

## Minutes of Parkwood Residents Association, October 25, 2016

The meeting was called to order by Kira Lueders, president. Thirty-one persons were present. Participants introduced themselves.

### PRA Business and Reports

Paula Flicker was nominated for the position of membership chair. She briefly introduced herself and was unanimously approved for the position.

Gerald Sharp presented an update on PRA's finances. (The full treasurer's report will be presented in December.) PRA has 323 paid members and is doing well financially with a balance of \$6,739 which includes members' dues and contributions to Parkwood's beautification.

Minutes of the March PRA meeting were approved.

### Presentation

Kira introduced Kyle Liang, traffic engineer with the Montgomery County Department of Transportation (MCDOT). Mr. Liang had been invited to speak to the Parkwood Community in response to residents' concerns about traffic safety, especially on Cedar Lane, Saul Road and Franklin Street.

Mr. Liang presented traffic information and his proposals, using slides which will be posted on the Parkwood web site. He reminded participants that the traffic islands had been installed on Cedar Lane in 2012 for the purpose of controlling speed and calming traffic. They provide space (5 ft.) for bicycles to pass separate from the main roadway and sufficient space for cars, school buses, and trucks (though not tractor-trailers) to turn onto and from side streets.

The speed limit on Cedar Lane is 30 mph. Mr. Liang presented data to show that the average speed of vehicles on Cedar Lane had diminished in the three months after the installation of the islands.

	Before traffic islands	After traffic islands
Speed at Franklin	39 mph	32 mph
Speed at Dresden	38 mph	34 mph

There have been 14 traffic accidents in Parkwood since 2012; most were minor. These occurred on Summit, Cedar, Dresden, Glenridge, Franklin, and Everett streets.

Mr. Liang presented 3 options to address community concerns about traffic safety on Cedar Lane.

1) No change. Islands remain in present form.

2) Modify islands.

In this design, the existing islands on Cedar Lane would be redesigned to guide vehicles around corners. They would be shortened on the main road, allow 5 ft. between island and curb, and curve around corners of intersecting streets following curb lines and water gutters. Vehicles would be guided around corners. The color of these islands and the space around them would differ from the road color.

3) Install islands on all corners.

Modified islands (as in Option 2) would be installed at Cedar Lane intersections.

#### Discussion of Traffic Concerns and Proposed Solutions

Although traffic volume since BRAC has not been measured, anecdotally it is clear that there has been an increase in traffic on Cedar Lane and throughout Parkwood since BRAC. Regulations do not allow for speed bumps or other traffic restrictions on Cedar Lane but a speed study could be done.

In response to a request for stronger signage (for example a large "State Law requires..." sign) on Saul Road at Oldfield where children cross regularly, Mr. Laing said that he would request such a sign for that location.

There was also a suggestion for a mobile electronic sign stating the speed limit and "Your speed is..." on selected Parkwood streets. Mr. Laing said that could be requested.

Another suggestion was that a fourth option be added to the list: No islands.

A request was made for a crosswalk near the Ride On bus stop on Summit Ave. as well as the bus stop at Cedar Lane and Clearbrook to increase safety for bus passengers crossing the street.

Concerns were raised about traffic islands as possible hazards during snowstorm if heavy snows obscure or partially obscure traffic islands, especially if snow is piled nearby.

#### Additional Topics

Aaron Kraut, Legislative Aide to Council Member Roger Berliner, gave a brief report on the Route 355 Corridor Advisory Committee regarding the proposed Bus Rapid Transit (BRT). Mr. Kraut had been delayed by an earlier meeting. He urged interested persons to consult the BRT web site.

There is an ongoing discussion among members of the Walter Johnson High School Cluster and the Board of Education regarding overcrowding in the WJ Cluster. As information becomes available, PRA will share it on the PRA web site and list serve.

Reconstruction of Kensington Parkwood Elementary School will commence in January 2017 and continue through the 2018-2019 school year. School will continue at the KPES location throughout reconstruction.

WSSC estimates that it's work repairing and replacing water pipes will continue for approximately 555 days.

Members are urged to provide names of newly arrived neighbors to Randa Mostehy-Davis, chair of the PRA Welcoming Committee.

The meeting was adjourned at 9:15 p.m.

Respectfully Submitted,  
Judith Dighe, Secretary