Section 2, Questions 2.1 and 2.2, Comments

2.1 Of the traffic-calming and safety measures listed below, check your level of support or opposition. Optional: Additional comments:
These are an effective way to slow down traffic.
I support the speed bump proposal however needs to be recalibrated on placement so they are in the most effective places. Remove the Puller island and put vertical deflection speed bump there instead. Place them where the conflict areas are. A speed bump on top of the hill is ridiculous. It is not where cars are going their fastest nor where people are traveling. If you need more data do a traffic study at the intersections to capture the speeding AT the intersections (where there is already an ineffective island).
Since MCDOT doesn't run traffic studies after speed bump installation, I haven't seen any indication that 3" high speed humps are effective, other than MCDOT's word, which is questionable.
Installing additional traffic calming measures will not help reduce the number of speeding cars, nor will it stop rush hour traffic from using Parkwood Drive to bypass busy parts of Connecticut Ave or Beach in order to get to or from i495 on weekdays. If anything, tighter lane restrictions and lane clearances will slow cars down and potentially cause larger backups while not reducing the AMOUNT of cars that use the road. We should be talking to MDOT about various OTHER ways of curbing traffic through the neighborhood, like stronger and more active traffic enforcement rather than filling it up with a bunch of concrete curb extensions, medians and speedhumps..
One can not have an opinion on proposals but not about location. All is important MCdOT study shows we don’t need strict measurements so I do t want them. I want people to behave and learn to drive. .
Ideally not all the speed bumps proposed
Heading west on parkwood via car, I find its hard to see walkers coming from the park - intending to cross parkwood, until they are almost in the street. hopefully the changes can help with views. Also, I walk my dog across Parkwood 4xs per day and have to be very cautious because many people will not stop their cars. I'm not comfortable.
I hope the county considers cost when making decisions for example stop signs would be less expensive and achieve similar results to bump outs.

Speed humps are bad for snowplows and ambulances. Also for bad backs.
I don't support anything that would lead to higher local/county taxes.
My home would be impacted by the curb extensions and I welcome them. Lowering the speed to 20 mph in addition to the other proposed measures in the plan will be great to slow traffic and keep our neighborhood kids and seniors safer.
Curb extensions are dangerous. Relying on vehicles to slow down to not hit is a very bad idea. Speed humps are bad for school buses, ambulances, snowplows, car maintenance. Only very few vehicle speed on Parkwood (based on the traffic study) and those who do speed will fly over speed humps anyway. Please do not add more speed humps; we have too many already. Add stop signs.
Let people that live here use the road how they want without obstruction.
Water already pools at the intersection of Puller and Parkwood. Adding curb extensions would be hazardous in freezing conditions unless more expensive water mitigation measures were also undertaken..
I live on the corner of Parkwood and Puller, where the road slopes downhill from both directions, causing cars to travel at dangerously high speeds. Nearly every home in the immediate vicinity has young children, and with the park nearby, there is constant pedestrian and bicycle activity. Something needs to be done to slow traffic and improve safety before a serious accident occurs. It shouldn’t take someone getting hurt for this intersection to receive the attention it deserves.
I am particularly concerned about the intersections at Saul and Westbrook
Adding spacial restrictions to the road will cause more harm than good. Drivers on the road need to give as much space as possible to the many parked cars on the road in order to maximize the safety of anyone getting out of, or in to those cars. Spacial restrictions will also hinder Trash trucks, moving trucks and construction vehicles. Adding stop signs is a much more cost effective measure. Please don't extend the curbs or add medians. Thank you.

There is no need for installation of traffic calming measures on Parkwood Road. It is rare that I see cars going over the speed limit and I use Parkwood every day. I walk on Parkwood regularly and there are no pedestrian safety issues in my opinion. The biggest issue is the number of parked cars on Parkwood since many residents have chosen to not add a driveway. This causes delivery trucks to double park as they are unable to pull over to the curb. I would support better signage/flashing lights at the Puller/Parkwood intersection crosswalk to assist students crossing to the bus stop if that is an option.
As MCDOT did not find a documented safety hazard requiring immediate remediation, I support the homeowners with direct property frontage having final say on implementation.
Additional hardscaping on Parkwood is not an ideal measure to improve pedestrian safety because it will reduce already limited parking and pullover areas for delivery trucks and construction vehicles, resulting in more cars having to drive into oncoming traffic to go around these vehicles, making things even less safe for pedestrians. Any measures implemented must take a holistic view to ensure safety is actually improved and speeds of vehicles are reduced.
Need a different plan than just more speed humps.
There are already humps at Brookfield and Saul and a center island as well. The existing humps need repainting so drivers see them.
I believe we should use the traffic calming strategies from 2.1 first and see if there is improvement for at least a year before considering adding speed humps which are more drastic.
Speed bumps can and do damage a car underbelly even when going very slow and Not over the speed limit on Parkwood Dr. There are already SEVEN speed bumps on the total length of Parkwood Dr.
Speed bumps too wide and don’t slow down traffic.
I want literally anything and everything that will help/force people to slow down

I am of the option that stop signs, reduced speed limits, speed bumps, potentially light up cross walk signs (motion sensed) could be the most effective. I understand that people may not follow the speed limit or roll passed the stop sign, but these measures are intended to set the law/guidance. It will still reduce the number of speedy drivers today and increase safety. If people decide to not follow the law, that's concerning and should have it's own consequences. It doesnt mean the law shouldnt exist in the first place....I have hope that most people will follow full stops, reduced speed limits, slowing down for speed bumps, and light up cross walk signs to aid in visibility of pedestrians! thank you for the effort put into making our neighborhood safer - it is very appreciated.
I support traffic calming measures on Parkwood to support pedestrians including small children and seniors
While I support speed humps, they are not a substitute for crosswalks, sidewalks, and stop signs. Speed is not the only or even biggest issue. Measures that would do more to improve pedestrian safety (sidewalks, raised crosswalks, and stop signs) would be better.
I think all of these proposed measures are completely unnecessary. Please stop wasting tax payer money and resources fixing problems that don’t exist. If you want to actually solve a problem make sure there are sidewalks on all streets in our neighborhood and open beach drive on the weekend if you’re that opposed to cars driving in the neighborhood.
Speed humps punish all of us 24 hours a day but don't seem to dissuade the few speeding drivers. Stop signs make every trip a needless slog, or encourage people to roll through them which increases danger for everybody, especially when we are walking.
I support speed bumps only near crosswalks and intersections
Roads were built for cars. Putting impediments on roads make driving harder and less pleasant. Sidewalks are for people, they should be everywhere. Bikes are somewhat difficult but where possible,bikes should have their own pavement because they do mix well with cars or pedestrians.
There is no evidence of a statistically significant high rate of speed-related accidents at every location of the planned construction. You're just creating a friction in everyone's life for the sake of pretending to "do something."
I feel that lowering the speed limit won't deter those from speeding, unless there is a speeding camera in place.
Stop signs and a crosswalk would be a very simple solution

I am strongly opposed to all the concrete "quieting" options, medians and curb extensions.
Speed humps are very, very effective at slowing traffic in both the short and long terms.
I am of no opinion about speed humps because I have a speed hump right in front of my house and it is not sharp enough to be effective at all. People speed right over it. I can't see the point of more poorly designed speed humps.
No Bumps for Brookfield
n/a
I support measures that meaningfully reduce vehicle speeds and improve pedestrian safety along Parkwood Drive, particularly where children cross the street. I would like to see consistent speed reduction throughout the corridor, rather than having vehicles slow down only at individual speed humps or intersections. I would also encourage before-and-after speed measurements to evaluate the effectiveness of these improvements.
I hope there is some attention to Ewell as well, especially at the intersection with Knowles.
I strongly support additional safety measures on parkwood. I use the road daily to commute by bike and by running. I have two children under 6 who also frequently walk along or cross parkwood to go to school or the playground.
A police presence during morning and evening hours to enforce existing speed limits would help. Cameras and other options, I really would not feel strongly about.
All are necessary. All will improve how people see our neighborhood and behave while they are in it.
Drivers coming the other way often cross the middle line, and sometimes aren't paying attention. There needs to be a little extra space to avoid collisions.

Install flag holders at crosswalks so pedestrians can hold a flag when crossing Parkwood Drive. Do not narrow Parkwood Drive with islands and medians. The street is already narrow enough with cars parked on both sides. Making the street more narrow poses a driving risk, especially at night. Most of Parkwood Drive already has speed humps. However, there is a portion that doesn't.. If a part of the street qualified for the humps, why doesn't the entire street have them?
Installing more concrete won't deter those who are determined to drive dangerously. However it will greatly inconvenience normal residents and passersby.
Do not change the road design (no curb extensions, islands, etc.) Use in-street signs at crosswalk to slow vehicles and painted lines to define legal parking or else stop signs. These are quick to implement, should be effective and can be easily removed. Example exists at Kensington Parkway/Kent Street intersection near downtown Kensington.
I do not support additional “hard scaping” on pedestrian crosswalks. It narrows navigable traffic lanes and creates obstacles for safe school bus navigation.
Desperate for measures to enhance safety!
Could we do a cross walk with the blinking pedestrian triangle sign when the button is pushed like the ones near holy cross on strathmore
Speed bumps should not done in a way that forces traffic flow below the posted speed.
Parkwood and Franklin needs attention
Pedestrian safety is paramount.
Most of this is unnecessary. My taxes are high enough. Stop wasting money.
stop sign on the corner of parkwood and knowles would be very helpful for the safety of the neighborhood. Iti is very hard to make a left turn onto knowles due to large amount of traffic, trees blocking views and drivers blocking the road to parkwood while on knowles. its a dangerous driving issue. often cars backed up on parkwood waiting to turn left onto knowles. a three way stop sign would be helpful.

Safety is important, of course, but Parkwood must remain a usable road. It is already difficult to drive on Parkwood due to the narrow roadway, cars parked on both sides, and narrowing/construction toward the direction of Saul and Franklin from the direction of Puller. I believe many of these proposed actions will make driving on the road a worse experience and potentially more dangerous.

Strongly oppose any type of curb extension that will eliminate any of our street parking along Brookfield Dr and Parkwood Dr, and any sidewalk or crosswalk installation that will require removal of our trees along Parkwood Dr. We will oppose any such plan with all means available to us through litigation and injunction, if required.

Don’t create a problem when there is not one

Cars speed unless there are consequences. Cars don’t stay on their side of the road even if yellow lines, drivers are distracted and uncomfortable driving beside parked cars.
Everett and Parkwood has poor visibility for drivers and pedestrians grossing road. Turning right onto Parkwood, drivers don’t see pedestrians wanting to cross and don’t have good view of oncoming cars due to hill and parked cars.
New speed bumps are too sharp.
Pedestrians wanting to cross at Parkwood and Westbrook have problem as cars are all going downhill (so fast). For drivers it can appear pedestrians suddenly appear wanting to cross. Maybe we have road markings/signs that show pedestrians and drivers when a car is too close to brake assuming car is travelling at 25mph, about 90 feet. Within 90 feet zone pedestrian knows car will not stop. Outside the 90 foot zone, car knows it has to stop.
Random speed cameras. Results are posted publicly so we can see repeat offenders. Shame them. Then ticket them if they don’t stop after warnings.

Curb extensions must be at least one foot narrower than the parking lane. They do not narrow the driving lane and do not push oncoming vehicles toward each as much as the many parked cars along Parkwood Drive do, and they don't obscur sight lines like parked cars do. I'm not fond of anything in the center line at intersections because they shift the driving lanes toward the sidewalks. Take a walk to the Parkwood/Puller and Cedar/Franklin intersections, especially the latter at high traffic times, or the curve in Cedar where it joins Summit.

Stop signs were originally requested at the intersection of Westbrook and Parkwood due to the child pedestrian traffic due to multiple school bus stops, and an entry point to the Puller Park playground. On Westbrook alone, there are more than 55 young children that regularly use this intersection. Xxxxxxx.I have personally witnessed too many close calls for kids crossing here and almost being hit by a car. This is a severe safety hazard and simple stop signs would be greatly appreciated.

At the corner of Parkwood and Westbrook, the proposed speed hump plan only helps with slowing traffic from one direction due to the distance required between humps. There should be a stop sign at this corner. the corner of Parkwood and Westbrook is at the bottom of a hill and many cars speed through the intersection. This intersection is a major pedestrian crossing location for access to the trails and the playground as well as school bus stops. The way the sidewalks are set up in the surrounding area, pedestrians are funneled across the road at this location. I hear screeching tires often, I've almost been hit myself, and hear parents yell to their kids to stop because of this dangerous intersection. Cars often don't stop for people even though there is pedestrian crossing signs. Please install a stop signs at this intersection.

I am concerned with the effect on emergency vehicles and clearing snow