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**Subject:** **Clarksville Design Guidelines**

It was very disappointing to see that the transportation part (and possible traffic calming) of the Clarksville Design Guidelines report was removed. The pedestrian proposals are essentially worthless without first slowing down traffic along the stretch of Rt. 108. Cars travel far too fast and the road width will have to be reduced in order to make most of the pedestrian related improvements worth installing. For a very good live example of what slower traffic speeds accomplish you do not have to go very far. The same Rt. 108 from Sandy Spring to Olney is 25 to 30 mph road and they control the speed with narrower roads ( fewer lanes) and speed cameras. And it works.

From article in Baltimore Sun:

*Raj Kudchadkar, deputy director of the planning and zoning department, said the county would continue to look into traffic improvements independently of the design guidelines.*

*"When we were getting our community feedback, a lot of it had to do with safety on the road. That certainly didn't need to hold back the rest of the guidelines," he said.*

The report missed the most important part of what was studied and a waste of tax payers money. The installation of all of the pedestrian related

facilities will not increase the number of pedestrians using this corridor.

I suggest saving the money until the road speed and width is addressed.

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