Section 4, Question 4.2 Comments

4.2 If it will affect you positively or negatively, please explain how.
Anything that slows or reduces traffic on Parkwood Dr. would be positive.
Very positively. Create a neighborhood safety solution
We walk our dogs, walk with children, walk ourselves on Parkwood constantly. It is a neighborhood street and should be driven on as such. These measures will make our neighborhood safer and more difficult to drive quickly and easier as a pedestrian. We will need similar measures on Ewell Drive as much traffic will be redirected there and there are no measures (but multiple bus stops) on it.
Better walkability will help my young family better utilize the neighborhood. But it will likely take away some of my street parking availability. That’s a trade off I’m willing to make.
It has already created extreme disharmony on Brookfield Drive. It will undoubtedly impact on-street parking and exacerbate existing parking problems. In addition, the bottom of Brookfield already experience extreme run off during even moderate rain. Curb extensions -- notwithstanding MCDOT's claims to the contrary-- will surely affect this and place another burden on the households at the bottom of the street. In addition, there is no demonstrable problem to address per MCDOT itself. Brookfield Drive has survived just fine without so much as a crosswalk. The notion that we need to go from nothing to the most extreme form of pedestrian safety measures is baffling. The fact that our tax dollars are being spent on "wants" by some (or even a majority) of our residents is simply not good government.
Potential reduced property value due a speed hump with neon signs near my home. Increased taxes due to an excessive traffic remediation package. I also expect lots of damage to traffic remediation, as we see on Saul Rd and Cedar Lane. MCDOT unfortunately doesn't track maintenance expenditures of their traffic remediation. Montgomery County has a structural budget deficit. Lets stop wasting taxpayer money and focus on demonstrated safety problems.

Dumping concrete into our streets to make it more challenging to drive through will only decrease speeds and not reduce overall traffic flow. This is going to cause larger backups and traffic on Parkwood. Clearances are already tight in a lot of areas with people parking their enormous behemoth SUVs on the street, this will just add to that. We need stricter enforcement of speed limits, and discouraging traffic from using Parkwood as a bypass. It's important to be safe, but its also important that drivers be responsible and be subject to enforcement when necessary. Passive measures like concrete medians only make the road more annoying to drive down and will not improve driver awareness. In effect, we are using these measures to force drivers to slow down because they have no alternative, not that they're going to learn how to be better drivers in residential areas. All it takes is a few speeding tickets given out to problem drivers blasting down Parkwood at warp 10 to make them think twice about speeding there again.
Takes away my parking. Makes it unsafer for bikes. Does nothing to curb any problem. Reduces value. Takes away from property.
Safer walking/ driving .
If some of these measures are put in place, it will make it more difficult to travel by car in & out of the neighborhood. It may result in people driving more safely, but maybe not.
I want to be able to safely cross the street. This is a neighborhood- I expect drivers to comply with the rules of the road.
Any action taken will provide more safety.
Safer bike and pedestrian travel on Parkwood especially at Puller where we cross Parkwood to go to the park with our young children
It’ll slow down traffic making it safer
I live 5 houses from the Brookfield and parkwood intersection. I support my corner neighbor who will be severely impacted by the proposed bump outs and basically lose all her parking. I also feel it will cause more problems (accidents with those swinging wide around the bumpouts onto a new narrower road area)
Curb extensions are unsafe. I almost had a head on collision on Cedar. So a reduction in speed and stoping at stop signs is positive. Speed humps and head on collisions is negative.
Traffic will slow down (hopefully) and make the neighborhood safer for my family (including my newborn son as he grows) and all neighborhood residents.
Make us safer

Anything that could increase the safety of pedestrians will be a positive and would allow my family to feel more comfortable and safe when walking to the park. The more restrictive, the better.
Curb extensions will put traffic in opposite directions closer which i believe can be more dangerous. I much prefer islands and/or circles/roundabouts as traffic calming devices. I am normally a back seat car passenger and speed humps are very uncomfortable and I feel dangerous for physically challenged people. I have numerous times gotten a rapid onset of a headache from passing a speed hump. There was even a woman who broke her back going over a speed humps just the other week (in Europe not here).
Increase sense of safety for all pedestrians. Creates a safer environment for children access the playground and trails as well as bus stops
My kids will be safer
We have lived near speed humps in the past. They are loud, annoying, do little to deter speeders, and slow rescue time when seconds matter. There are better ways.
Increased pedestrian safety, increased property value from safer pedestrian crossings and well-updated road
Curb extensions are dangerous pushing vehicles together at any speed. Speed humps make me feel like a prisoner in my own neighbor. It impedes lawful speeds, add wear-and-tear on my cars, and is dangerous if I ever need an ambulance.
Curb extensions are not safe (pushing cars together is never a good idea.) Most drivers drive the speed limit so speed humps are just nuisance and ignored by those who speed. Also, they are bad for ambulances, school buses, and snowplows.
There are already a lot of traffic control measures on Parkwood that make it difficult to drive. It sounds like a lot of these will make it worse. But we cross the street at Westbrook a lot, so some of those measures may be positive for us. However, between the water construction and all this, I could see it being a mess for a long time.
Easier to walk in neighborhood and cross street. Easier to bike. Safer for children. Slower car speeds.
I do not support narrowing of side streets. The problem is with Parkwood itself not with the much smaller volume of traffic entering from the side streets. Negative effects on us would come from narrowing already narrow Westbrook at Parkwood.

We live on the corner of Parkwood and puller. My kids are constantly going up and down the hill to get into the park, along with many other kids that live right here. If one of them falls off the sidewalk they are going directly into the street (which has happened multiple times).
I've used this street as a driver for 35 years and don't plan to change how I use it. If you make it more annoying I'll just be more pissed off, it won't stop anything just make people mad at you while they do it.
Slowing down speeding drivers is great, but the curb extensions, which are expensive ad create their own problems in terms of water. Drivers intent on speeding will only speed more once they are past a barrier.
My priority is safety for our children and I believe these measures will increase safety by reducing traffic speed and allowing more safe spaces for children to stand (medians, sidewalks) and safe passages from their homes to other homes/parks and school. This would be hugely positive for myself, my household, and my community at large.
A safer roadway system is good for the community.
Safety for all benefits the entire community
I have three small kids, nephews and nieces that regularly visit, and elderly parents who walk dogs in the neighborhood. Anything to slow down vehicles and make crossings more visible and safer for pedestrians would benefit my family.
Positive Need more crosswalks and slower cars; negative impact during snow removal and turning radius at corners to u-turn
If you add stop signs and crosswalks and better signage, I can see a positive effect. Stop signs causing cars to stop at the crosswalk will greatly enhance pedestrian safety. If you restrict the size of the road at certain intersections, I can see a negative effect as cars will be forced to drive closer to the parked cars on the road, and trucks will have trouble navigating the streets. Snow plows also seem to have great trouble with curb extensions and center medians.
I have a big concern about emergency vehicles being slowed down by these proposals and the data does not show that the proposals are needed. Feel free to put up better signage and flashing lights at crosswalks but I oppose anything beyond that.
Reduce speeding and keep my young kids safer on their walk to school and while playing outside.

We live on Brookfield and have two young kids. Crossing Parkwood to get to Puller Park is always fraught and I worry about them ever doing so safely on their own. We also love to walk to Kensington Parkwood ES and just up and down the neighborhood and the way people drive on Parkwood is not commensurate with the way folks in the neighborhood use the street.
Positively: SHould calm traffic somewhat, as intended. Negatively - speed bumps ARE annoying as a driver...
I welcome improvements to the neighborhood and think many of these measures (improved pedestrian crossings and speed bumps) will improve safety. However I am concerned that the implementation of hardscaping and reducing existing shoulders/road space may not have a positive improvement for pedestrian or driver safety and may cause more issues than they address.
better traffic flow and pedestrian safety.
More humps to get out of the neighborhood on Parkwood heading to and from metro and Rockville. Summit and Knowles back up regularly and making Parkwood more bumpy will just make more people jump off of Summit to go through Brookfield and Ewell. There is no problem needing to be fixed. The speeds from the county surveyors were below the limits and there have been very few incidents in the 28 year I have lived in Parkwood.
I like the improvements near Puller playground entrance. Some of the other stuff proposed is overkill
Driving on Parkwood requires the driver's full attention, JUST LIKE driving Anywhere but a bit more due to the narrow width, due to all the SUVs parked on both sides of Parkwood Dr. and due to the Supersized trucks. lawn service cabooses and SUNSHINE!! None of these plans address careless behavior of Runners wearing all black after dark darting out between SUVs, SUN in a driver's direct line of sight when driving and the narrow width of Parkwood drive. I am disappointed how One person, xxxxxx, raised such drama over an incident she experienced and extrapolated that into a Major condemnation of traffic on Parkwood Dr. In my over 25 yrs of living here in Parkwood xxxxxxxx I have not witnessed careless, speeding drivers and the speed study done by the DOT confirmed there is no issue.
safer crossings, remember a lot of deer cross from Rock Creek Park here so slowing down also avoids hitting deer
Will provide additional pedestrian and motorist safety for the neighborhood
May direct traffic to other streets

I think the overall effect will be positive. But I feel uneasy about the speed hump plan still being subject to review and approval. Without the speed humps, the rest of the measures will ensure pedestrian safety largely via increasing pedestrian visibility. I am somewhat disappointed about the measures lacking a full solution without the speed humps (as I recently realized why we cannot get a stop sign on Parkwood by Puller and it's a ridiculous reason…) in summary, I am all for the measures that will make cars slow down. I just feel that solution will be achieved with speed humps and if they aren't approved, the rest of the measures might still fall short.
Safety, easier access to the park and trail, slowing and deterring cut through
We have grandchildren who visit occasionally and walk or cycle on the Parkwood sidewalk to the park and trail and, on weekends, Beech Drive. They will be safer with the improvements described, and our own through-traffic on Warner seems likely to remain sparse.
I have 3 small children and while we don't live on Parkwood, we venture over to the playground on Puller often both by foot and car and these measures will help us feel safer in crossing Parkwood. I also feel more at ease in general about the vehicle traffic moving through the neighborhood as I know one day my children will be able to move about the neighborhood to friends houses, school and playgrounds without my close watch.
Positive, though I feel that MCPD will need to enforce speeding and driving past pedestrians in the crosswalk for some time.
Safer streets for kids to bike, for people walking dogs, slow down traffic and remind drivers to pay attention. So many people drive mindlessly without looking for pedestrians
I just find parkwood hard enoug to drive on without added obstacles. It's a winding road that has too many cars parked on it. Trucks and other heavy equipment is almost always somewhere on it and it makes it hard to even stay in the lane without maneuvering toward the center line. People park illegally making it more challenging. I personally am for finding ways to make it safer for pedestrians, but the real solution would be to add sidewalks where there are none. All this curbing and speed humps seems like overkill. But I don't live on Parkwood so it's not really directly my issue.
These measures are a solution looking for a problem, in my humble opinion. They will make the travel lanes smaller, which makes things more dangerous, not less.
It will had safety when walking with children and one with special needs
Anything proposed will help!!

Anything to improve safety for our family and our many neighbors with young children.
hopefully keep kids in neighborhood safer from cars
It will make using Parkwood as a pedestrian safer.
Making it safer for kids to walk to school and to the park
Positive if sidewalk is extended to Colfax street. Otherwise, minimal to none
I think these proposals are going to have a negative impact on the ability for emergency vehicles to navigate our neighborhood, and school buses and delivery trucks to navigate our neighborhood. I think there will be no positive impact because all of these proposed solutions are fixing problems that do not exist. Moreover, the supposed problems would be fixed with a concept called sidewalks.
I would like better markings for pedestrian safety, I would like slow speeds, I don’t want traffic forced towards each other. I don’t want signs or barriers in the road.
Because of how the neighborhood was laid out so long ago, most of us need to use Parkwood Drive to get anywhere. Stop signs and speed humps make every trip slower, and are especially maddening when I'm driving late at night or early in the morning, where they aren't helping anyone. I walk Parkwood Drive every day, and drive it most days, and beyond marking crosswalks, I don't think any of the road clogging measures are needed.
Reduce vehicle speeds which would increase safety or perceived safety. Would likely significantly reduce cut-through traffic.
Most of the proposed changes will slow traffic which may reduce accidents but more stuff to the roads also gives drivers more things to hit and can distract them from others surroundings.
Negatively on the extended curbs. Invariably cars run over them
Feel safer when walking with my kids to school and park.
You're making every turn more dangerous for clipping curbs and rapid braking in a neighborhood that has shown no evidence for a statistically significant high rate of speed-related accidents. It's the ultimate wasteful solution in search of a problem.
It will make our neighborhood safer for all pedestrians and in particular, children walking to and from KP.

We have a major speed and pedestrian issue at Parkwood and Colfax, a child was hit here and yet you have done nothing. This needs to extend to Colfax and at a minimum a crosswalk needs to be added
Emphasis on crosswalks will help but all the added concrete will hamper my driving through the neighborhood, I see those concrete things as obstacles, just one more thing to navigate which is particularly difficult in the dark.
Traffic calming is always positive.
Safer to walk the dog, run to the park, bike. Less traffic.
I'm interested in slowing down traffic. I do not have a driveway and getting out of my car is often a danger because of the speed of many vehicles.
Centerline hardening good. Hate speed humps; but understand their need; tho they can cause impatient drivers to speed between them, causing extra noise, pollution and further safety hazards
If overall awareness of speeding on Parkwood is achieved, that could help me.
Raise safety and property values
Make for safer crossing of parkwood with my kids
We are on the corner of Parkwood and Colchester and have two young children. Slowing traffic down on Parkwood would impact our daily lives in countless ways and relieve so much anxiety about my kids playing outside and going to the park.
Safer for my kids
i have little kids and i want to keep them saffe
Safety first concepts can create new problems, such as trucks sideswiping mirrors when the road narrows. Parkwood is narrow enough already. Humps can slow down emergency vehicles. Without sidewalks, people will still cross the road where needed.
We have three young children, two adults, and a dog. We walk and drive on Parkwood Drive daily. This will force drivers to drive more safely.
Calmer traffic and better pedestrian safety.
i am very concerned about pedestrian safety and I think this needs to be addressed

Less speeding by my house, particularly over the blind hill and turn on Parkwood between Westbrook and Puller, would be an improvement.
Cars speed past our house on Parkwood and it is not safe for our children, bus stops, etc.
I believe if we enact these measures we will increase safety for the children in the neighborhood.
The data do not suggest a safety problem. We are already so boxed in by limits on getting in and out of the neighborhood. Enough!
I believe it will increase children's safety in Parkwood. My kids walk to their friends' houses on Parkwood Drive. I will feel like their safer with the proposed measures.
As a resident of Parkwood Drive with young children, I anticipate that the proposed improvements will make our neighborhood safer for pedestrians and families. My primary concerns are vehicles traveling at excessive speeds and the safety of children crossing the street. I support the proposed speed humps and pedestrian improvements, although I hope the measures will reduce vehicle speeds consistently throughout the corridor rather than only at the locations of the speed humps.
I would like to see slower traffic and increased visibility on this street, as well as a sidewalk between Brookfield and Puller as we walk that loop a couple times a day. It would be safer for drivers, bikers and pedestrians.
Negatively - Reducing parking, making our neighborhood look like an obstacle course, reducing property values because people Wrongly think there's a huge speeding issue Positive - comtinuous sidewalks on Parkwood. It's crazy that there aren't already that's the only thing that makes it dangerous for pedestrians - you can't walk down Parkwood on the west side without having to cross and recross Parkwood.
It will make it safer for walking, and slower for driving.
I will be proud of my neighbors for taking ownership and pride in how people access and perceive our neighborhood, and I will feel safer seeing my neighbors and getting into my car, walking my dog, crossing the road, seeing fewer near misses!
Continental Crosswalks and sidewalks are good for pedestrians. I don't think extending curbs and other concrete structures are necessary and they limit parking and don't necessarily help with visibility. A lot of houses don't have driveways and we should be sensitive to that.
Will make it more stressful to drive along Parkwood Dr

We are concerned about increased speed and traffic on Parkwood Drive. Efforts to reduce both will positively affect our safety.
It will make walking in the neighborhood safer.
Provide better signage for pedestrians and drivers
Will improve access to beach drive path at Westbrook and Puller without slowing traffic too much
It will be positive to implement safety features that do not narrow the road. If the road is made more narrow, that is a negative since it could be risky at night to see the islands and medians. Speed humps will be a positive to slow traffic on the part of Parkwood zdrove that doesn't have them.. Adding crosswalks, sidewalks and signage are positive.
This plan is a solution in search of a problem. It will increase wear and tear on my car and on emergency vehicles that I or my neighbors could need someday.

xxxxxxxxxxxxx. Do not add curb extensions or trail extensions that reduce parking and unnecessarily create significant homeowner maintenance (snow removal) responsibilities and potential legal liability. The amount of snow shoveling area I would be responsible for would double. I am 71 and this would be a big hardship. 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 impact the 48 foot critical root zone of a xxxxxx beautiful large 60+ year old cherry tree, which has shallow roots and could also damage plantings..xxxxxxx. Don't spend significant taxpayer dollars to fix a problem that doesn't exist. Curb extensions on the park side reduce street parking for me and park users. Parking restrictions for existing neighbor's driveways, crosswalks, and fire hydrants further restrict my legal street parking. Curb extensions and concrete side panels would prevent a driveway from being added to my property. Park users can take parking spaces from homeowners by the park entrance. Parking would be more difficult and unsafe if I had to back into a space, stopping in the middle of the street at the bottom of two hills. Snowplows can't remove snow that blocks the storm drain due to the 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. The data supporting this proposal is incomplete and does not show a problem that justifies the several negative impacts MCDOT's proposal would have on me. I have requested and been trying to obtain from MCDOT pedestrian crossing data at the Parkwood/Westbrook intersection, and they have provided nothing. The MCDOT concept plan maps are incorrect - they have my property line going through my neighbor's house. They do not show how far from my property line these "improvements" would be. Less invasive measures are available to address possible speeding and should be tried first. 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.
Inability to plow snow along Parkwood with curb extensions and floating curbs

The problem is driver compliance. Adding all the floating curbs and extended curbs only renders driving more problematic for even slow drivers, with all the double-parked delivery vehicles that are frequently along Parkwood. All these additions make snow removal problematic and cause additional street narrowing with the long delays in snow clearing.
xxxxxxxxx. My toddler plays in our yard and cars fly past rendering our front yard an unsafe place to play.
Lower speed and traffic
We have not encountered the concerns others may have that would warrant these changes.
Makes it safer for my children to cross!
Safety for my children. People fly down Parkwood and I have so much anxiety when trying to get little ones to the playground.
Speed humps negatively impact and are an impediment to orderly traffic flow. Curb extensions appear to overly impede and narrow travel lanes, an can force opposing motorists into conflict when facing an oncoming wide vehicle.
Easier to travel on and walk across Parkwood more safely.
Positively, there will be increased safety for pedestrians. I believe that too many burdens for drivers will force more cars off the main thoroughfares (e.g., Saul, Brookfield, Parkwood, Knowles) and into interior streets that currently are not used as cut throughs. Too many impediments to drivers will almost assuredly increase traffic on non-main roads, which is an unintended consequence of some of the proposed solutions.

If there was a way to put in sidewalks, that would be amazing, but my understanding is that unless you have consent by the homeowners, the town will not put in sidewalks. I strongly do not want any narrowing of streets through bump outs or more concrete on the road that is going to push my kids into the middle of the road while they are biking given the steep sidewalks in this neighborhood. I also do not want to feel like I am driving a pinball machine when going down a street that was perfectly good and wide previously. In my old neighborhood the streets were very narrow, and that posed its own safety issues with the potential for cars colliding. It also made it very nerve-wracking and stressful to drive around in. One of the draws to me purchasing in this neighborhood was that the streets were wider and in particular with respect to living on Brookfield drive, I really liked that the road itself was quite wide, that there were sidewalks on both sides, and that there weren't significant impediments to driving down the street. It is very frustrating that there continues to be changes to our neighborhood that a significant portion of our neighbors do not want and which is causing division in the neighborhood when there are easy measures like crosswalks that could have been implemented without such division and maybe we also could have gotten support for sidewalks, which I think is the most important thing, if we didn't have stuff in this plan that was so divisive.
Get people to slow down and stop running stop signs
I have small children, so installing measures to reduce speeding seems like a good thing to me. I walk my youngest to preschool and the lack of sidewalks and safe pedestrian crossings feels pretty baffling. It’s slightly better walking to KP with my older kid, but I don’t really trust drivers to pay attention. So the more structures in place to force people to slow down and pay attention, the better.
I am in danger from cars every time I walk my dog, go for a jog, or ride my bike. The more we can make more room for pedestrians and cyclists and less room for cars, the better.
The effect on me and my family depends on which of the safety structures get installed. If speed bumps and wide curbs are installed throughout the area, we'll have a concrete community.
I really don’t think this is necessary. The road is safe. I’d rather the money go towards refinishing parkwood and improving the sidewalks.
Much safer for pedestrians.
It will affect me negatively because my tax money will be spent on unnecessary things and my taxes will go up AGAIN. Get a grip. The county and state are bleeding us dry. Maryland is no longer affordable. Stop. Wasting. Money.
Safer for children. Safer for bike riders

We dont have a problem . No fixes. Other than stop signs are needed
Keep us safe.
Hopefully more safe!
Some of the less invasive steps may be helpful for pedestrian traffic, but I am very concerned about how any measures that might further narrow or slow traffic Parkwood would impact my daily commute. I suspect these measures will only make drivers drive more erratically to navigate them.
It will improve pedestrian safety.
Street will become ugly. People may or may not slow down. It will become more difficult yet for me to make a U-turn to get home.
It would take away front yard space
The curb extension proposal will eliminate half of our available street parking, and the sidewalk proposal will require removal of at least 6 trees, 4 of which were planted by our children. We will be forced to park in front of the homes of our neighbors, imposing upon them, and creating conflicts between us that cannot be resolved. It is an intolerable imposition on us that data from the speed survey itself shows is unnecessary.
Make Parkwood Dr. safer for pedestrians.
wasteful also no concern for emergency vehicles which translates into the potential loss of life when seconds count!
Drivers adapt and already don’t stop at stop signs or stay in their side of road. But biggest issue with plans are that many force cars towards each other even more and secondly don’t make it easier to cross street due to lines of sight for both cars and pedestrians are poor.
It all depends entirely on what part(s) of the plan is implemented.
MCDOT's recommendations to a simple request for a stop sign has been a largely over-engineered response. I would be happy with simple adjustments such as a stop sign and speed humps, but otherwise feel the other recommendations would mostly just upset the neighborhood.
The curb extension plan will reduce parking, will affect snow plowing negatively. There already are pedestrian crossing signs that are not followed. The speed humps will only slow traffic from one direction.

Lower speed and require drivers to pay more attention.
I cross Parkwood with my children on a nearly daily basis, usually at Puller but sometimes at Westbrook (especially when the food trucks are there) or at Saul. Any safety improvements made to these intersections will reduce my fear of us getting hit by a car during those crossings. As it is, crossing Parkwood is always stressful, and I'm a pretty chill person. I recognize the curb extensions may force me to slow my own turns or be tighter with my turn radius when driving, but I welcome the minor driving inconvenience if it means safer streets.
my kids can safely use the street