted. (They are prohibited now, and a new channelization project will physically eliminate this movement.)

- The Summit Avenue extension would negatively impact the Ken-Gar community by placing heavy through-traffic volumes, during rush hour, adjacent to the community.

- Several private, public, and commercial properties would have to be acquired before implementation, with corresponding relocation problems.

- Cost of the Summit Avenue extension which involves construction of a new bridge, acquisition of several properties and construction of about 1,600 feet of new roadway has been estimated at about 2.5 million dollars. The expected average daily traffic on the Summit Avenue extension would be in the range of only 8,000 to 10,000 vehicles.

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[13] Memorandum regarding Ken-Gar Urban Renewal Plan from planning staff to Montgomery County Planning Board, September 7, 1972.

6.23 Operational Modifications to the Existing Street Network

Alternatives involving operational changes to the street network, as opposed to the construction of new streets, were considered. The operational modifications were basically two: prohibition of left turns from Connecticut Avenue during peak periods, and operation of a reversible lane with a 4-3 lane split during peak periods.

1. Prohibition of left turns on Connecticut Avenue - The heaviest left turns occur from southbound traffic during both the morning and evening peaks. Left turns from southbound Connecticut Avenue traffic into both Plyers Mill Road and Howard Avenue are heavy. Few left turns from northbound Connecticut Avenue traffic occur during either peak hour.

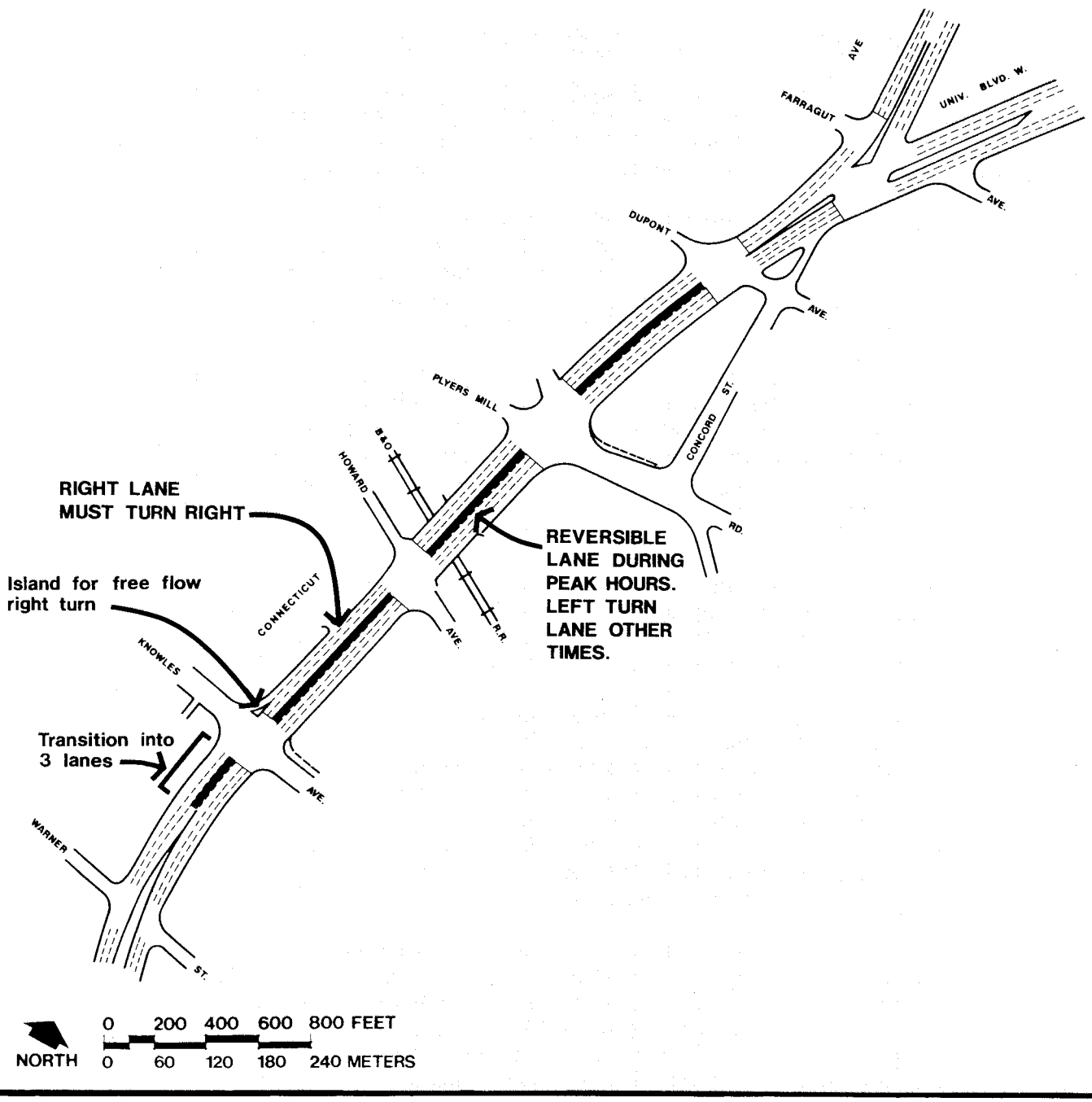
   The critical lane volumes obtained by prohibiting all left turns were almost exactly the same as those obtained by prohibiting left turns against the peak direction of traffic. Therefore, this alternative considers only the latter prohibition, i.e., no left turns from northbound Connecticut Avenue traffic during the morning peak; and no left turns from southbound traffic during the evening peak. Left turns from the main peak direction flow would be allowed.

   It was found that implementation of these left-turn restrictions would result in almost no improvement in traffic operation at the Connecticut-Knowles intersection for both peak hours, and only a limited improvement at the Connecticut-Plyers Mill intersection during the morning peak hour.

2. Reversible Lane on Connecticut Avenue - This alternative consists of the removal of the existing raised median on Connecticut Avenue between University Boulevard and approximately 200 feet south of Knowles Avenue and replacing it with a reversible lane. Southbound traffic would use 4 lanes during the morning peak period, and northbound traffic would use 4 lanes during the evening peak period. All left turns would be prohibited during peak periods. During off-peak periods, the reversible lane would be used as a "left-turn only" lane.

   Figure 13 presents a possible, although not necessarily the only, design concept of the proposed reversible lane. The small traffic island at the intersection of Connecticut Avenue and Knowles Avenue would serve two purposes: (1) the traffic island would provide for a fairly continuous flow of right turn traffic from southbound Connecticut Avenue into Knowles Avenue, and (2) the traffic island would eliminate the right lane of traffic (which must turn right into Knowles Avenue) thereby facilitating the blending of southbound morning traffic from four lanes to three lanes. (South of Knowles Avenue, Connecticut Avenue resumes three lanes southbound.)

   During the evening peak, the reversible operation would begin about 200 feet south of Knowles Avenue, allowing four lanes of traffic to approach the Knowles Avenue intersection from the south. The reversible lane operation would terminate just north of Dupont Avenue as shown in Figure 13.



REVERSIBLE LANE CONCEPT

Connecticut Avenue

MNCPPC

MAY 1978

13 FIGURE

SECTOR PLAN

KW

PLANNING AREA

KENSINGTON

The prohibition of left turns on Connecticut Avenue, both for northbound and southbound traffic during the hours of reversible lane operation, would be necessary to provide four lanes of travel to the through and right-turning traffic in the peak direction of travel and three lanes of travel in the opposite direction. If left turns were allowed, queues would develop in the inside lanes at intersections for traffic waiting for acceptable gaps in the opposite flow. The net result would be the effective loss of the inside lanes for through traffic. Allowing left turns, therefore, would defeat the purpose of the reversible lane.

The prohibition of left turns during morning and evening peak periods would result in the diversion of this traffic to other streets. It is expected that some of this traffic would remain on Connecticut Avenue and replace the left turn with several right turns on crossing and adjacent streets, some traffic would proceed straight through to other streets, and some traffic would disappear from the area to use other arterials.

The expected increased volume on the crossing streets, and the existing heavy volumes in the area, would combine to make the operation of the reversible lane by itself still insufficient to bring the congested intersections up to acceptable operating standards.

However, by operating the reversible lane in combination with intersection improvements on Plyers Mill Road and Knowles Avenue acceptable traffic operation could be obtained.

The alternative would then consist of three major elements:

- Operation of a reversible lane on Connecticut Avenue with a 4-3 split during peak hours, with no left turns permitted by either northbound or southbound traffic during peak hours.

- Widening the east approach (westbound traffic) of Knowles Avenue to Connecticut Avenue from one to two lanes, and

- Widening the east approach (westbound traffic) of Plyers Mill Road to Connecticut Avenue from two to three lanes.

Operation of a central reversible lane on Connecticut Avenue would have the following advantages:

- Increased capacity would be provided for Connecticut Avenue traffic moving in the predominant direction. It is estimated that during the morning peak an increase in capacity of 18 percent would occur at the Connecticut-Plyers Mill intersection, and an increase in capacity of 22 percent would occur at the Connecticut-Knowles intersection. During the evening the increase would be 31 percent at the Connecticut-Plyers Mill intersection and 14 percent at the Connecticut-Knowles intersection.

- The increase in capacity for Connecticut Avenue should result in a reduction of the existing delay experienced by traffic and in smoother traffic flow with fewer stops.

- The reversible lane alternative would keep major traffic volumes on Connecticut Avenue. This would favorably affect the residential areas in the vicinity by shifting traffic to the most direct route and reducing the tendency to cut through adjacent neighborhoods.

- Capacity in the opposite direction would not be affected, since at all times both directions would have at least the same number of lanes as they have now.

- No new acquisition of right-of-way would be necessary, since the existing curb to curb width would suffice to implement the alternative. Implementation time should be fairly short for this reason.

- No widening of the Connecticut Avenue railroad bridge would be required since the existing bridge would be of sufficient width to accommodate the reversible lane.

- An important factor would be the ease of implementation of the alternative once it has been approved. It has been estimated that the total process, including funding and construction, would take only one to two years to complete.

- The reversible lane alternative would make the most efficient use of Connecticut Avenue. The existing traffic pattern during peak periods is such that during the morning there is a ratio of almost 3 to 1 in volumes for the southbound versus the northbound traffic; during the evenings this ratio is 1 to 2. The reversible lane would provide four lanes for the main direction of flow, without providing four unnecessary lanes in the opposite direction.

- In addition, this alternative is lower in cost than any of the other major alternatives considered here. It is estimated that the cost of the reversible lane would be approximately $300,000.

Disadvantages of the reversible lane alternative include the following:

- The elimination of the median would make pedestrian crossing of Connecticut Avenue more difficult.

- The removal of the median would create the possibility of mid-block left turns. Proper signing and enforcement of the left-turn prohibition during peak hours should prevent this from becoming a problem.

- The prohibition of left turns during peak periods would result in inconvenience and changed traffic patterns for those wishing to make such turns. Traffic having origins or destinations in the Silver Spring area would be most affected.

6.3 STREET AND HIGHWAY RECOMMENDATIONS

As indicated above, a wide range of alternative improvements to the street and highway system has been studied in an attempt to reduce traffic congestion on Connecticut Avenue in Kensington. The improvement of Connecticut Avenue to a seven-lane roadway with a reversible lane between University Boulevard and Warner Street is the most effective of the alternatives considered.

However, at the February 16, 1977, public hearing on the Sector Plan, widespread opposition to the Connecticut Avenue improvement was expressed by residents of Kensington. The most serious problem seemed to be the lack of a safe pedestrian crossing of the street because the median strip would have to be removed if the street improvement were made.

Because of the citizen opposition to the Connecticut Avenue improvement, the Sector Plan recommends the following with regard to this road:

- Discussion of the proposed seven-lane roadway and reversible lane should remain in the Sector Plan the as primary alternative for further study and development by the State of Maryland, Montgomery County, the Town of Kensington, and interested civic groups.

- The Connecticut Avenue improvement could be implemented in the future if the Town of Kensington concurs.

- If such improvement is made, it should be accompanied with some means of pedestrian crossing of the road, either through the timing of traffic signals or through a grade-separated crossing.

6.31 Sector Plan Period - 6 to 10 Years

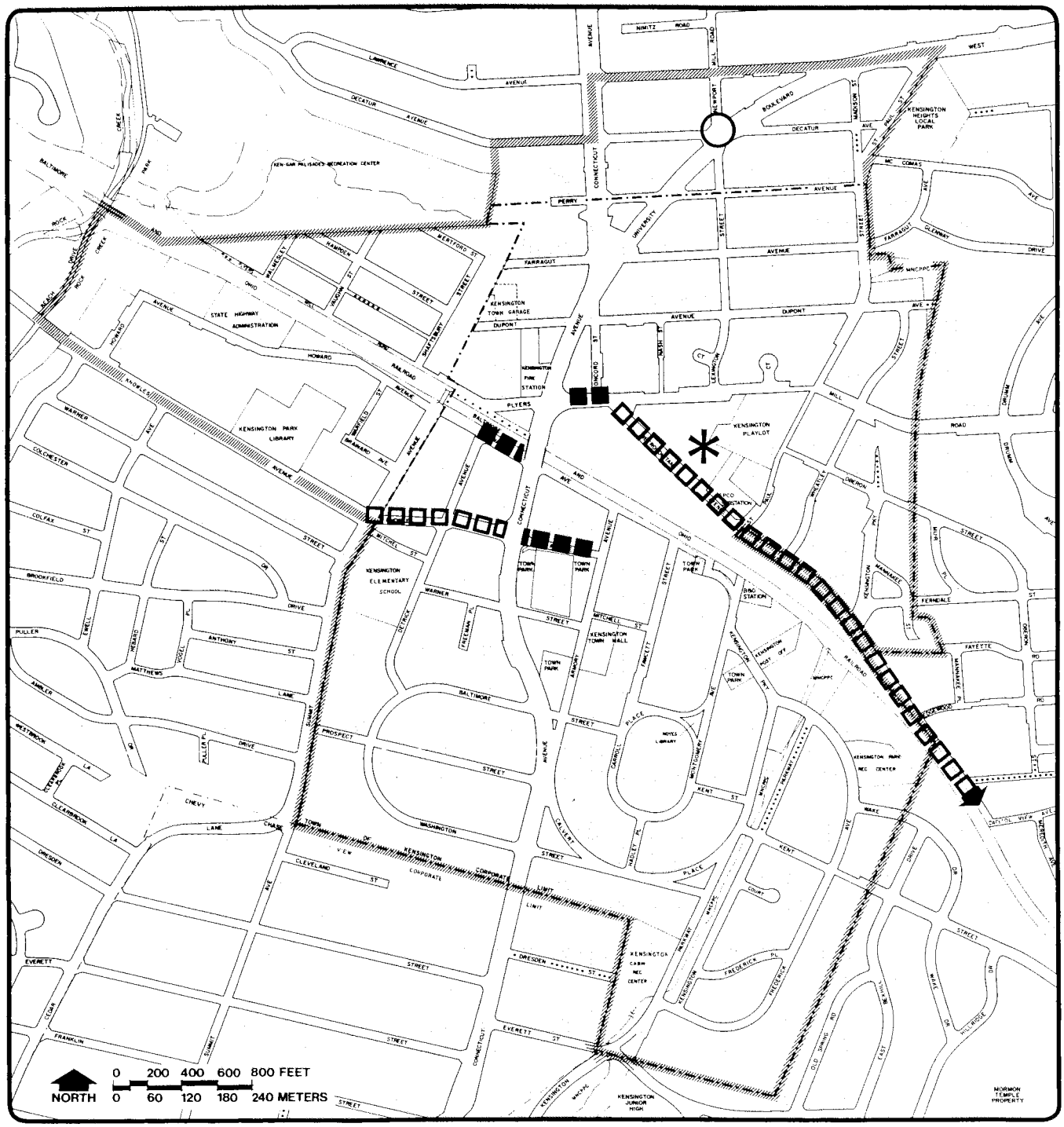
The following improvements to the street and highway system are proposed during the next 6- to 10-year period:

- Construction of an additional westbound lane on Plyers Mill Road between Metropolitan and Connecticut Avenues.

- Widening of Howard Avenue from two to three lanes between Connecticut and Detrick Avenues: two lanes eastbound, one lane westbound.

- Widening of Knowles Avenue from two to four lanes between Connecticut and Armory Avenues: two lanes in each direction. This widening should take place at the time development occurs on adjacent land on the south side of Knowles Avenue. Cost of the improvement should be the responsibility of the developer.

- Intersection improvements for the University Boulevard-Newport Mill Road intersection as proposed in the county's Capital Improvements Program. Construction of the intersection improvement is scheduled for the current fiscal year by the county.



PROPOSED STREET AND HIGHWAY IMPROVEMENTS

SECTOR PLAN PERIOD

■■■ Road Widening

○ Intersection Improvements

* The location for proposed commuter parking has not been resolved. Four commuter parking sites on the north side of the railroad are under study. One of these sites, or possibly some other site on the north side of the railroad, may ultimately be selected.

BEYOND SECTOR PLAN PERIOD

□□□ Road Widening

KENSINGTON

▨ SECTOR PLAN BOUNDARY

-·-·- TOWN OF KENSINGTON BOUNDARY

MNCPPC

MAY 1978

14 FIGURE

SECTOR PLAN KW PLANNING AREA

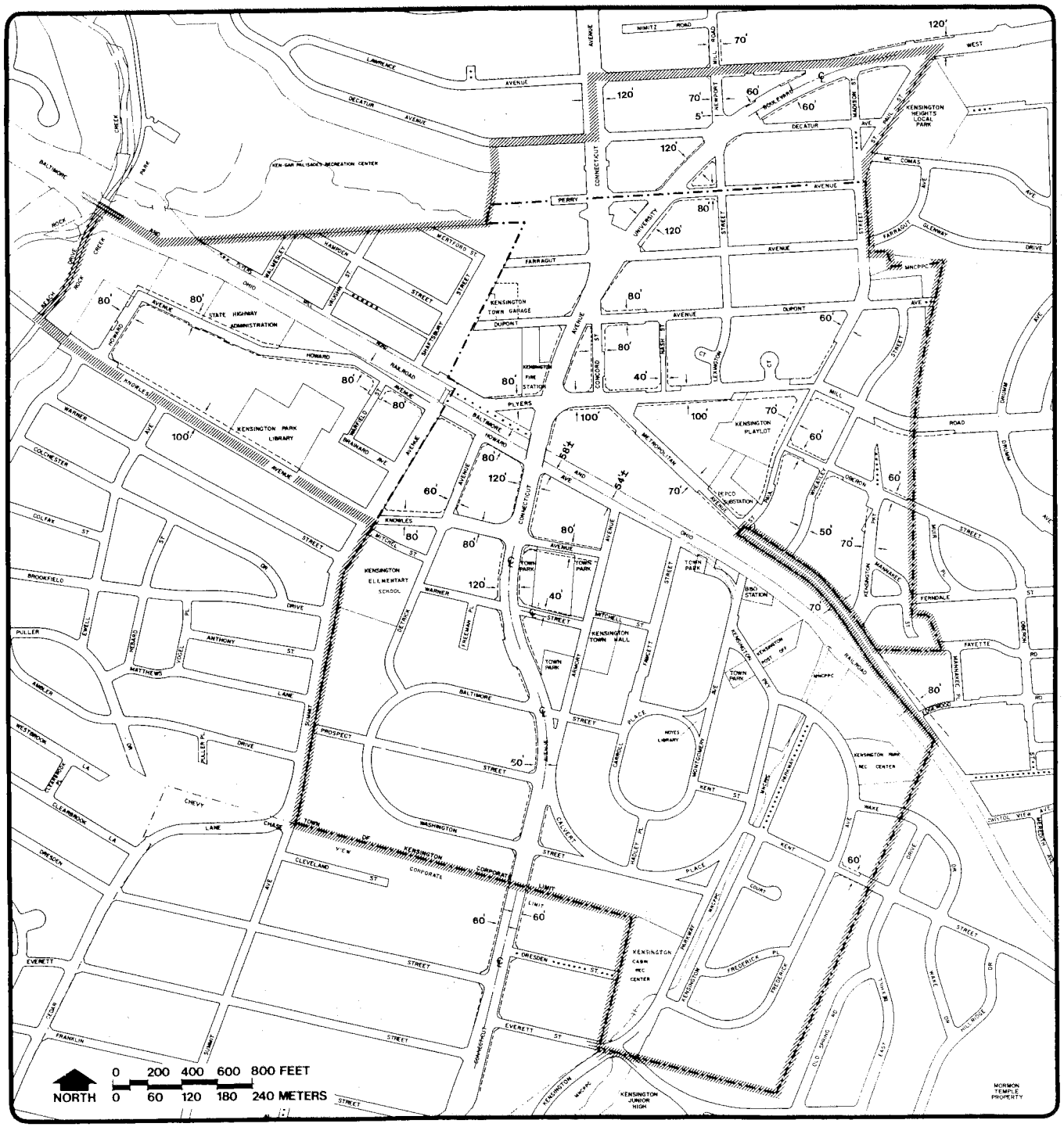
TABLE 23

PROPOSED STREET AND HIGHWAY IMPROVEMENT PROGRAM

Description of Improvement	Responsibility	During Sector Plan Period (Within 10-Yrs.)	After Sector Plan Period
Construction of an additional westbound lane on Plyers Mill Road between Metropolitan and Connecticut Avenues	State	$ 27,500[1]	--
Widening of Howard Avenue from two to three lanes between Connecticut and Detrick Avenues	Kensington and County	$ 27,500[1]	--
Widening of Knowles Avenue from two to four lanes between Connecticut and Armory Avenues	Developer	--	--
Intersection improvements - Newport Mill Road-University Boulevard intesection	County	72,000	--
Construction of commuter parking lot (approximately 60 cars), rehabilitation of existing station and parking lot, and provision for pedestrian access from commuter parking lot to station including a pedestrian overpass over the railroad tracks	Federal and County	708,000[2]	--
Widening of Knowles Avenue to four lanes between Connecticut and Summit Avenues	State	--	950,000[1]
Widening of Metropolitan Avenue to four lanes between Plyers Mill Road and Kensington Parkway	State	--	1,000,000[1]

[1] Staff estimate.

[2] County CIP Item. County's share is $143,000.



STREET AND HIGHWAY PLAN

Existing Street Right-Of-Way

Proposed Street Right-Of-Way

Dedicated Street Not Constructed

KENSINGTON

SECTOR PLAN BOUNDARY

TOWN OF KENSINGTON BOUNDARY

MNCPPC

MAY 1978

15 FIGURE

SECTOR PLAN KW PLANNING AREA

- Adjustments to traffic signal timing at Connecticut Avenue intersections, as necessary, to improve traffic flow.

- Further explore the feasibility of installing pedestrian actuated signals on Connecticut Avenue at the Knowles Avenue, Plyers Mill Road, and Howard Avenue intersections.

6.32 After the 10-Year Sector Plan Period

There are three road improvement projects in the State Highway Administration's Twenty-Year Highway Needs Study, 1977-1996 that are within the Kensington-Wheaton Master Plan area: Metropolitan-Capitol View-Forest Glen Road, Connecticut Avenue, and Knowles Avenue.

The Needs Study recommends the reconstruction of Metropolitan-Capitol View-Forest Glen Road from a two-lane to a four-lane roadway between Connecticut Avenue and Sligo Creek Parkway as a critical project. Because of its relationship to the highway network of the Sector Plan area, the project should be retained in the Needs Study as a critical project even though it is recognized that inclusion in the Needs Study makes no commitment to construction timing.

Knowles Avenue is listed as a critical four-lane reconstruction project from Connecticut Avenue to Beach Drive. The Sector Plan recommends that the portion of Knowles Avenue from Connecticut Avenue to Summit Avenue be retained as a critical project in the Needs Study. The portion of Knowles Avenue between Summit Avenue and Beach Drive will be re-evaluated in conjunction with the Kensington-Wheaton Master Plan and will be addressed at a later date.

Connecticut Avenue is listed as a seven-lane reconstruction project from Warner Street to University Boulevard, as described in section 6.23 of the Sector Plan. This project should be retained in the Needs Study for possible future consideration contingent upon approval by the Town of Kensington.

While it appears doubtful, because of present economic conditions, that any improvements to Knowles Avenue and Metropolitan-Capitol View Avenue will be implemented during the Sector Plan period, it is strongly recommended that the section of Metropolitan Avenue from Plyers Mill Road to Kensington Parkway be improved to four lanes as rapidly as possible, and that the section of Knowles Avenue from Connecticut Avenue to Summit Avenue be improved to four lanes as rapidly as possible.

The improvements for the Sector Plan period and beyond are shown on Figure 14. Proposed street right-of-way widths are shown on Figure 15.

6.4 THE EXISTING MASS TRANSIT SYSTEM

The commuter rail service operated by the B & O Railroad, and the Metrobus service operated by the Washington Metropolitan Area Transit Authority are the two existing elements of Kensington's mass transportation system. The commuter rail station located at the junction of Howard and Montgomery Avenues handles about 300 daily trips on three inbound morning and three outbound evening trains. The line is also used for Amtrak passenger service; however, the two daily Amtrak

trains do not stop at Kensington. Parking adjacent to the station is provided for as many cars as can fit in the unmarked gravel lot. Usually, the lot is filled to its capacity of 45-55 cars.

Metrobus service from Kensington is currently provided to Washington, D. C., Wheaton, Silver Spring, Montgomery Mall, and the Naval Medical and National Institutes of Health complexes. The Kensington-Washington service consists of four bus routes, two of which are express. Including express and regular service, the average waiting time for a bus to the Federal Triangle is less than ten minutes during the morning rush hours. While east-west service is not as frequent, it does provide the opportunity for transferring to buses servicing the Wisconsin or Georgia Avenue corridors.

6.5 THE FUTURE MASS TRANSIT SYSTEM

With commuter rail ridership expected to increase, the Montgomery County Department of Transportation has taken steps to improve facilities at existing stations. Improvements to the existing Kensington station are proposed including the addition of approximately 60 parking spaces in a lot to be constructed on the north side of the railroad.

The Metro rapid rail system began operations in Montgomery County in February, 1978, with the opening of the station in Silver Spring. Service will be expanded in 1983 with the opening of all the stations on the Shady Grove line. By 1986, the remaining stations on the Glenmont line are scheduled to open.

The operation of the Metro system will necessitate reorganizing the Metrobus route structure. In Montgomery County, plans are being proposed to develop a three-tiered system. Under this concept, bus service along the major highways will continue to exist. A second level of service will consist of cross-county bus routes connecting the Metro rail transit stations and major county activity centers. A third level of service will be provided at the neighborhood level. Many of the buses at the neighborhood level will be small in size in order to negotiate narrow streets which are prevalent in the curvilinear street network of many residential areas.

6.51 Transit Recommendations

The plans to improve commuter rail service should be implemented as recommended in the county's Capital Improvements Program. The improvements proposed are rehabilitation of the existing station, paving of the existing parking area, construction of a new parking area for approximately 60 vehicles, station lighting, signing, bike parking facilities, access sidewalk, grade-separated pedestrian track crossing, and general platform and site repairs. Construction of these improvements is scheduled for Fiscal Year 1979 and 1980 by the county's Capital Improvements Program.

The location for the new commuter parking lot has not been resolved. It is expected, however, that the parking lot will be located on the north side of the railroad. Four commuter parking lot sites on the north side of the railroad are under study. One of these sites or possibly some other site on the north side of the railroad may ultimately be selected. With a parking lot to be constructed for only 60 vehicles and even with a moderately improved train schedule, the impact on

streets and intersections in the area by autos serving the commuter rail station would be minimal.

While the three-tiered Metrobus route structure is based on the full operation of the Metro rail system in 1982, it is obvious that there is a need to coordinate the bus service with the Metro rail operations program during the interim period as well.

Even with the Metro station in Silver Spring open, bus service along Connecticut Avenue should be retained at a high level in order to serve Washington and Maryland employment, residential, and commercial areas in the Connecticut Avenue corridor. Several options have been identified in the past to facilitate the movement of buses on Connecticut Avenue through Kensington. These have included establishment of exclusive bus lanes, "bus priority" lanes, traffic signal preemption for buses, and similar techniques that do not involve reconstruction of the roadway. These techniques ought to be considered in greater detail by town and county officials.

Some type of feeder bus service to the Silver Spring Metro station will be provided so that people who work, shop or live in Kensington can take full advantage of both rail and bus transit.

When the Georgia Avenue and Wisconsin Avenue Metro stations become operational during the 1980's, there will be a shift in travel patterns requiring changes in bus routes to enable Kensington commuters to take advantage of the new facilities.

The Washington Metropolitan Area Transit Authority, in conjunction with the Montgomery County Department of Transportation and The Maryland-National Capital Park and Planning Commission, is developing a transit system to mesh with the opening of the Metro stations.

6.6 THE EXISTING BICYCLE AND PEDESTRIAN SYSTEM

There is no existing bicycle system in the Kensington area other than a path recently constructed in Rock Creek Park. Ultimately, this path will connect Washington, D.C., with Lake Needwood in upper Montgomery County.

In order to encourage the use of bicycles as a means of transportation as well as a form of recreation, bicycle facilities are now identified as a component of all area master plans and sector plans. Bicycle facilities are programmed for construction by the state, county, and The Maryland-National Capital Park and Planning Commission. The Master Plan of Bikeways of The Maryland-National Capital Park and Planning Commission identifies a network of bikeways in the county.

Existing sidewalks in the Kensington area vary in widths, materials, and physical condition. Generally, in the industrial areas there are no sidewalks. As a result, the roadway pavement extends from door to door, and trucks and autos park in whatever space they can find. Because vehicular and pedestrian traffic must compete for the same space, pedestrians are forced to move warily through these areas. Even though the areas contain shops that are attractive to pedestrians, the

lack of demarcation between vehicle and pedestrian space tends to mask the shops' visibility and discourage use of the shops by pedestrians.

Some streets in other areas of the business district have either no sidewalks, discontinuities in walkways, or sidewalks ranging in width from about four feet to about fifteen feet. There appears to be no relation among sidewalk width, adjacent land uses, pedestrian volumes, and traffic volumes.

6.7 THE FUTURE BICYCLE AND PEDESTRIAN SYSTEM

Based on the Master Plan of Bikeways, a network of bikeways has been proposed for Kensington. This network, which will be subject to further study and coordination among various governmental agencies, is shown on Figure 16 and components of the network are tabulated in Table 24.

The majority of bikeways are located on streets which are also used by motor vehicles. Cycling on the streets is a fact of life in established communities which were not originally developed with bikeways in the development layout. The extent to which exclusive bikeway space (street, shoulder, sidewalk, new path) is needed and may be provided in conjunction with an existing road depends on the street width, amount of motor vehicle traffic, and bicycle usage. Most local residential streets are suitable for safe cycling without the need for "bikeway designation," while other major arterials which carry the highest concentration of motor vehicle traffic are unsuitable for cycling from the standpoint of accident conflict and auto emissions. Streets identified for bikeways in the Kensington area carry moderate traffic and appear desirable for bicycle routing as part of a larger network. The Kensington commuter rail station is a primary destination, where the County plans to provide bicycle parking. Commercial facilities are diffused in a larger area, and a more detailed study of problems and opportunities may be warranted to better serve these destinations. Community facilities such as schools, libraries, parks, and recreational facilities are basically served by the network.

6.71 Bicycle and Pedestrian System Recommendations

It is recommended that the portion of the county-wide bicycle network located in the Kensington area be programmed and developed. This would be considered the first stage of a total bicycle and pedestrian system for the Kensington Sector Plan Area. A second stage could be developed by the Town of Kensington, prepared by town officials and citizens familiar with local biking habits and needs and interested in seeing the establishment of bike routes. Such a plan could be implemented in short steps, or all at once, whenever and however it would be feasible and desirable.

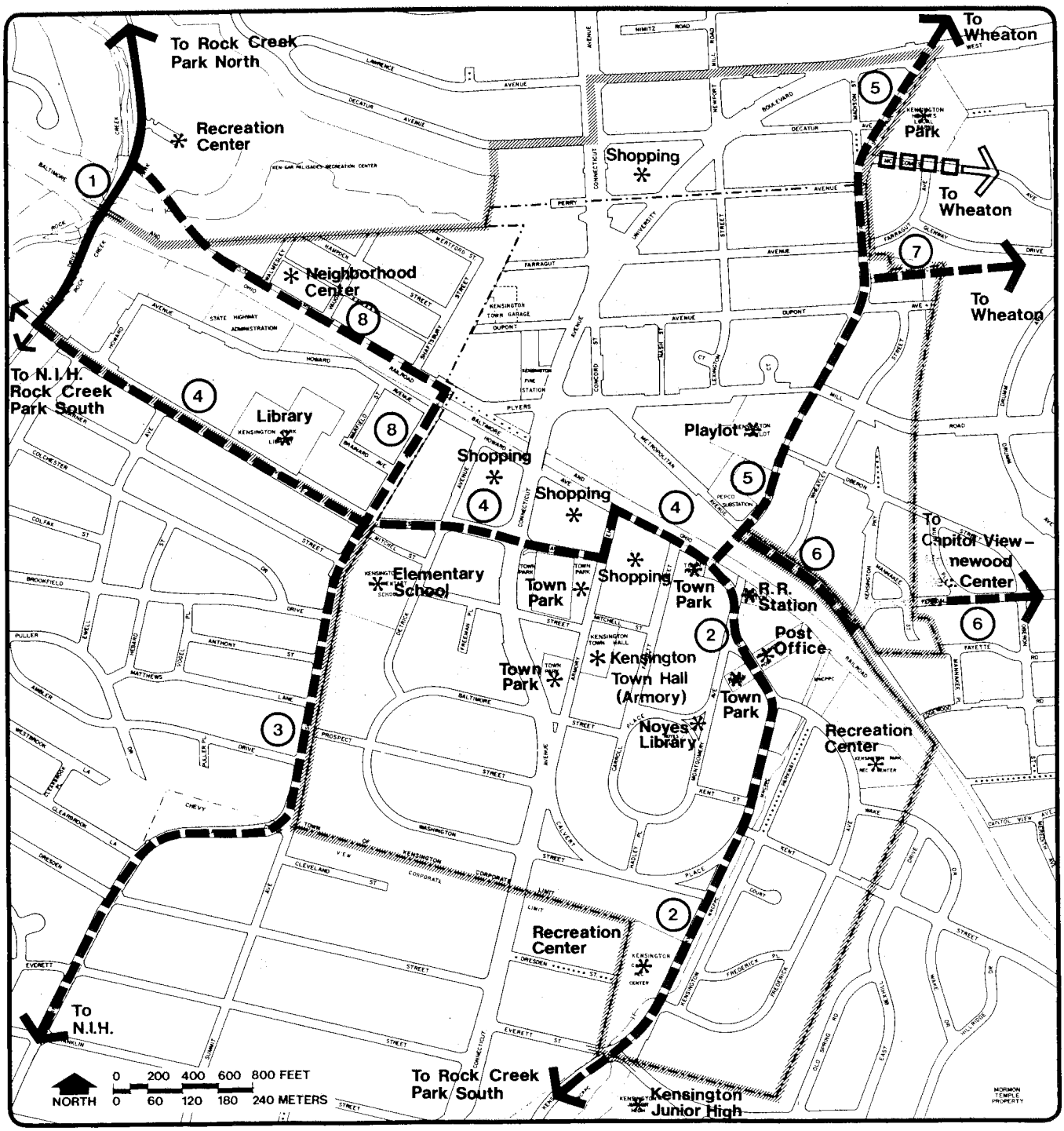
To the extent that it is possible to do so, a continuous system of sidewalks should be established, at least in the commercial and industrial areas.

TABLE 24

KENSINGTON AREA BICYCLE FACILITIES

	Route Name	Type	Jurisdictional Responsibility	Status	Remarks
1.	Rock Creek Park	Path	M-NCPPC*	Kensington portion recently constructed	Path will ultimately extend from Washington, D.C., to Lake Needwood
2.	Kensington Parkway	Path	M-NCPPC/County	Not Programmed	Connection from Rock Creek Park trail to Kensington commuter rail station via park land and county streets
3.	Cedar Lane-Summit Avenue	Street-related	County	Not Programmed	Connection from National Institutes of Health to Knowles Avenue, potential for bike lanes, parking controls would be needed
4.	Knowles Avenue	Street-related	State/County	Not Programmed	Connection from Rock Creek trail to Kensington commuter rail station
5.	St. Paul Street	Street-related	County	Not Programmed	Connection from Kensington commuter rail station, north to Einstein High School area and Wheaton. Should be coordinated with development of commuter rail station
6.	Metropolitan Avenue--Ferndale Street	Street-related	County	Not Programmed	St. Paul St. to Capitol View-Homewood Recreation Center
7.	McComas Path	Path	County	Not Programmed	St. Paul St. to Wheaton (alternatively via McComas Avenue)
8.	Ken-Gar	Path and Street-related	M-NCPPC/County	Not Programmed	Rock Creek trail to Knowles Avenue

* Maryland-National Capital Park and Planning Commission



BIKEWAYS

- Existing Bikeway
- Proposed Bikeway
- Alternate Bikeway
- Community / Activity Center

Also see Table 24

KENSINGTON

SECTOR PLAN BOUNDARY
TOWN OF KENSINGTON BOUNDARY

MNCPPC

MAY 1978

16 FIGURE

SECTOR PLAN KW PLANNING AREA