

KENSINGTON PARKWAY SHOULDER IMPROVEMENT PROJECT

VIRTUAL PUBLIC MEETING
2-24-2021



Outline

- Background
- Study Overview & Purpose
- Public Input
- Alternatives
- Discussion



MC→**DOT**

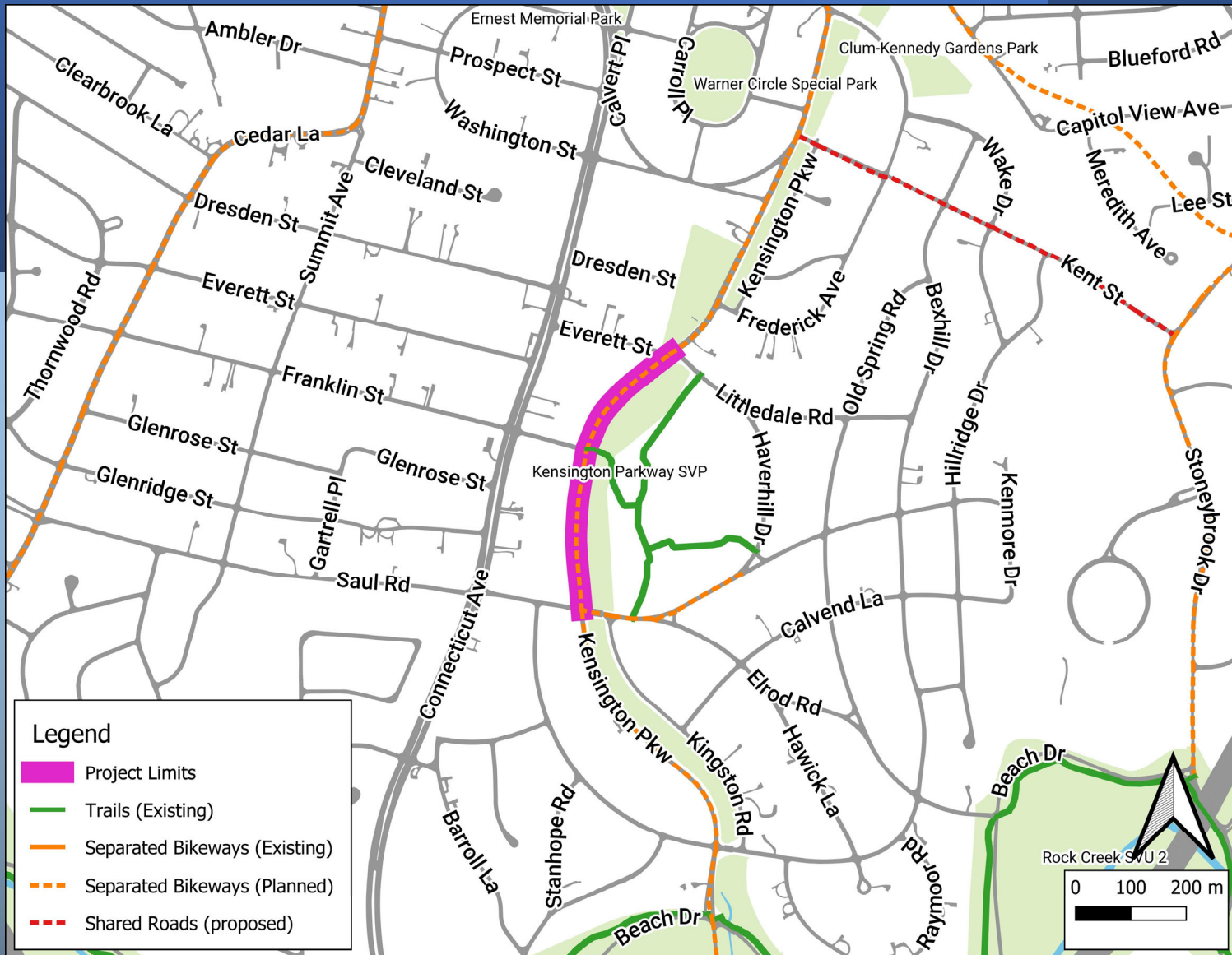


MC→**DOT**

Background

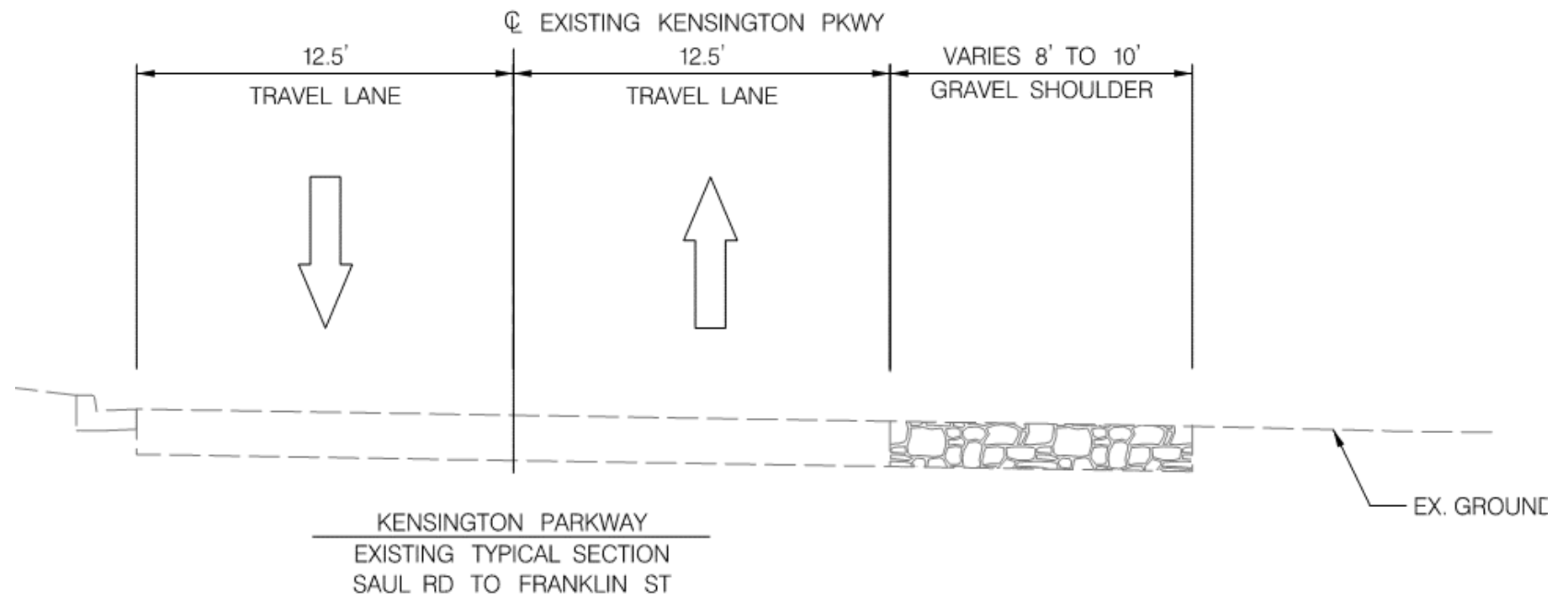
- WSSC Kensington Parkway Water Main Replacement Project (BRLR5837A15) started 2018
- Town of Kensington's Pedestrian and Bicycling Access & Safety Working Group and Delegate Carr reached out to MCDOT regarding Kensington Parkway in August 2020
- Spring 2021 repaving presents opportunity for quick build immediate improvement for bicycle and pedestrian access
- MCDOT coordinating with WSSC on repaving







Existing Conditions



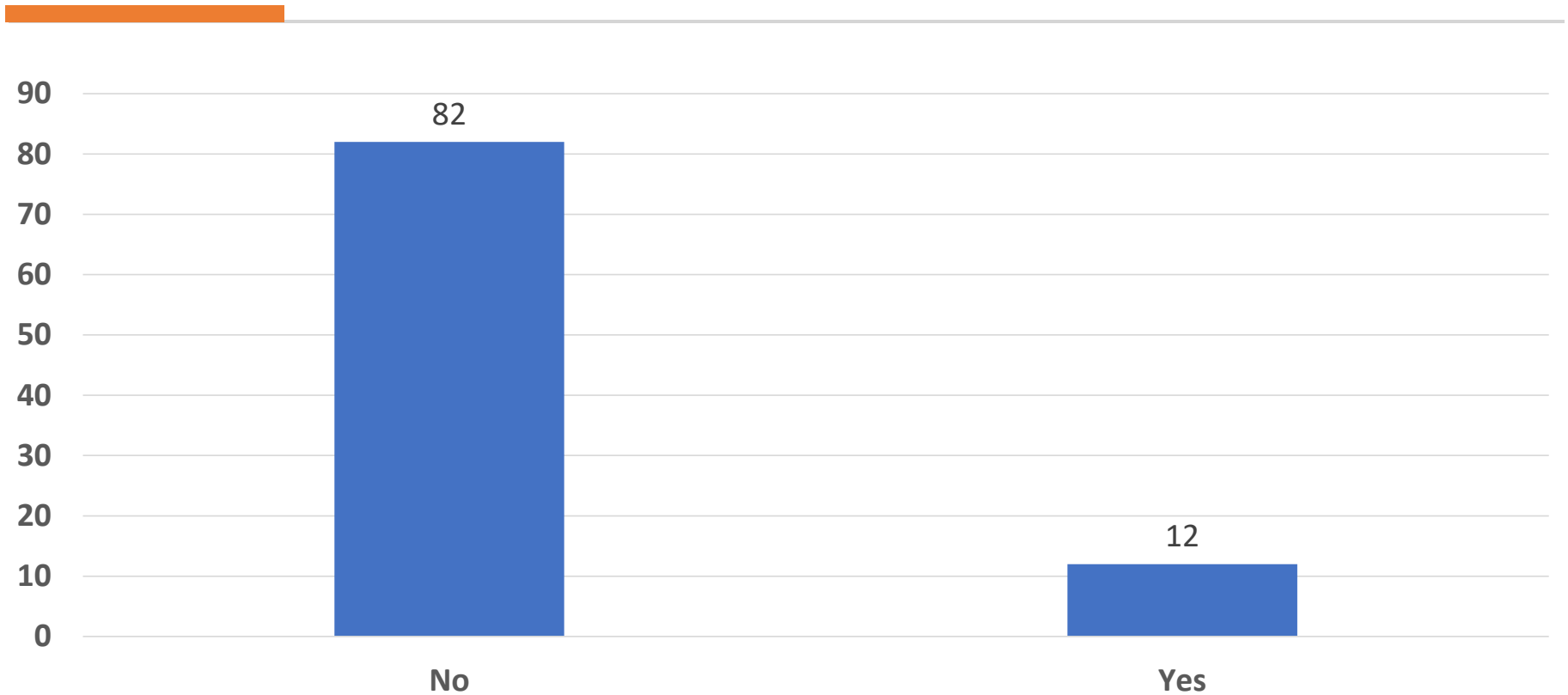




Public Input

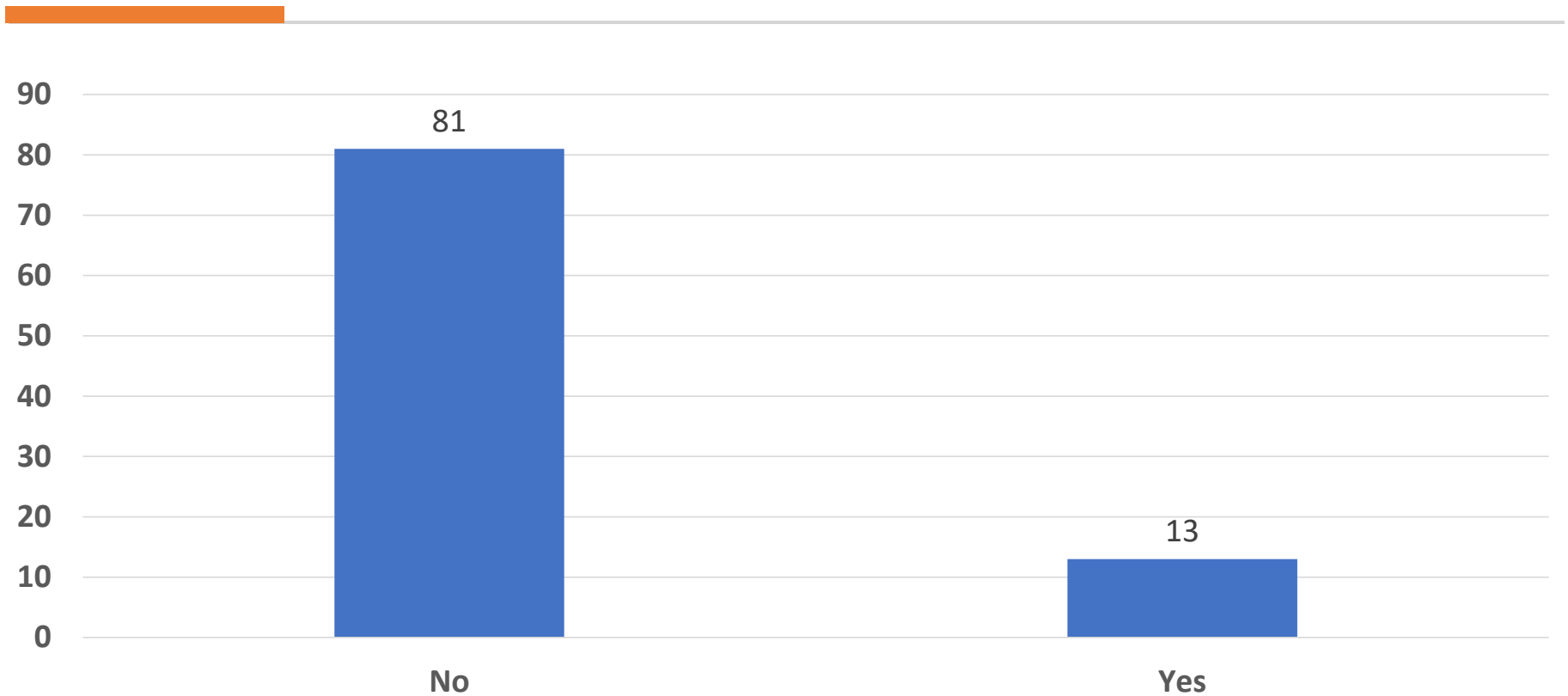
Summary

Do you live on Kensington Parkway between Saul Rd and Everett St?

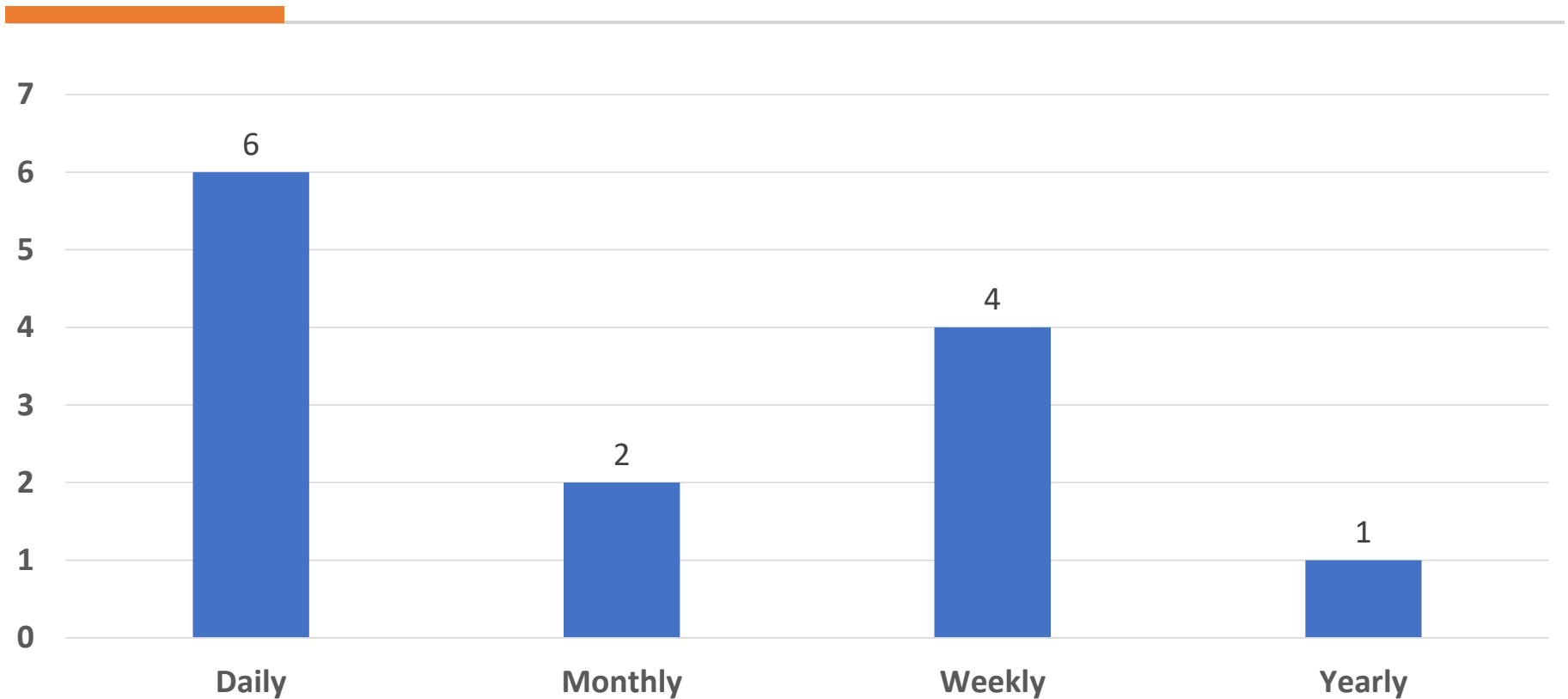


7/15 of Houses fronting project limits have responded

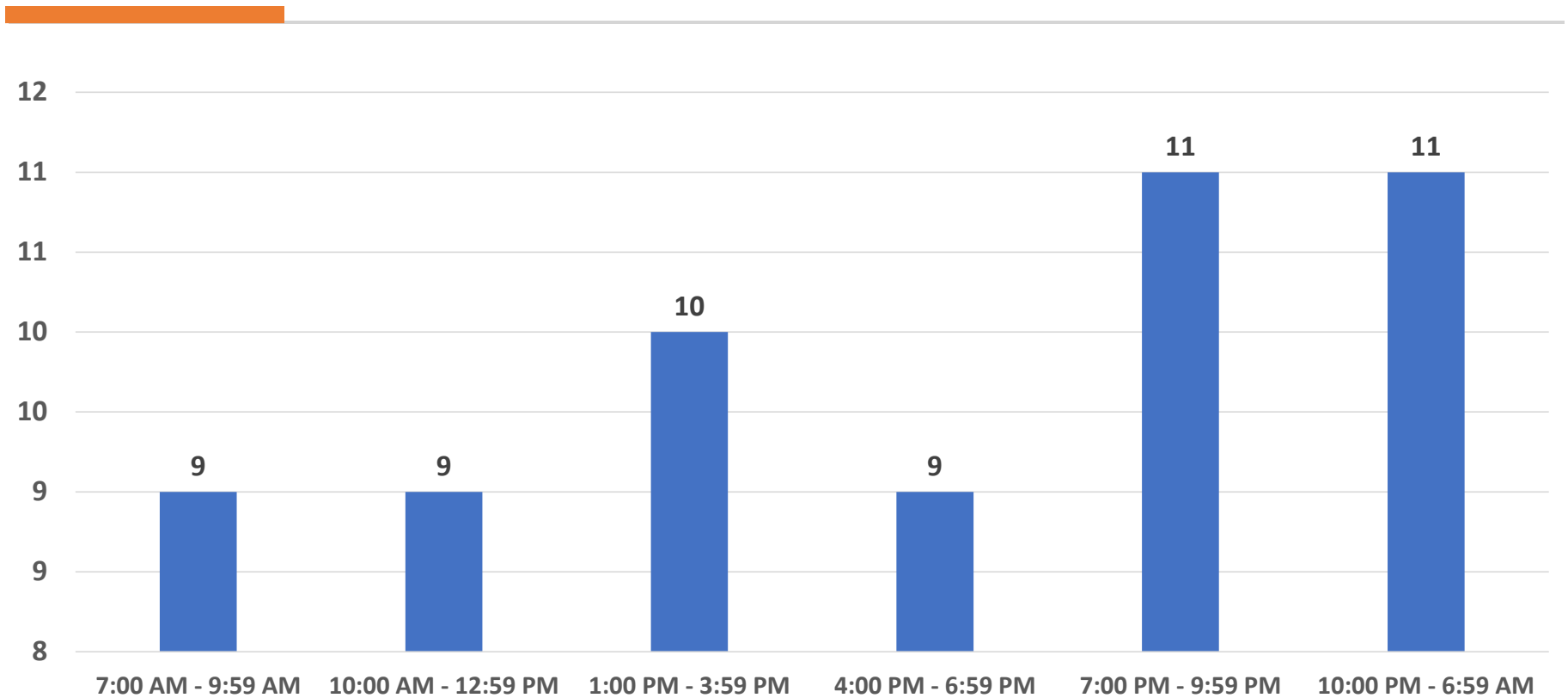
Do you park along Kensington Parkway between Saul Rd and Everett St?



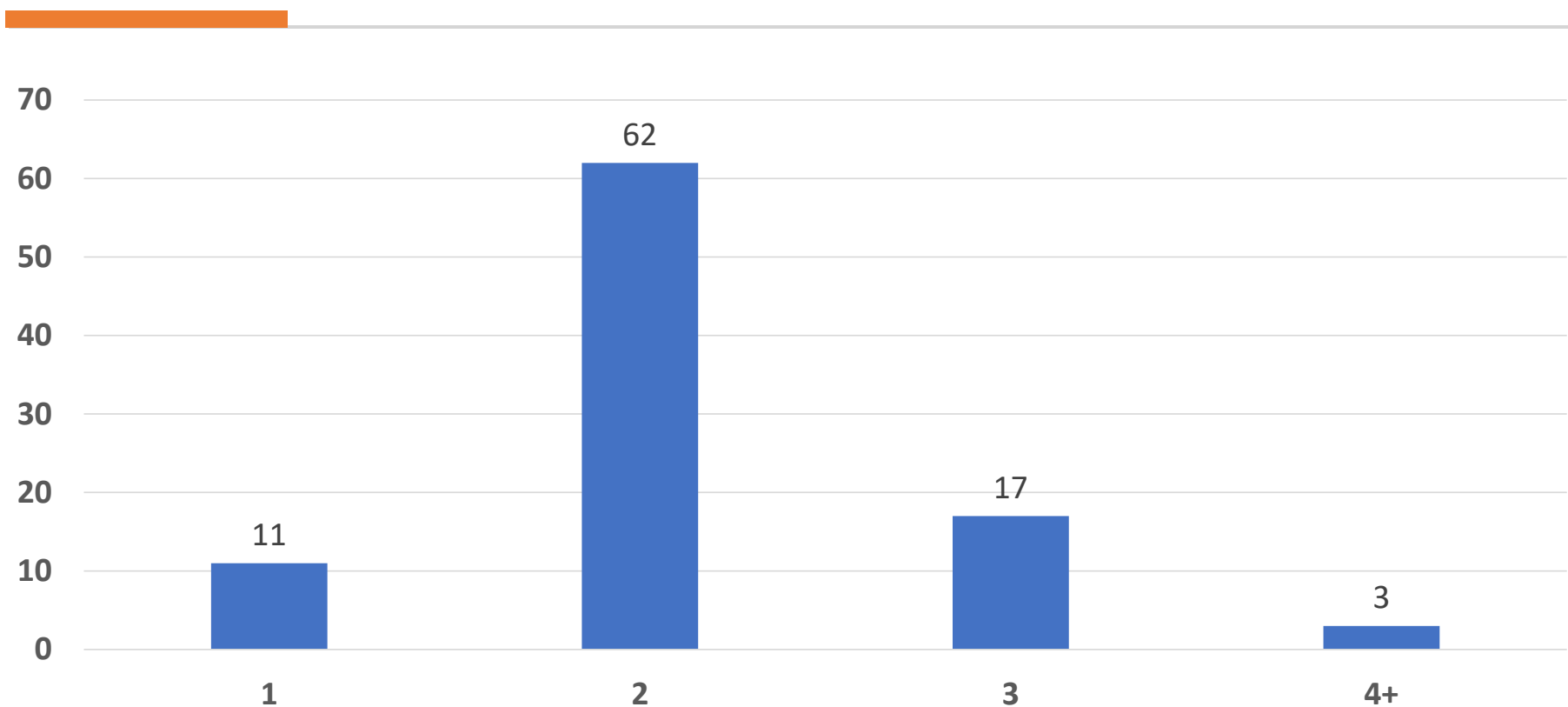
How often do you park along Kensington Parkway between Saul Rd and Everett St?



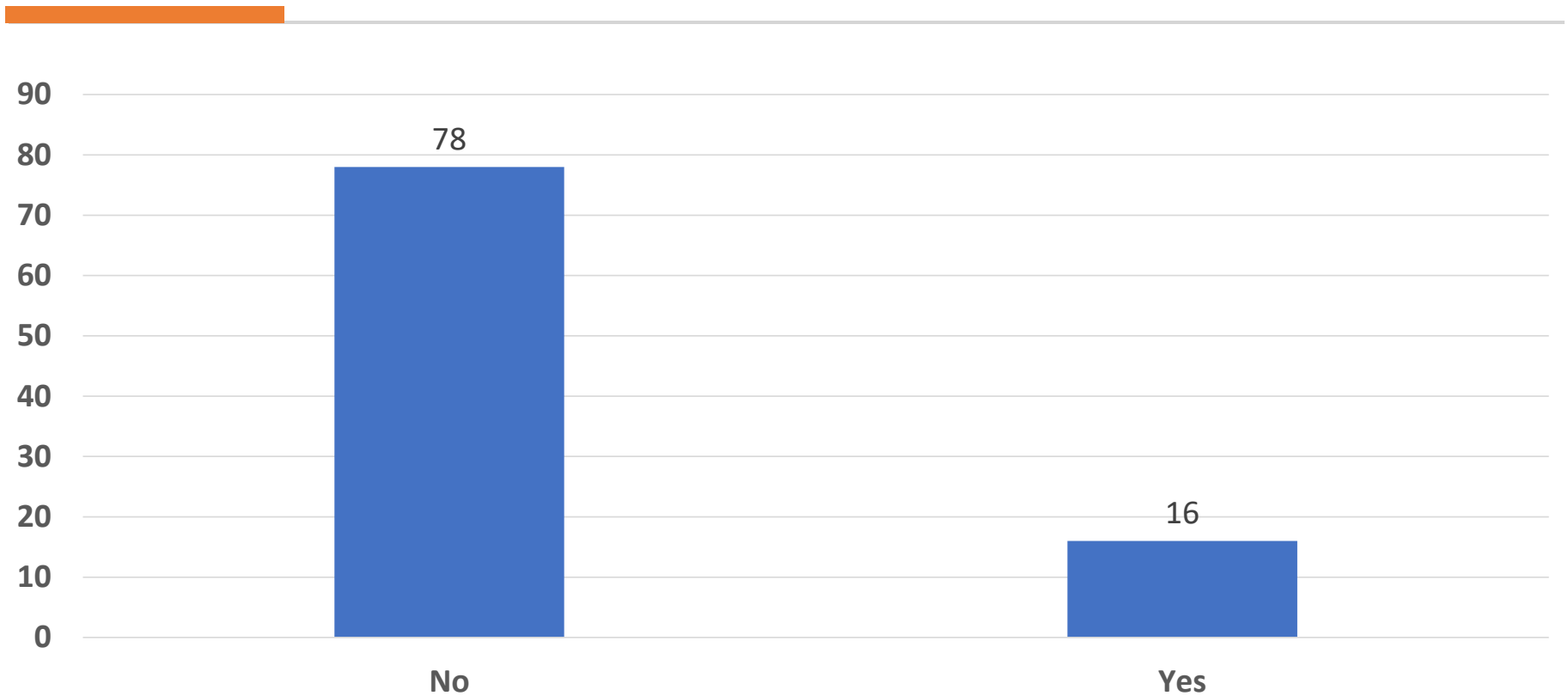
When do you typically park along Kensington Parkway between Saul Rd and Everett St?



How many cars are owned by your household?



Would losing parking along Kensington Parkway between Saul Rd and Everett St impact you?



Parking Impact Themes

- Street parking allows access to driveways
- Individuals come and go at different times
- Visitors, service providers, and workers use street parking
- Driveways designed with accessible street parking available
- Silver Creek Middle School and Kensington Park Senior Living overflow parking
- Parking would be forced to side streets including Everett St, Franklin St, or Saul Rd
- Increased safety is more important than parking access





Parking Discussion

- Full Parking
- Partial Parking
- No Parking

Other Input

- “Prospect of a sidewalk and bike path make sense”
- “The designs showed a lot of effort to accommodate bikes, but nothing for walkers”
- “Pedestrian safety is a must.”
- “I often run pushing a stroller with my two youngest kids and my son riding behind me on a bike. It would be great if I did not have to worry about traffic coming behind me and could run on a safe path that is preferably paved. That stretch of road connects my (and I’m sure many others’) recreational loop.”
- Extend project to West Bexhill Dr:
 - “This is tragic that only a part of Kensington Parkway is being considered...we applaud the refurbishing of the area south of Saul...but we are in desperate need for a safe place to walk and park on the area that is south of Bexhill and north of Saul”
 - “When I received the recent postcard announcement I was THRILLED to see progress finally on “Kensington Parkway Shoulder Improvements” - and then my heart sank when I saw you are limiting this project to the parkway between Everett and Saul.”
- “I frequently walk there and it is dangerous having to walk in the traffic lanes.”
- “I have 2 young children and the only way we can walk to downtown Kensington is on the actual road of Kensington Parkway because you can’t push a stroller through gravel. So, I walk along the edge of the road and then have to push off into the gravel when a car comes by and push back on to keep going.”
- “Any snow or rainfall greatly exacerbates the danger. Just this morning, an elderly woman was making her way down the road when two cars in opposing directions approached - she had nowhere to go. Both cars had to stop until the situation sorted itself out.”

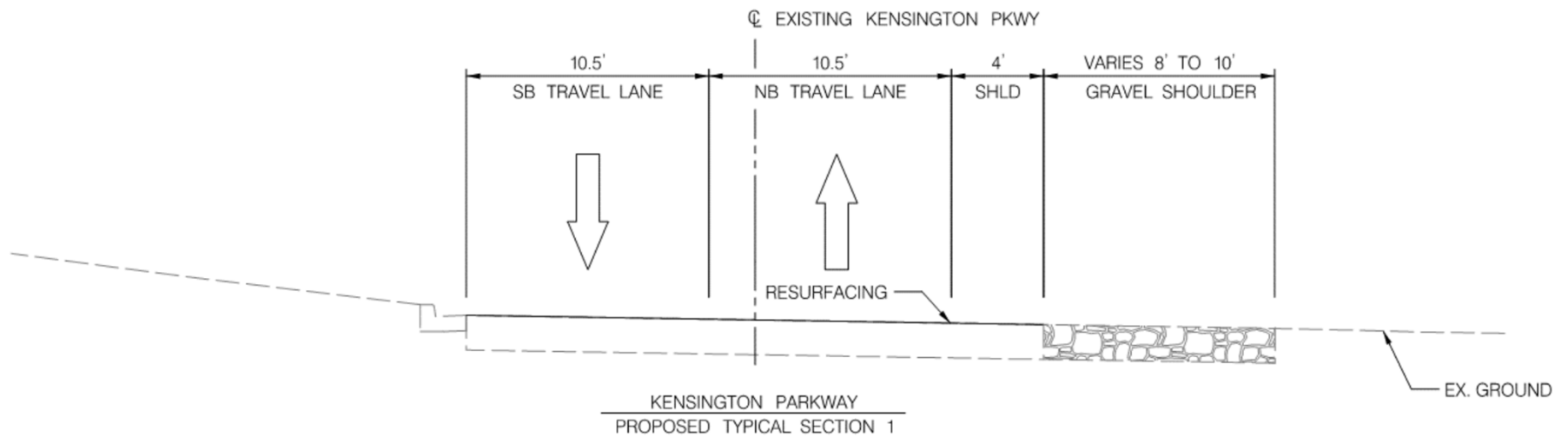
Kensington Parkway South of Saul Road



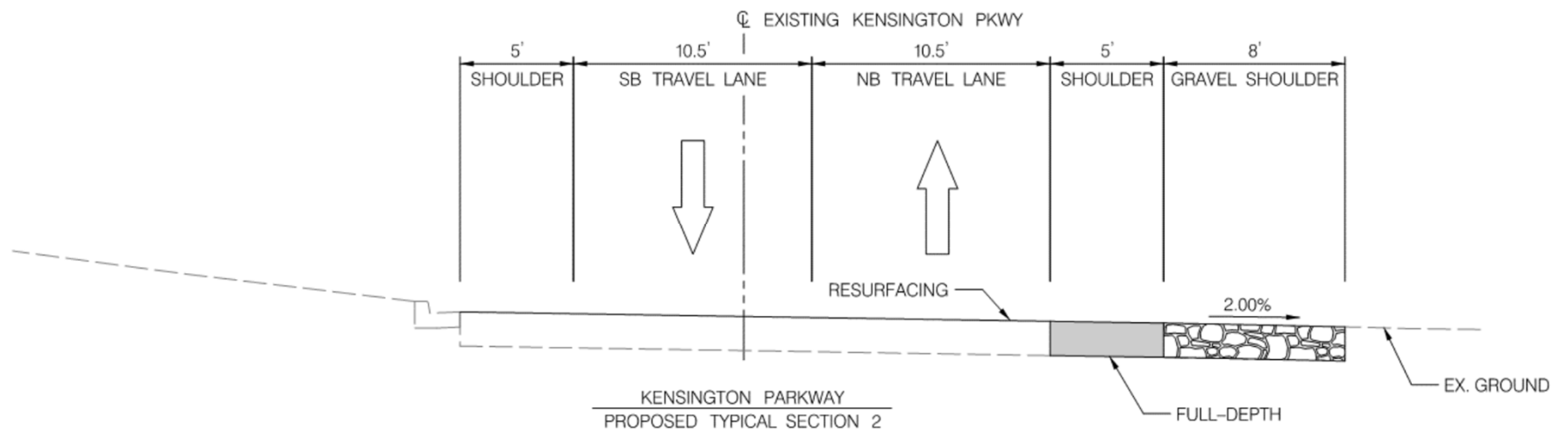


Alternatives

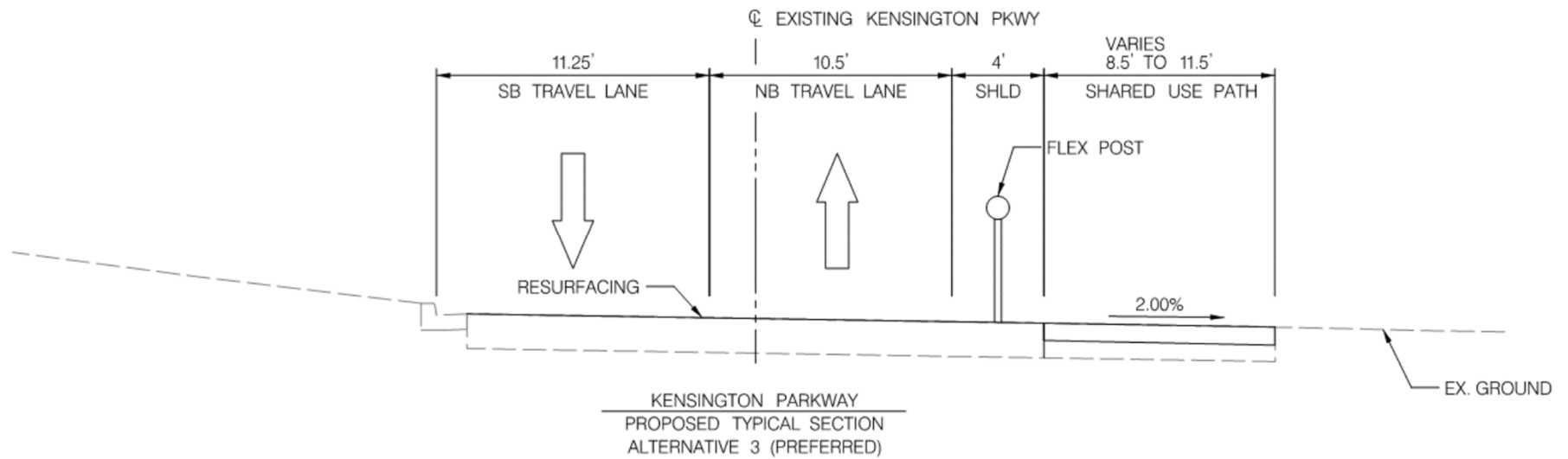
Alternative 1



Alternative 2

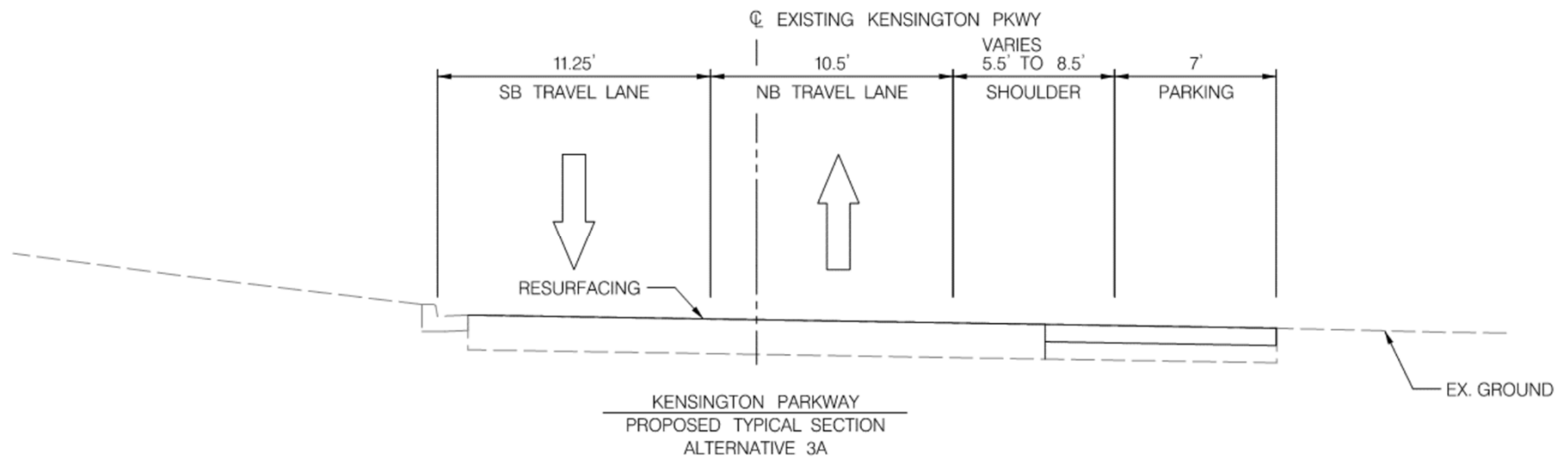


Alternative 3A (Preferred)

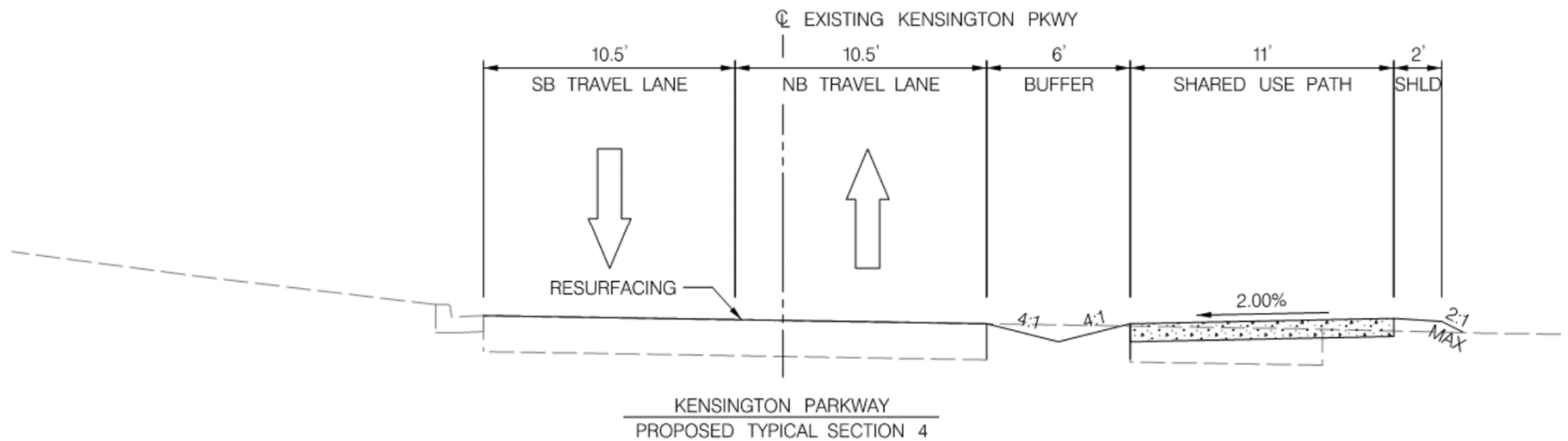


34.25' – 37.25' ROW

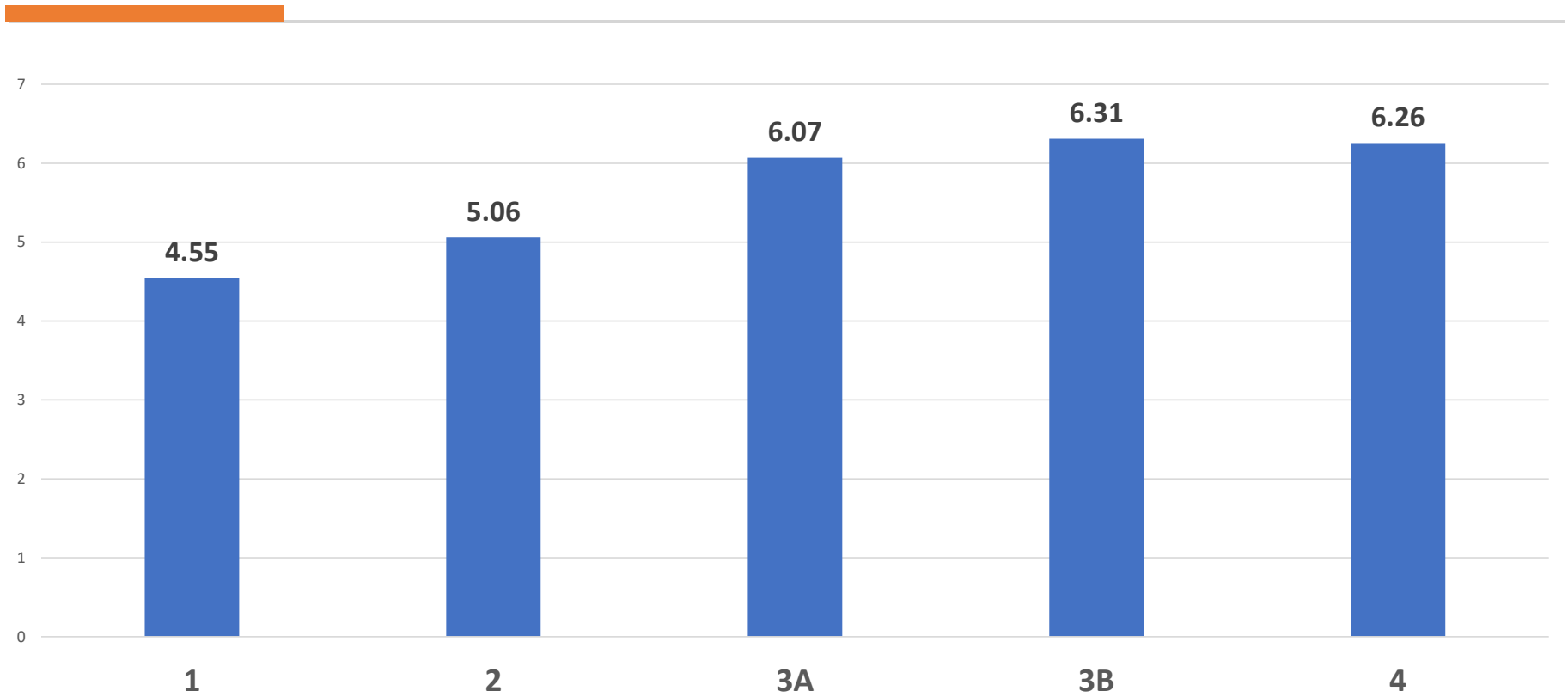
Alternative 3B



Alternative 4



Alternatives Rating





Planter Box



Parking Stop & Flexposts

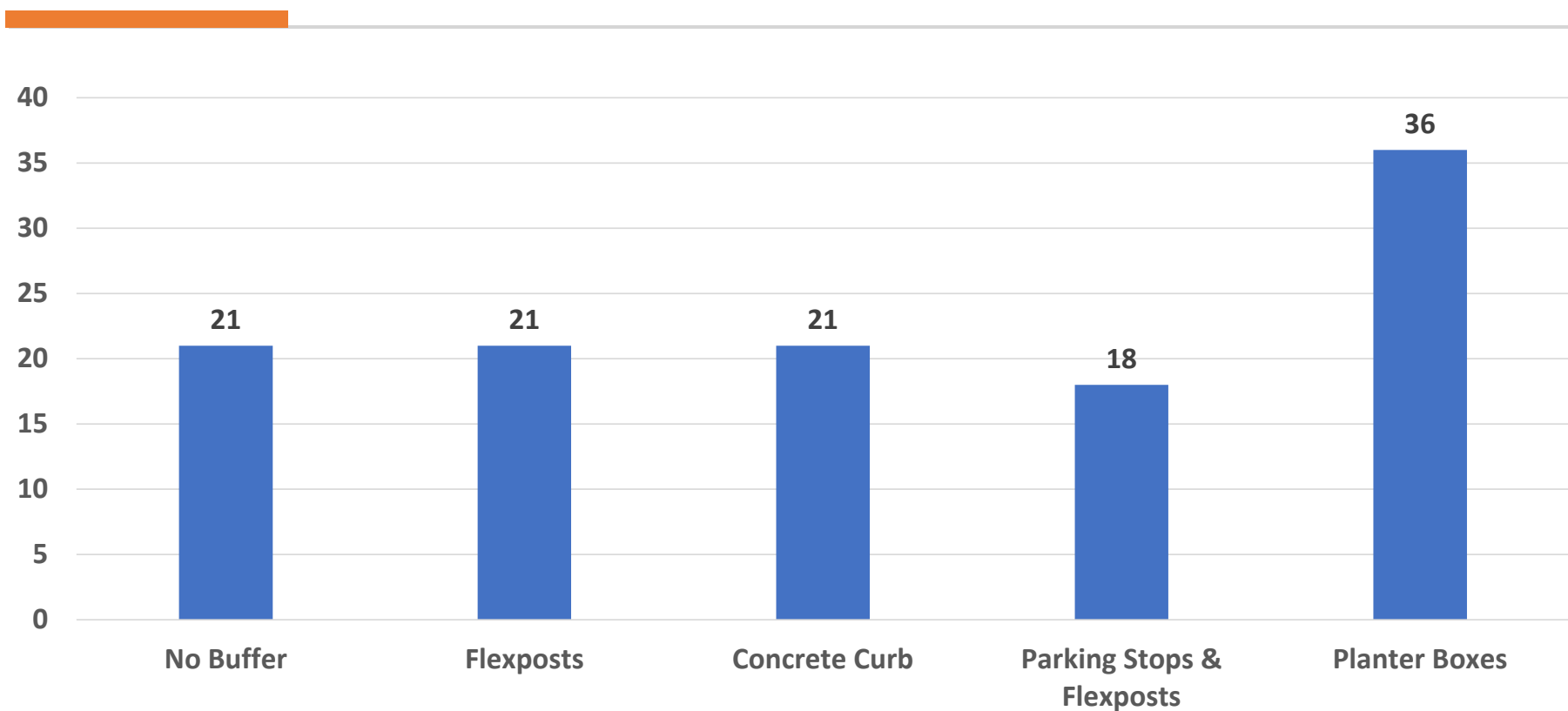


Concrete Curb



Flexposts

What type of material would you like to see used as a buffer?



Construction Sequence

1. Mill existing pavement (1.5 or 2-inches as proposed by WSSC).
2. Wedge and level to shift crown approximately 1-ft 3-inches west so the southbound lane is 10-ft (min) width and to adjust final NB roadway cross slope. Where the existing NB roadway cross slope is steeper than 2%, wedge and level should be used to achieve a 2% cross slope.
3. Regrade gravel shoulder so the surface is 2 or 2.5-inches (depending on base course thickness) below the existing milled and wedged pavement surface to achieve a final shoulder cross slope of 2% (max). The shoulder cross slope should be no greater than 2% to comply with ADA requirements.
4. Proof-roll existing gravel shoulder and repair as necessary.
5. Place base pavement (2 or 2.5 inches) over existing gravel shoulder.
6. Place continuous pavement surface course (1.5 or 2-inches) on roadway and shoulder and speed hump replacement.
7. Striping





Discussion

Contact



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<https://www.montgomerycountymd.gov/dot-dte/projects/washgroveconnector/index.html>





