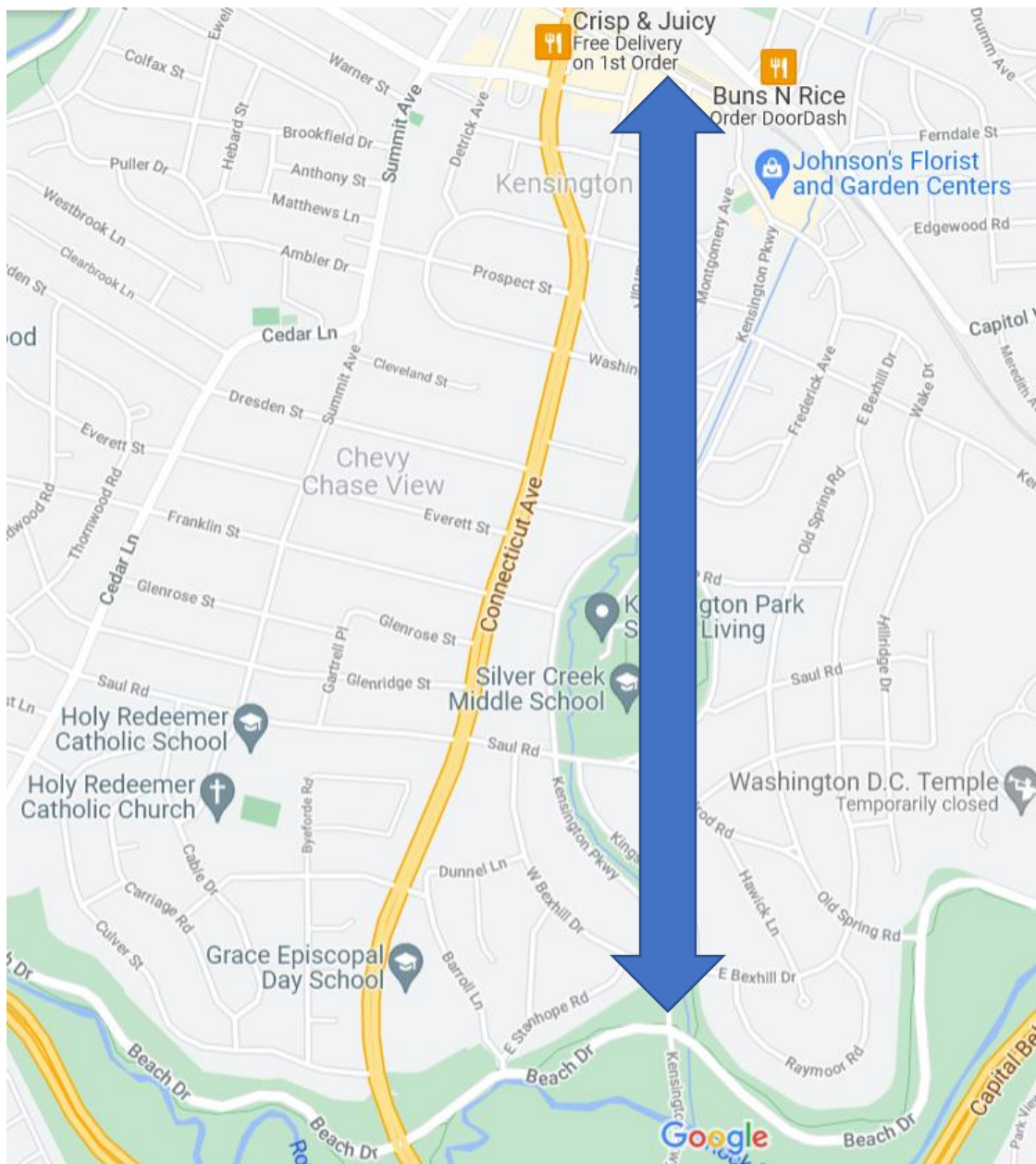
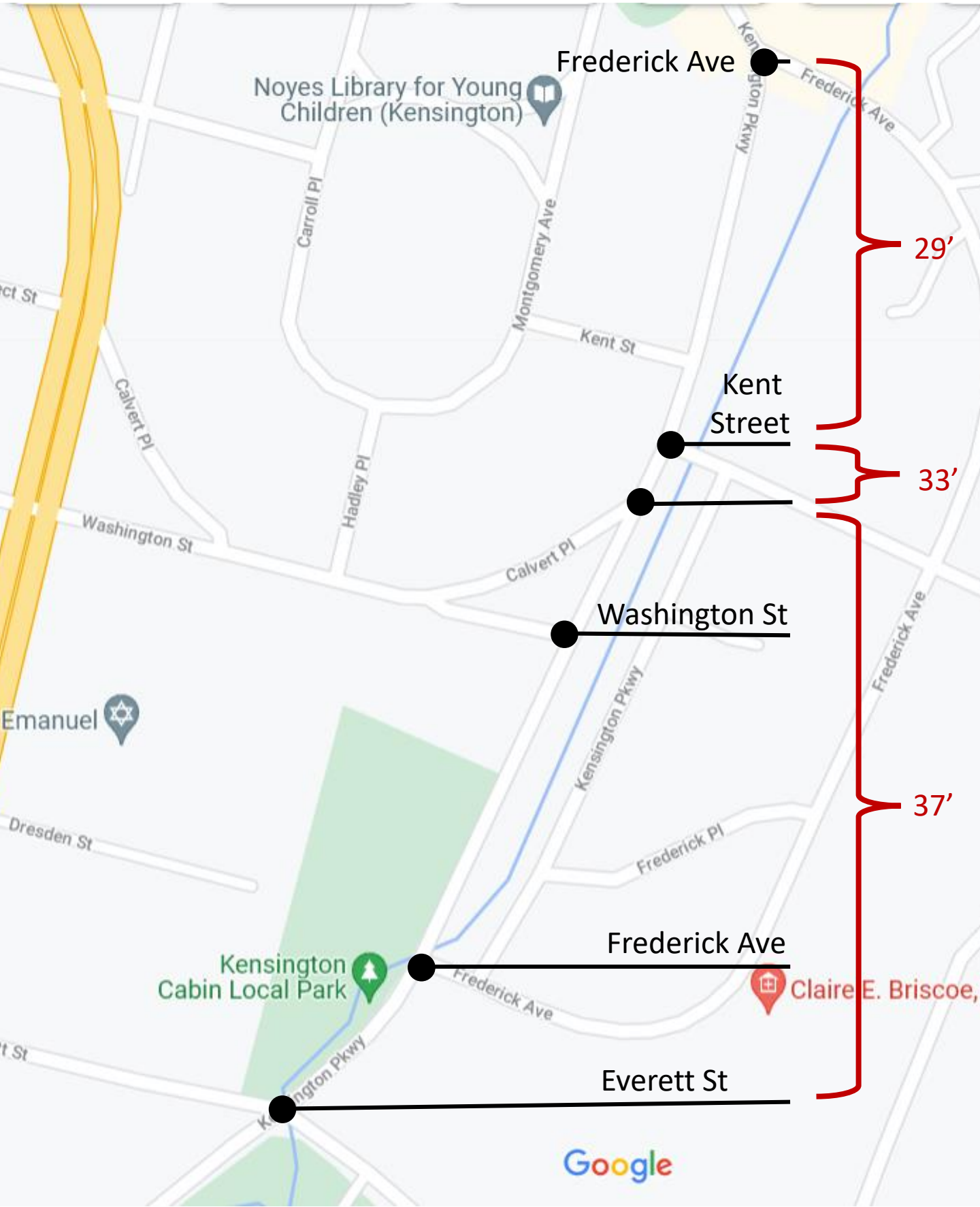


Kensington Parkway Bike and Pedestrian Improvements

- Objectives:
 - Better connect Beach Drive/Rock Creek Trail to ToK central business district for bicyclists and pedestrians within ToK
 - Leverage MCDOT sidepath improvements (Saul to Everett)

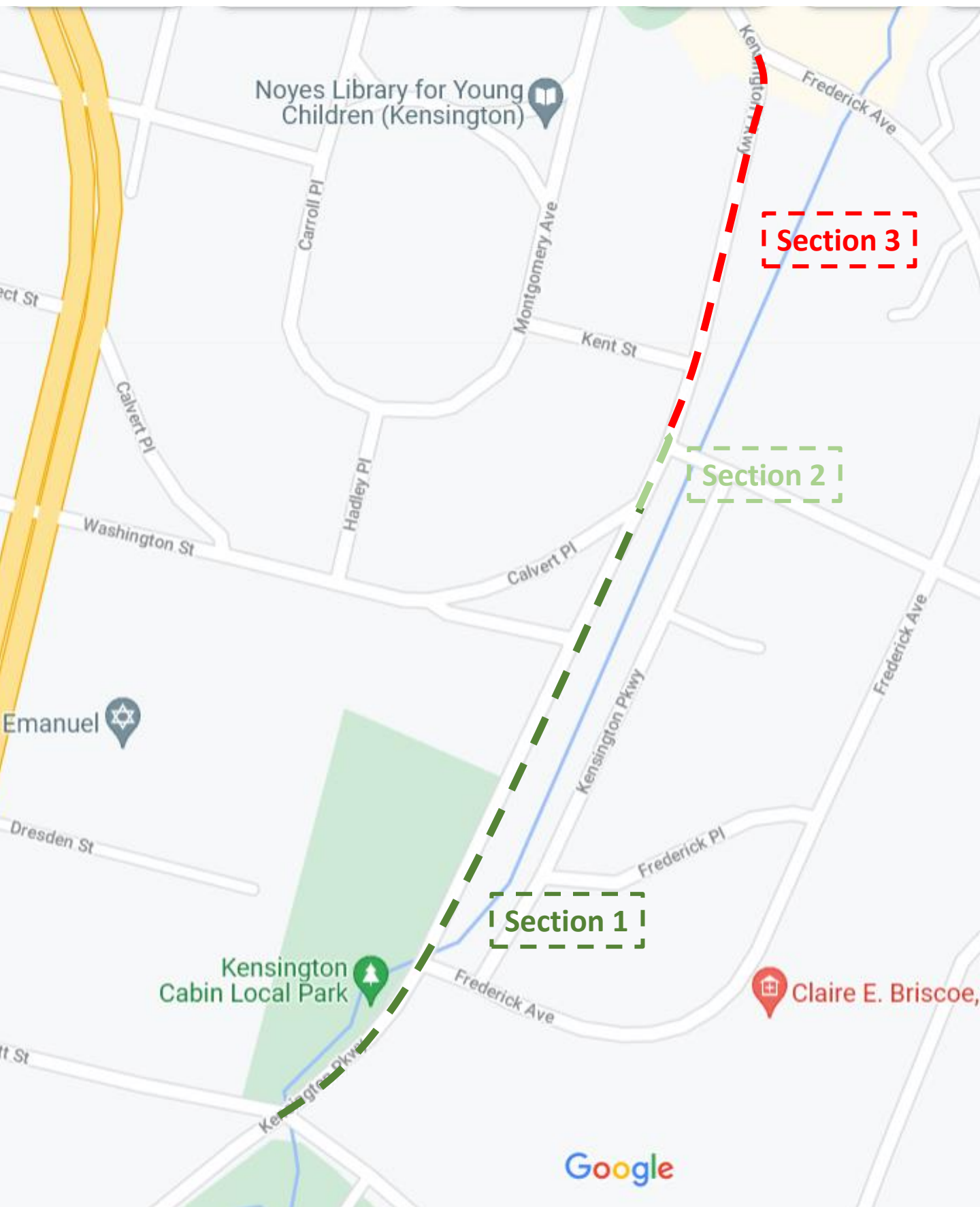


Kensington Parkway Dimensions (Curb-to-Curb)*



*Dimensions do not include the 4' sidewalk on the east side of Kensington Parkway

Kensington Parkway Sections Based on Width



Solution 1

A Bike Facility within the Road

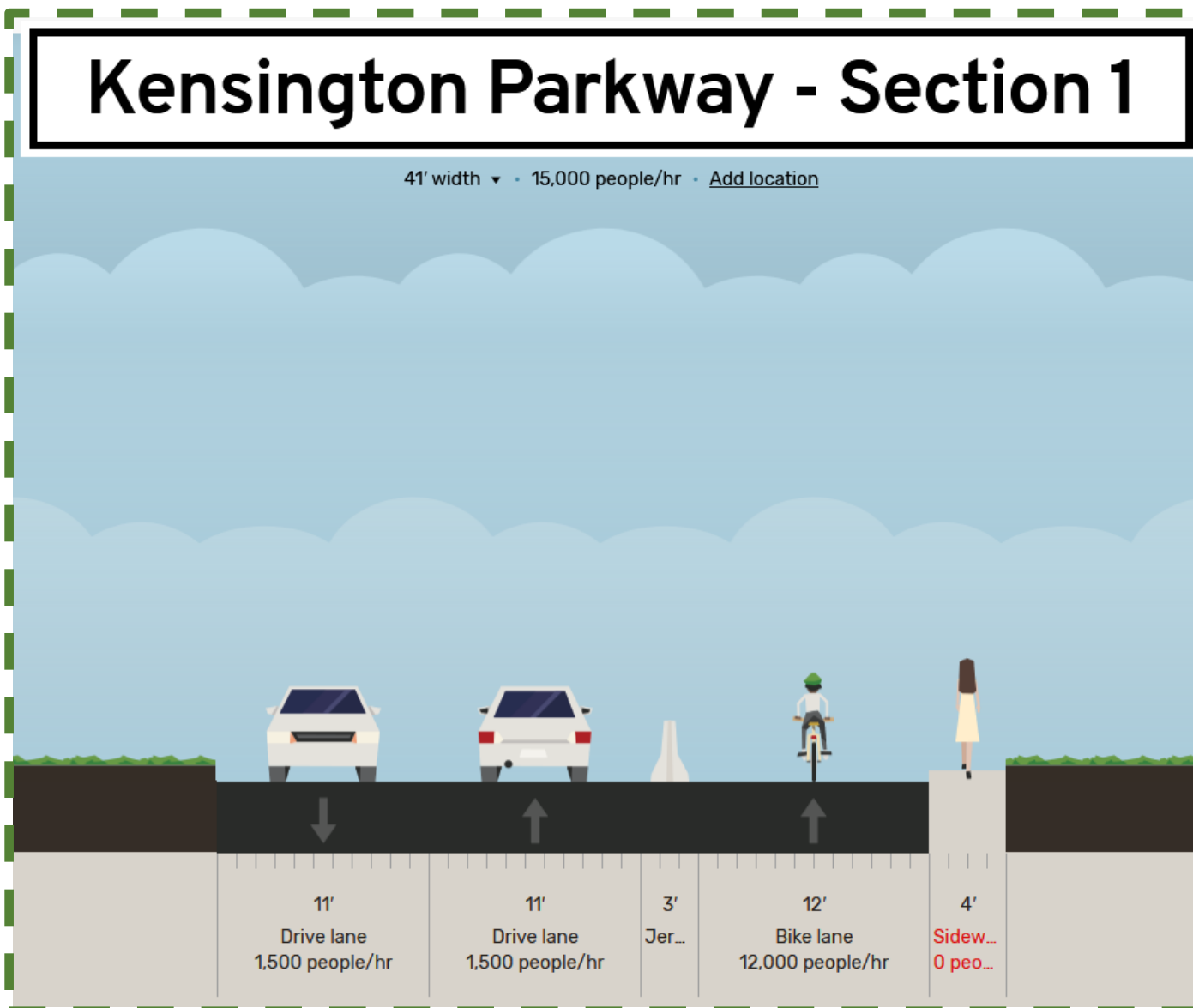
Example Image



Section 1

Everett St to Calvert Place: Proposed Options

- Separated Bike Lane on east side of Kensington Parkway
- Additional Designated Alternate Route along Kensington Parkway Service Road that parallels Kensington Parkway to the east (Frederick Ave and Kent)



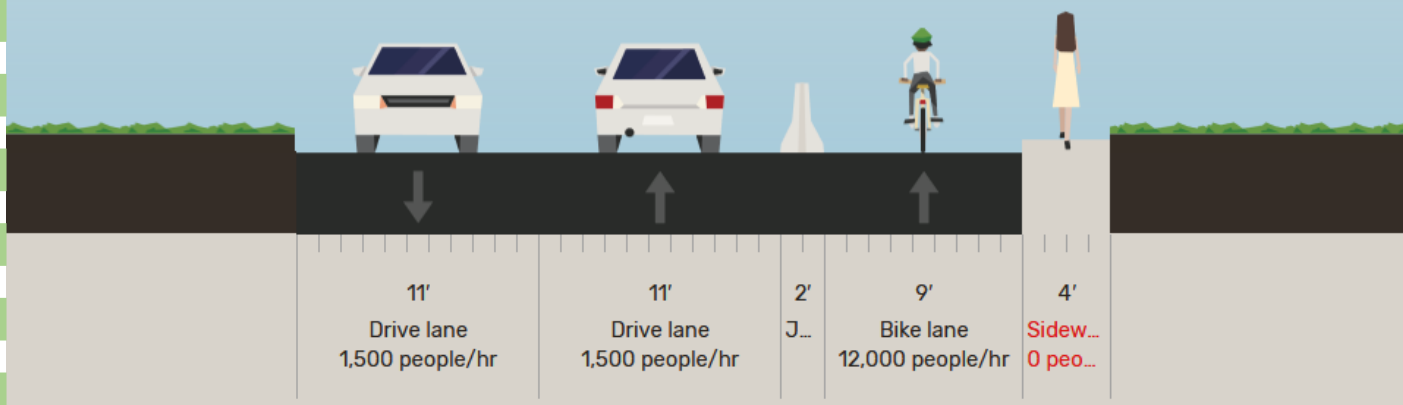
Section 2

Calvert Place to Kent Street: Proposed Options

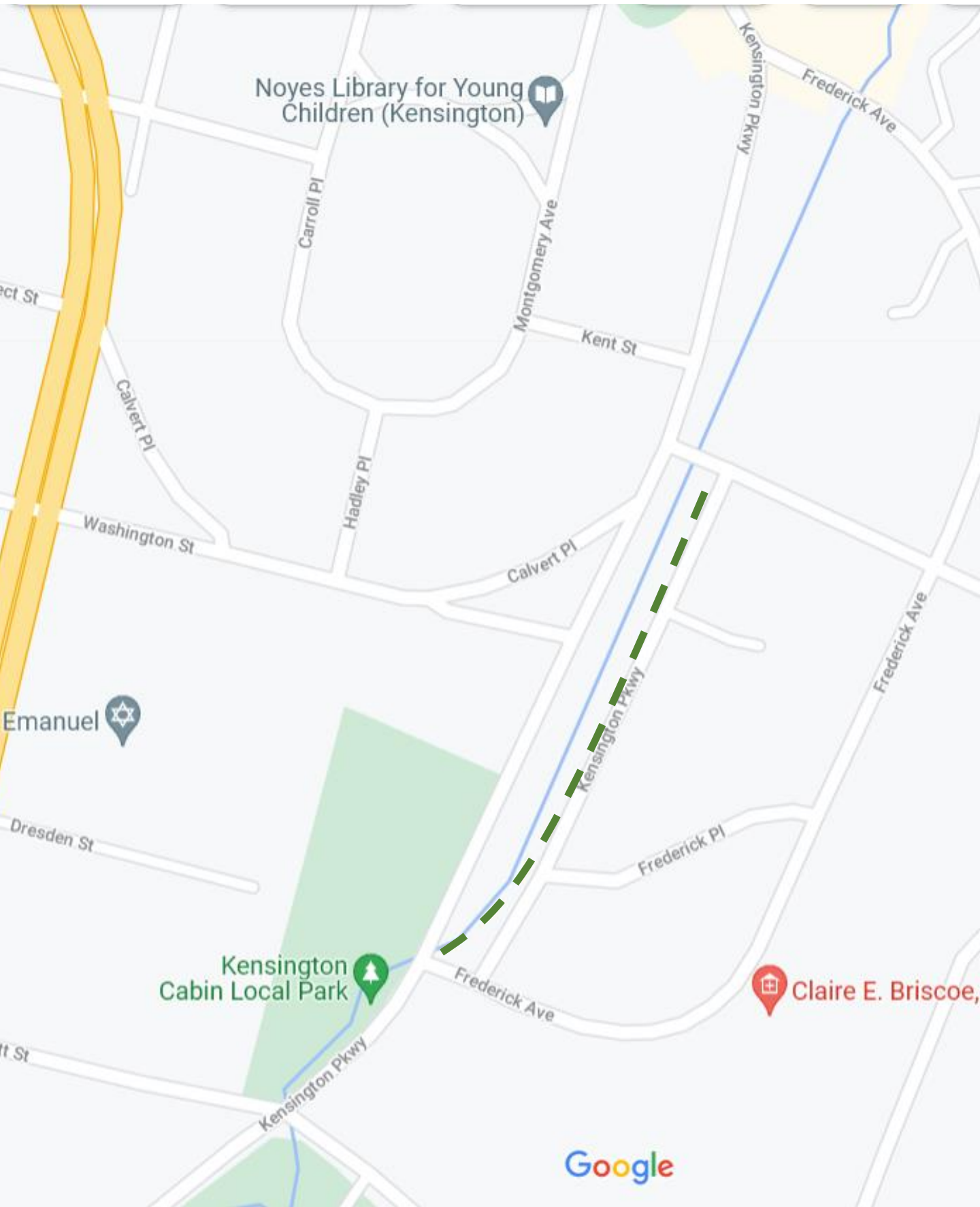
- Reduced bike lane installed (12' to 9' lane)
- (Alternate route along service road, if approved, would continue through section 2)

Kensington Parkway - Section 2

37' width ▾ · 15,000 people/hr · [Add location](#)



Alternative route – service road



Section 3

Kent Street to Frederick Ave.

Proposed Options 3A, B, C:

Option 3A:

- Parking spaces remain along western side of Kensington Parkway
- Cars and Bikes share roadway both north and southbound

Option 3B:

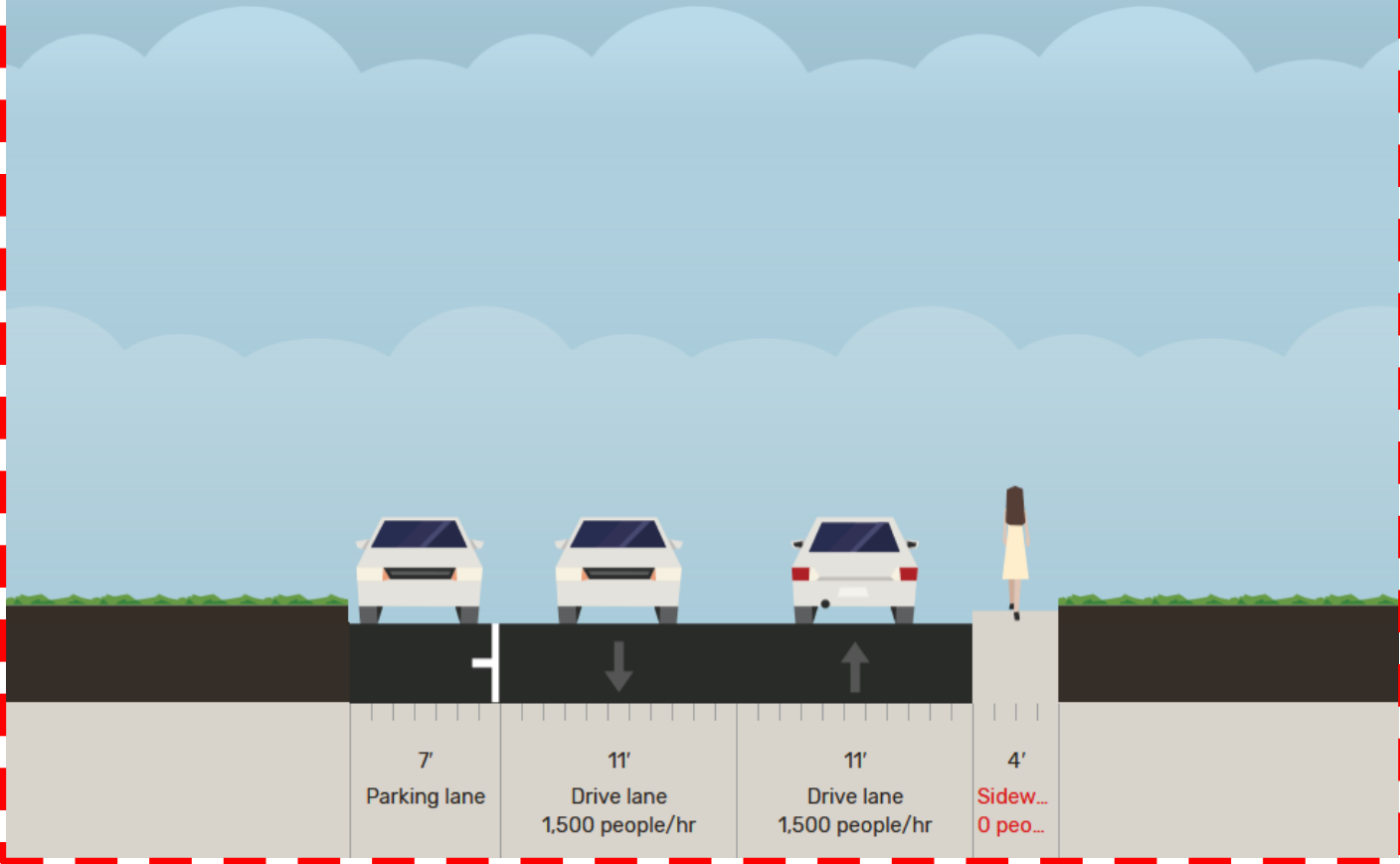
- Parking Spaces removed along western side of Kensington Parkway
- Car lanes reduced from 11' to 10.5' in both directions
- Bike lane (reduced from 9' in section 2 to 6') installed on Kensington Parkway

Option 3C:

- Utilize current 50' right of way area to the east of Silver Creek between Kent Street and Frederick Ave for installation of new bike path. This would allow for either moving bikers off Kensington Parkway at Kent where Parkway is most narrow, and potentially connecting bikers to alternate bike path along Kensington Parkway Service Road

Kensington Parkway - Section 3a

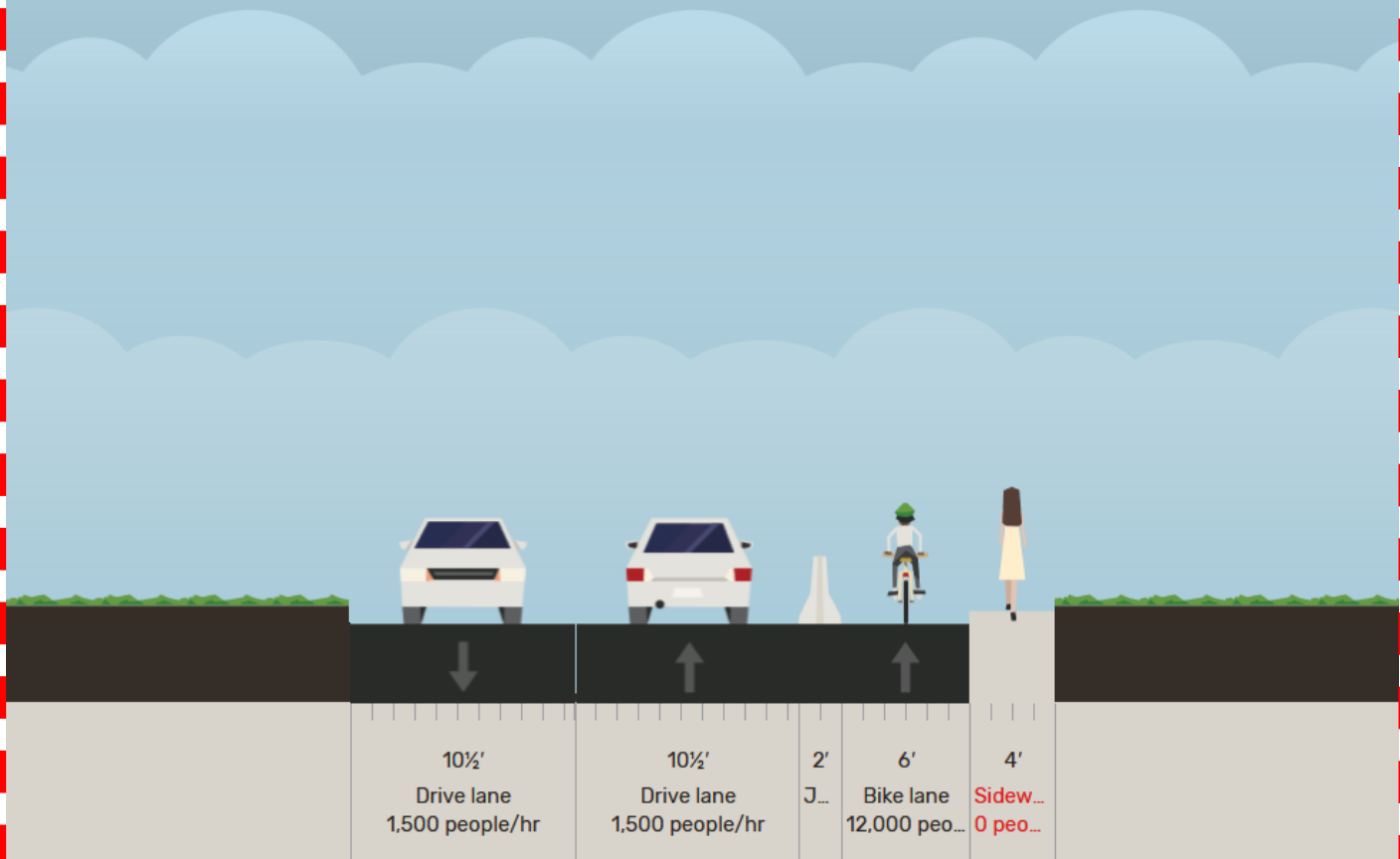
33' width ▾ · 3,000 people/hr · [Add location](#)



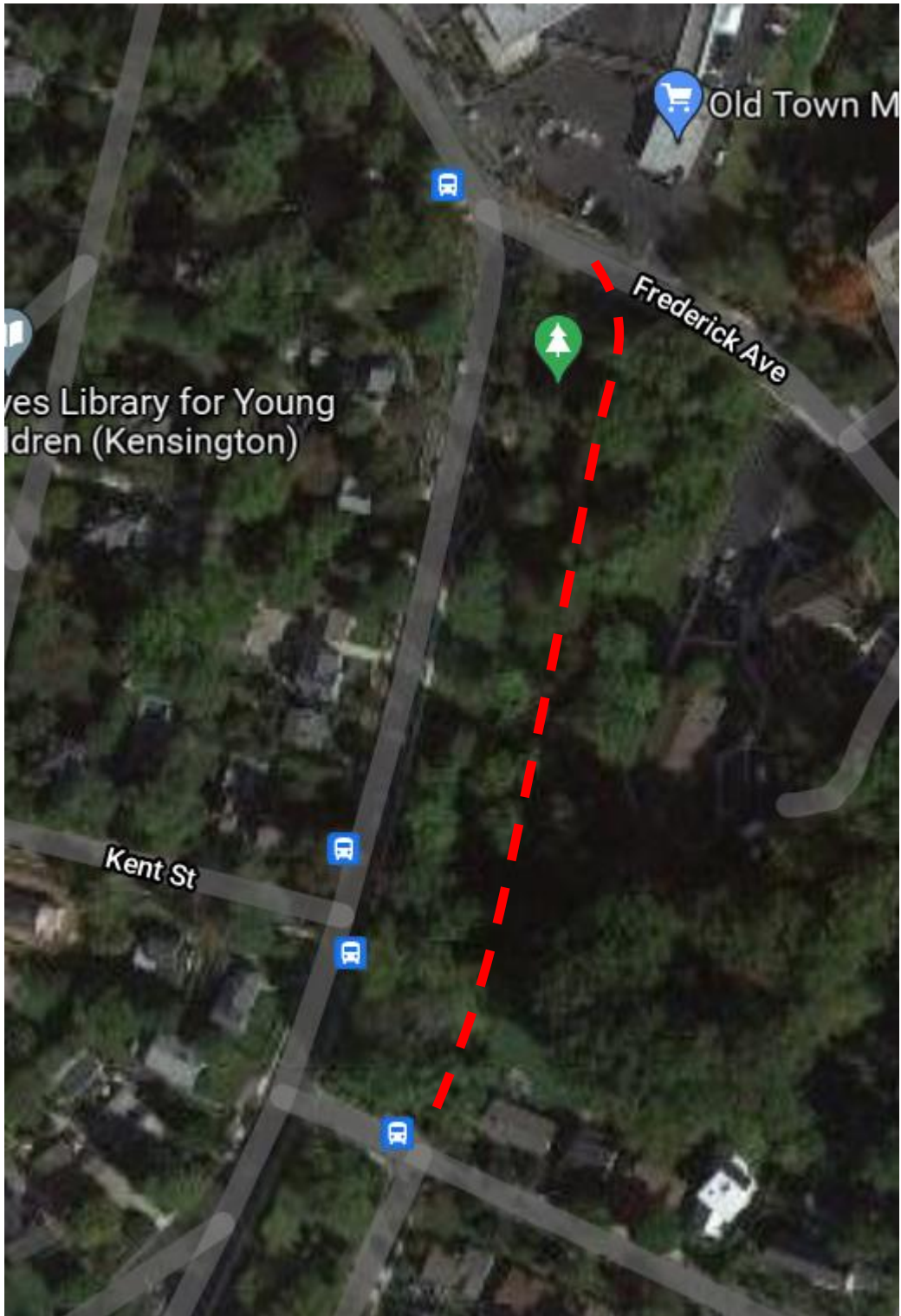
OR

Kensington Parkway - Section 3b

33' width ▾ · 15,000 people/hr · [Add location](#)



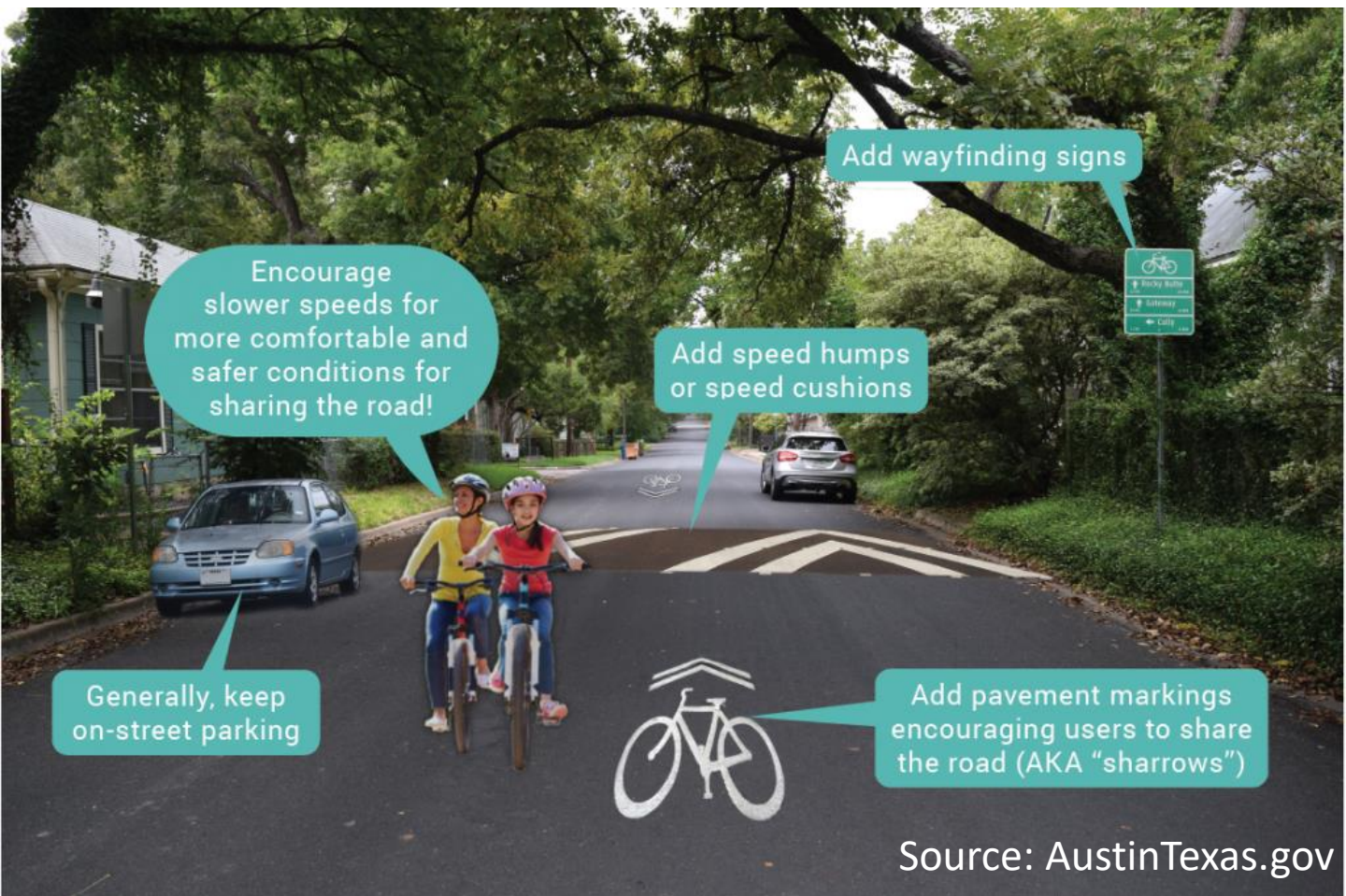
Options 3C: Silver Creek 50' Right of Way



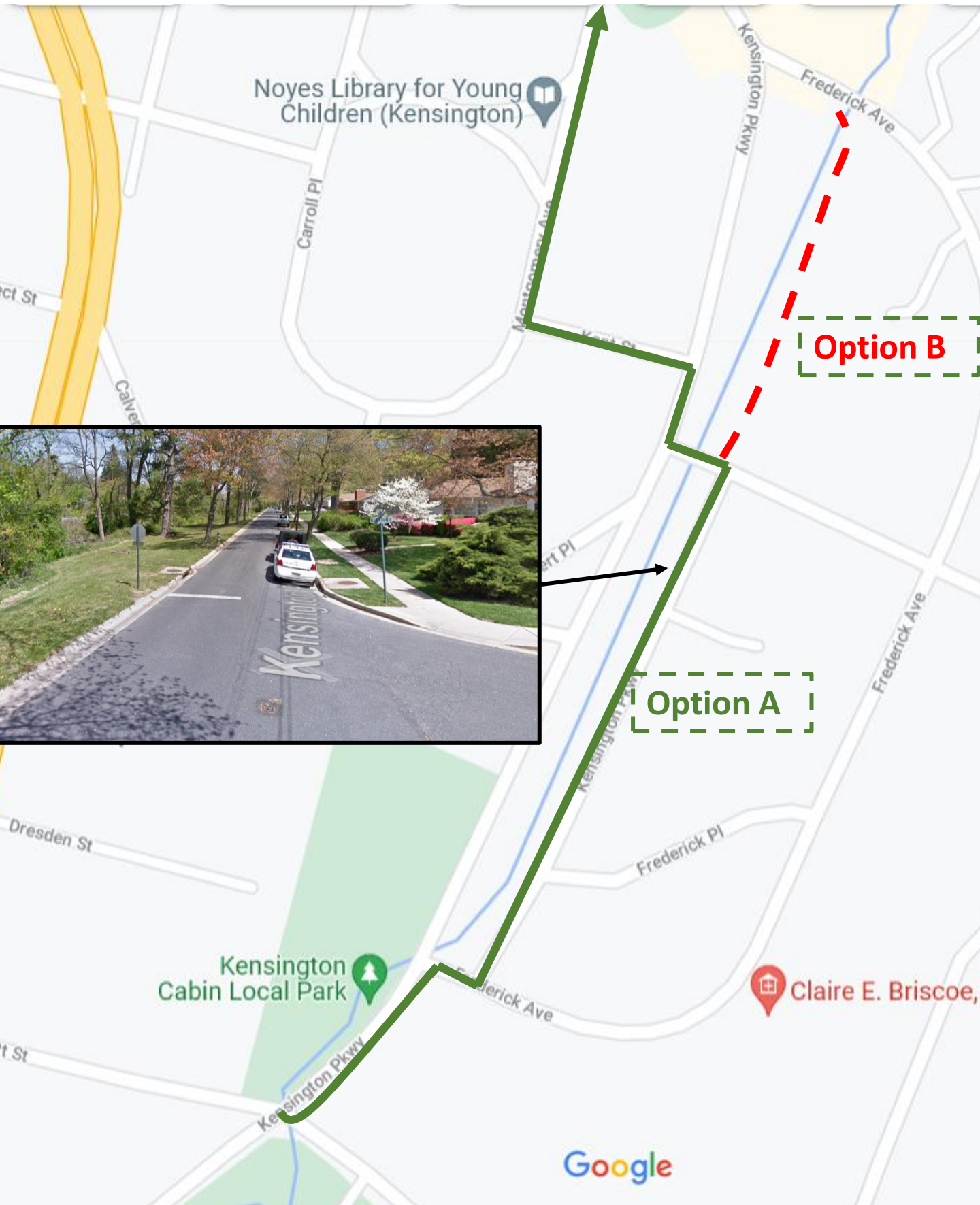
Solution 2

Signed Bike Route

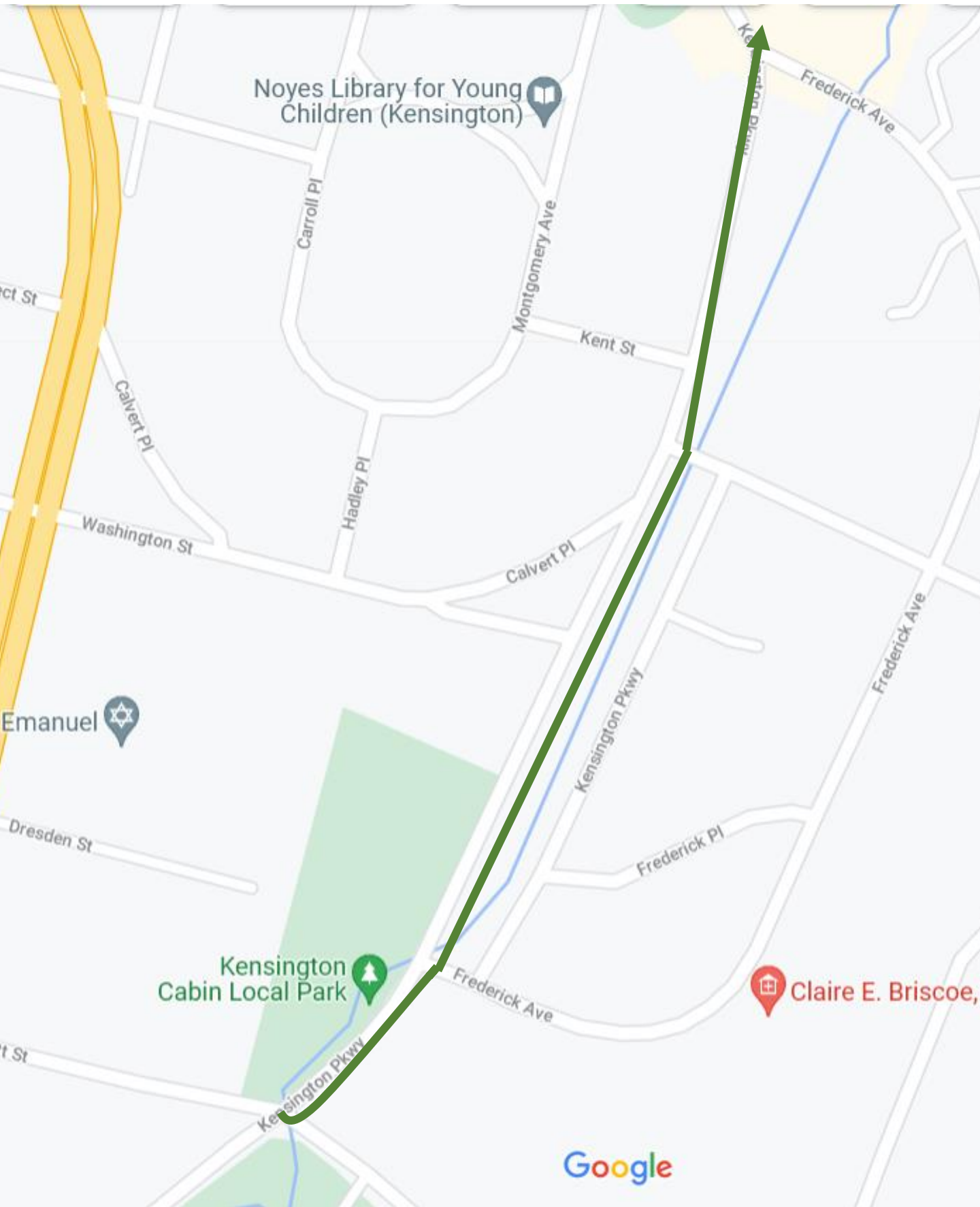
Example Images



Solution 2 – Route Option A and B (along “local” Kensington Parkway Service Road & Montgomery Ave)



Solution 2 – Route Option C (improved signage along all three Kensington Parkway sections)



Other Improvements to Consider

- Additional/more visible crosswalks across Kensington Parkway
- Paired with Solution 2 – add sidewalks on the west side of the street

Next step = Council to agree on more nuanced analysis of options, to include

- Detailed engineering design and visuals of options
- Cost/benefit analysis, to consider bicycling/pedestrian safety, CAPEX/OPEX and maintenance
- Implementation timeline
- Identification of resources for supporting implementation

Opportunity for public input throughout