

As a current resident of Kensington Estates and avid biker, I wish to express my interest in the county reconsidering the master plans for development on the Knowles/Summit intersection—in today's context, the plan for cycle and pedestrian lanes between Beach Drive and Summit Avenue.

Knowles Avenue is routinely backed up with traffic from Connecticut to the middle of Strathmore in Garrett Park. The development on the corners of Summit and Knowles is only making it worse. To remove the roadway and add a larger bicycle pedestrian path would further this issue.

As a biker, I do see the need for connecting corridors, specifically to public transit in hopes to alleviate the usage of more cars. I enjoyed the Kensington BPPA public input presentation on June 1, but I do believe that the planners are missing key elements of design, but not living or visiting the communities that they plan. For example, the pedestrian level of comfort on the south side of Knowles Ave is much more stressful than county staff represents it. There are areas of lower visibility, low separation distance from cars, and of course those breaking traffic laws at all hours of the day. The planners have also not taken into consideration the already existing paths, which are marked by county signage. For example, to connect from the town of Kensington to the metro south of Knowles, I currently take streets behind the development (Prospect > Summit > Brookfield > Rock Creek > Strathmore) or above (Plyers Mill > Brainard > behind the library > Knowles > Strathmore). In both instances, there is a sign designated bike bath on Weymouth St, that is a very peaceful ride to the SE entrance of Grosvenor Station. Lastly, as a taxpayer, I do not think it makes sense to take land from the most populated side of Knowles Ave., and also pay to move all of the telephone poles. The North side is all but complete for a bike path as is, except connecting the path from the Arden Courts to the Kensington Park Library.

In summary, I urge the council to consider alternate routes than that in the master plan—ones that protect pedestrians and bikers by creating a safer space to do so. I believe that the council can achieve a better mix of car and pedestrian/bike friendly transit by: properly studying the traffic impacts of development, providing bike and pedestrian paths nearby and not directly on stressful roads, and providing bus routes that connect corridors with the metro.