Explanation of the Proposed Traffic Calming Measures (TCMs).

Because the survey will ask for your opinions specifically about the plan s proposed traffic calming measures, there is a brief explanation of each below with clarifying notes and links to some of the pros and cons.

The MCDOT Traffic Remediation Analysis also lists the pros and cons of the some of the possible TCMs, and why they decided whether or not to include them in the revised plans. These include curb extensions, median islands, speed humps, speed table and raised crosswalk, and stop signs.

In addition, MCDOT has provided responses to residents' questions from May through October 2026 in this document.

TCMs in the plan (in alphabetical order)

Center Islands. Designated areas between or beside traffic lanes used to guide vehicle movements, separate opposing traffic, or provide safe stopping spaces for pedestrians. See some of the pros and con here.

Continental crosswalks. A type of pedestrian crossing marked with thick longitudinal stripes running parallel to the flow of vehicle traffic. Pictures here.

Curb extensions. A traffic-calming and pedestrian-safety feature that physically or visually widens the sidewalk or curb line into an adjacent on-street parking lane. They are not intended to encroach into active travel lanes or dedicated bicycle lanes. They are intended to slow traffic but they can also push oncoming vehicles toward each other. See some of the other pros and cons here.

Floating curb extensions. A floating extension is a curb extension that sits detached from the curb to allow free lowing access to a storm inlet. They have the same pros and cons as regular curb extensions. See above.

Pedestrian crossing signs. A variety of photos and images are available on the internet See some of the pros and cons here.

Speed humps. Vertical traffic-calming devices designed to slow down motor-vehicle traffic on residential and low-volume roads. Typically **3 to 4 inches high** and about **10 to 14 feet long** (or 3 to 20 feet depending on the design), offering a much more gradual slope than a sharp speed bump. Speed humps are governed by a specific County regulation and receive separate treatment in this survey. See some of the pros and cons here.

2-foot wide mountable concrete median with center line hardening. (Proposed only at the intersection of Parkwood Drive and Parkwood Court.) This is an engineered low-profile infrastructure solution specifically used for centerline hardening. Placing a physically raised but traffic-mountable curb along the yellow centerlines leading up to intersections,

forces a smaller left-turn radius. This eliminates high-speed, "diagonal" left turns, improving intersection safety for crossing pedestrians. Example here. See some of the pros and cons here.

TCMs that are not currently in the Plan but are included in the survey for possible further discussions with MCDOT

Lower speed limits. Clarification from MCDOT is needed as to whether Parkwood Drive would quality for lower speed limits.

Painted lines to define limits of parking area. Painted lines can serve some of the same functions as concrete curb extensions. See some of the pros and cons here.

Raised crosswalks. Raised crosswalks are pavement roadway crossings elevated to sidewalk grade, acting as combined speed tables and pedestrian paths. MCDOT says that they cannot install them because they must be supported through the county CIP budget (Capital Improvement Plan). See MCDOT s Design Decision Matrix, page 2. See also some of the pros and cons here.

Stop Signs. MCDOT has said that they will not install additional stop signs because overtime they can create unsafe conditions, such as drivers routinely running a stop sign. However, the associations want to continue this discussion, especially at the intersections relatively close to KPES and for access to the park. See MCDOT s Design Decision Matrix, page 2. See also some of the pros and cons here.