Section 3, Question 3.5 Comments

3.5 Optional: Add any comments you have about Parkwood Drive and Westbrook Lane.
A trail connection from sidewalk to park already exists by way of the parking apron.
Intersection Needs major improvements.
The neighbor at XXXXXXXXXX doesn't want them and it seem wrong for a neighbor to over-ride an abutter's opinion. The crosswalk on the north side of Westbrook seems dangerous to me due to sightlines. I have asked MCDOT what the minimum sightline is and what this sightline measures. I have not received a response. I do not support more sign noise/ pollution in my neighborhood. We already have signs there. We don't need more. The trail connection from sidewalk into park is a "nice to have", but with Montgomery County having a $290 million dollar structural deficit, I say "no" to "nice to haves"
Put in a Stop sign or pedestrian crossing light!
This is an intersection I cross daily where 2 of 3 cars (on average) in a row do not stop for walkers.
1) I would prefer a small roundabout/circle that is commonly found in Europe. Works well on more narrow roads than in this neighborhood. 2)I can not understand why a sidewalk to the park is needed??? There is no safety issue that will be improved, just a cost...3) I can see the use of some (floating) curb extension, but this seems overkill, specifically what is not directly on Parkwood. There is a lot of run-off on Parkwood here and floating curb extensions would be better to manage the water-flow. I would much prefer to see a central island than curb extensions that would separate traffic instead of putting it closer together.
Would solve problem cheaply with a stop sign, which I support.
Not needed nor supported by speed/safety data.
Curb extensions make sense where there are these entrances to parks and lots of kids regularly; not in some of the other locations proposed
But make crossing more noticable, add flashing sign when crossers are present. even just add orange flags that pedestrians can use when crossing. Are Rumble strips ever used or how about brick for the crosswalk? OR honestly, how about a an grassy island, something to give drivers something to slow down for but that doesn't impede driving if you have to move toward the middle of the lane.
My previous open text answer applies here. To add to that, given the playground and beach drive access from the trail - all of these are necessary.
Curb extensions should only be on Westbrook side, not the park side.
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.
The curb extension appears to make the road narrower than I would like, I would prefer a concrete median
Not a dangerous intersection
I am strongly opposed to all the concrete "quieting" options, medians and curb extensions.

Westbrook is pretty low traffic, and the intersection is pretty wide, making me worry less about the curb extensions causing collisions here. Also, cars do speed through this intersection, so traffic calming measures could help.
Have you seen the kids dodging cars and diving into bushes at the school bus stop? Or older people or people with strollers? Absolutely terrifying! We should have a safe pass into the park - why else do we live by the park if not to access it safely!
This area is heavily used as a turnaround and should not be narrowed or otherwise restricted. Signs are fine. The intersection has calmed down nicely since the signs were installed and crosswalk lines painted.
Do not add curb extensions or trail extensions that reduce parking and unnecessarily create significant homeowner maintenance responsibilities and potential legal liability. The current road design has had no problems. The sidewalk corners on either side of the park were just redone 1-2 years ago to widen to six feet, connect to the crosswalk and improve access for the disabled. The park trail is asphalt and at the same level as the asphalt street now, no changes are needed. Construction along the park trail entrance side would hit the 48 foot critical root zone of a beautiful 60+ year old cherry tree, which has shallow roots and could also damage my plantings. Don't spend significant taxpayer dollars to fix a problem that doesn't exist. Curb extensions on the park side reduce street parking for homeowners and park users. Parking restrictions for existing neighbor's driveways, crosswalks, and fire hydrants further restrict legal parking. Curb extensions and concrete side panels prevent driveways from being added to the properties that will have reduced street parking. Park users will take parking spaces from homeowners by the park entrance. Snowplows can't remove snow that blocks the storm drain due to curb extension sticking out right behind the storm drain. The plows normally plow along the street from the corner past the front of the storm drain. I have requested and been trying to obtain from MCDOT pedestrian crossing data at the Parkwood/Westbrook intersection, and they have provided nothing. Instead, install in-street crosswalk signs at the crosswalk and add painted lines to define legal parking for south (east) side of Parkwood the same as exists on the north (west) side. Simple, quick to implement, speed hump will slow traffic in concert with in-street crosswalk sign. Leave the road portion going towards the park as is, adding concrete landings with curbs create problems and there are no problems now.
curb extensions would narrow entrance to Westbrook Lane and cause vehicles to swing well into the opposing lane
Blinking pedestrian signs
The large sidewalk on the northwest corner doesn't lead to anywhere - could this be grass and visually extend lawn of adjacent property? Especially if implementing the wide trail connection sidewalk on the other side, grass and permeability would be better. Also concerned about reducing the size of the park-side inlets so much with the curb extensions- crossing here is not dangerous as cars don't pass

through, and these areas are often used for other MCDOT maintenance vehicles, food trucks.
Stop. Wasting. Money.
A stop sign would work despite what mdot says
I know someone (an adult who moved quickly and still found himself in danger) who almost was killed here this past year by a car. That there have been no documented accidents doesn't mean there haven't been near-misses that could eventually hit a child.
On all intersections without schools on one of the intersecting streets, I am in favor of adding crosswalks without otherwise impeding traffic.
Fight sign pollution!
Speed humps are the most effective way to reduce vehicle speeds.
same as above
Use Zebra crossings, where pedestrians activate flashing lights that will work when cars 90 feet or more from interesction, lights act as stop sign for cars.
You currently have to walk 5-10 feet into the roadway to let passing vehicles know that you want to cross Parkwood. No problem for me and my wife, but I can see how this can be intimidating for moms with little kids.
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. XXXXXXXXX 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 stop signs at this intersection.