

Item 4 - Correspondence

From: [Waters Landing](#)
To: [Estes, Phillip](#); [MCP-Chair](#); [Pereira, Sandra](#); [Butler, Patrick](#); [Costley, Dominique](#)
Cc: [Councilmember.Rice@montgomerycountymd.gov](#); [mbalcombe@ggchamber.org](#); [info@williamiroberts.org](#); [Councilmember.Glass@montgomerycountymd.gov](#); [Councilmember.Jawando@montgomerycountymd.gov](#); [councilmember.riemer](#); [christopher.conklin@montgomerycountymd.gov](#); [Paylor, Michael L.](#); [Qi, Lily Delegate](#); [linda.foley@house.state.md.us](#); [David.Fraser.Hidalgo@house.state.md.us](#); [brian.feldman@senate.state.md.us](#); ["john.d.pesce@att.net"](#); [rockvillainmd@gmail.com](#); [Erik Herron](#); [Laura Magnuson](#); [Mark Sagarin](#)
Subject: Letter to Montgomery Planning concerning traffic safety issues raised by proposed development on Father Hurley Blvd. in Germantown
Date: Tuesday, May 17, 2022 4:50:51 PM
Attachments: [2022.05.17 File No. 320220060 Waters Landing Association Letter to Montgomery Planning.pdf](#)
[Enclosure A - WL Amended Easement to CSL 2008.pdf](#)
[Enclosure B - 2022.02.11 WATERS LANDING Report for Walk Audit held Nov 13 2021.pdf](#)
[Enclosure C - Gmail - RE 75023 20000 Father Hurley Boulevard.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Mr. Estes, Planning Board, and Others,

Please find attached a letter to Montgomery Planning concerning traffic safety issues raised by proposed development on Father Hurley Blvd. in Germantown from Waters Landing Association, Inc.

Thank you,
Kristin Czarick, CMCA, AMS
General Manager
Waters Landing Association, Inc.
wla@waterslanding.org
Follow us on Twitter: [@WLA_HOA](#)
Phone: 301-972-3681 | Fax: 301-540-5417

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Waters Landing Association, Inc.

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May 17, 2022

Montgomery Planning Board

c/o Phillip Estes, Planning Coordinator, Phillip.Estes@montgomeryplanning.org

RE: Churchill Senior Living 320220060, Positions of Waters Landing Association, Inc.

Mr. Estes & Montgomery Planning Board,

This letter is submitted in reference to plan number 320220060, bearing the application name "Churchill Senior Housing," a/k/a "Churchill Senior Living Phase 3 and 4" (the "Application").

Background

Waters Landing Association, Inc. ("WLA") is a not-for-profit homeowner association that owns property adjacent to Churchill Senior Living ("CSL"), an independent living facility for elderly adults consisting of 255 independent living units and associated facilities. CSL is a member of WLA.¹ CSL is the beneficiary of an egress-ingress easement (the "Easement," Enclosure A) over WLA property from CSL to Father Hurley Boulevard ("FHB"), a county road. CSL residents, guests, employees, and Ride On and school busses (rerouted by MCDOT and MCDOE to serve CSL) use the Easement to access FHB. Other WLA members and guests use the WLA property covered by the Easement to access WLA's seasonal pool, management office, and community center, but the overwhelming majority of the vehicle traffic crossing the Easement comes from CSL.

On January 27, 2022, CSL's owner, Oakwood Properties, Inc., submitted the Application to the Planning Board to "Expand [CSL] to include 535 Independent Living Units with MPDU's, 140 Bed Assisted Living facility, and 3,000 sf for a Medical Clinic with supporting parking and amenities."² WLA expects that the proposed development will more than double the vehicle traffic to and from CSL. This increased traffic will create risks to pedestrian safety in the area and will erode the asphalt covered by the Easement, creating a financial burden for WLA.

WLA's management office is located adjacent to CSL and WLA staff regularly and increasingly witness unsafe driving and near-accidents at the intersection on FHB fronting the Easement (the "Intersection"). At the Intersection, FHB is a highly trafficked four-lane road where drivers often exceed the speed limit. WLA staff routinely witness near disastrous attempts by pedestrians to cross the Intersection, including children going to and from Waters Landing Elementary School, patrons of WLA's pool, and CSL residents, including some handicapped individuals using wheelchairs and motorized scooters. WLA staff previously requested a traffic signal at the Intersection to address these safety issues. MCDOT performed a traffic study that concluded that a signal was not merited. Notwithstanding that, WLA staff have observed that with the current population and traffic, there are several times throughout the day that entering or exiting the Intersection is prohibitive and dangerous for drivers and pedestrians.

¹ CSL is engaged in litigation with WLA concerning whether CSL is a member of WLA and WLA's right to associated dues. *WLA v. CSL*, Montgomery County Circuit Court, Case No. 485576-V (filed June 18, 2021).

² App. No. 320220060, Sketch Plan at 4 (Mar. 9, 2022), <https://eplans.montgomeryplanning.org/UFS/33167/102219/00-APP-320220060-001.pdf/00-APP-320220060-001.pdf>.

A Not-for-Profit Homeowner Association Serving the Waters Landing Community of Neighborhoods

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On November 13, 2022, WLA held a pedestrian safety audit, focusing primarily on the section of FHB fronting CSL and WLA's community center, including the area adjacent to the Easement. WLA subsequently submitted a Walk Audit Report to MCDOT and the Planning Board (Enclosure B). On February 11, 2022, MCDOT informed WLA that it had assessed the intersection adjacent to the Easement and because of pedestrian safety concerns it would install a pedestrian hybrid beacon (PHB), also known as a HAWK beacon, and a marked crosswalk (Enclosure C). MCDOT anticipates this improvement will be installed in FY'27.

The development proposed in the Application will significantly increase CSL's population, which will increase both pedestrian and vehicle traffic. This will magnify the safety risks observed by WLA staff, during the safety audit, and by MCDOT. In addition, the proposal of a large footprint building immediately adjacent to the Intersection and the associated landscaping may further limit visibility in the area and create additional safety concerns.

WLA's Positions

Mindful of its responsibilities to all WLA members, WLA takes no position on the Planning Board's ultimate decision with respect to the Application. However, WLA takes the following positions and requests that the Planning Board carefully consider them while reviewing the Application:

- 1. Pedestrian Safety Risks.** WLA urges the Planning Board to give due consideration to the risks to pedestrian safety created by the increased vehicle traffic expected because of the Application. WLA believes that, as a condition to the Board's approval, CSL should fund appropriate pedestrian safety infrastructure improvements on CSL property, WLA property, and along FHB. The development proposed by the Application will only exacerbate the pedestrian safety risks identified during WLA's Walk Audit, by WLA staff, and by MCDOT. At a minimum, WLA requests that, due to the increased pedestrian and vehicle traffic expected in connection with the Application, the Planning Board should require that CSL fund the installation of the PHB and marked crosswalk proposed by MCDOT as a condition to approval. WLA further requests that the Board seriously consider the traffic safety concerns expressed above and conduct a traffic safety study as part of its consideration of the Application. In particular, WLA encourages the Planning Board to closely review the Walk Audit Report (Enclosure B). The Board should consider requiring additional pedestrian safety improvements along FHB as appropriate, including a traffic light.
- 2. Financial Burden to WLA.** WLA will under no circumstance voluntarily accept any direct financial burden in connection with the Application or the Easement. The Planning Board should disregard any representation or suggestion made by CSL or its representatives to the contrary. WLA further believes that CSL should be required to compensate WLA for any incidental burden created by the development envisioned in the Application. For instance, CSL should pay for upkeep and repairs to the WLA property covered by the Easement because of the anticipated increased vehicle traffic associated with the Application.
- 3. Verification of CSL Statements Concerning WLA.** In general, WLA encourages the Planning Board to verify any representations made by CSL's representatives concerning WLA or WLA's property with the undersigned before relying on them or taking related action.

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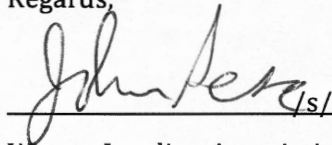


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WLA expresses its appreciation to the Planning Board for its careful consideration of the Application and WLA's positions conveyed in this letter and for its careful stewardship of parks and planning in Montgomery County. Please contact Kristin Czarick, WLA General Manager, 301-972-3681 or wla@waterslanding.org with any questions.

Regards,



Waters Landing Association, Inc., Board of Directors,

John Pesce, President

Nic D'Ascoli

Mark Sagarin

Laura Magnuson

Erik Herron

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FILED
LORETTA E. KNIGHT
CLERK'S OFFICE
MONTGOMERY CO. MD.

AMENDMENT TO DECLARATION OF EASEMENT

THIS AMENDMENT TO DECLARATION OF EASEMENT (this "Amendment") is made as of this 17th day of December, 2009, by WATERS LANDING COMMUNITY ASSOCIATION INC., a Maryland corporation (the "Association").

WHEREAS, by a Declaration of Easement dated June 11, 1986 and recorded among the Land Records of Montgomery County, Maryland ("Land Records") in Liber 7209, folio 420 (the "Original Declaration"), The Prudential Insurance Company of America ("Prudential"), as owner of a parcel of land known as Parcel "M", Block 20, as shown on a plat of subdivision entitled "Plat No. 64, Parcels "M" and "N", Section 11, CHURCHILL TOWN SECTOR, GERMANTOWN", recorded among the Land Records in Plat Book 110 at Plat No. 12938 (the "Burdened Parcel"), established an ingress/egress easement on, over and across that portion of the Burdened Parcel described in Exhibit "A" to the Original Declaration (the "Easement Area") in order to provide access to and from Father Hurley Boulevard for the benefit of the Association and all other property owners abutting the Burdened Parcel;

WHEREAS, Oakwood Properties, Inc., a Maryland corporation ("Oakwood") is the owner of a parcel of land located adjacent to the Burdened Parcel and known as Parcel AA, Block 20, in the subdivision known as "Section 11, Parcels Z, AA & BB, Block 20, Section 11, CHURCHILL TOWN SECTOR, GERMANTOWN" as per plat recorded in the Land Records in Plat Book 196 at Plat No. 21276 (the "Parcel AA");

WHEREAS, Churchill Senior Housing III, LP, a Maryland limited partnership ("Churchill III"), is the owner of a parcel of land located adjacent to Parcel AA and known as Parcel BB, Block 20, in the subdivision known as "Section 11, Parcels Z, AA & BB, Block 20, Section 11, CHURCHILL TOWN SECTOR, GERMANTOWN" as per plat recorded in the Land Records in Plat Book 196 at Plat No. 21276 (the "Parcel BB");

WHEREAS, Oakwood and Churchill III are referred to herein collectively as the "Churchill Benefited Owners", and Parcel AA and Parcel BB are referred to herein collectively as the "Churchill Benefited Parcels";

WHEREAS, the Association is the current owner of the Burdened Parcel and is the successor in interest to Prudential with respect to the Original Declaration;

WHEREAS, the Churchill Benefited Owners need enhanced access to and from their respective Parcels and Father Hurley Boulevard;

WHEREAS, as members of the Waters Landing Association, the Churchill Benefited Owners have easements for access and use with respect to the common areas of Waters Landing and

WHEREAS, the Association desires to amend the Original Declaration in order to expand the access easement area described in the Original Declaration in the manner described below, for the benefit of the Churchill Benefited Owners and the Churchill Benefited Parcels.

IMP FD SURE 20.00
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NOW, THEREFORE, in consideration of the above recitals, each of which is incorporated in and made a substantive part of this Amendment, and for other good and valuable consideration, the adequacy, sufficiency and receipt of which is hereby acknowledged, the Association hereby amends the Original Declaration as follows:

1. Exhibit "A" to the Original Declaration is hereby deleted and replaced with the legal description shown and/or described on Exhibit "A" attached to this Amendment and incorporated herein ("New Exhibit A"), such that the easement granted in the Original Declaration shall exist on, over and across the real property shown and/or described on New Exhibit A, for the benefit of the Churchill Benefited Parcels, for purposes of ingress and egress to and from the Churchill Benefited Parcels and Father Hurley Boulevard.
2. The Original Declaration shall not be further amended without the prior written consent of the Churchill Benefited Owners, not to be unreasonably withheld.
3. In the event of any inconsistency between the terms of this Amendment and the Original Declaration, the terms of this Amendment shall govern.
4. Except as modified by this Amendment, the terms of the Original Declaration are hereby ratified and affirmed.

[SIGNATURE PAGE FOLLOWS]

Parcel ID 02-01988321
 02-03279961
 02-03282913

IN WITNESS WHEREOF, the Association has caused these presents to be executed in its name and on its behalf by an officer thereunto duly authorized.

WITNESS:

Paul Gorie's

WATERS LANDING ASSOCIATION, INC.,
a Maryland corporation

By: RS Wall (SEAL)
Name: RICHARD L. WALKER
Title: President

STATE OF MARYLAND *

to wit:

COUNTY OF MONTGOMERY *

I HEREBY CERTIFY that on this 17th day of December, 2010, before me, a Notary Public in and for the jurisdiction aforesaid, personally appeared RICHARD L. WALKER, FA known to me (or satisfactorily proven) to be the President of WATERS LANDING ASSOCIATION, INC., and that such person, in such capacity and being authorized so to do, executed the foregoing Amendment for the purposes therein contained.

IN WITNESS WHEREOF, I hereto set my hand and official seal.

[Signature]
Notary Public

My Commission Expires: 05/01/2011

ATTORNEY'S CERTIFICATE

I HEREBY CERTIFY that the foregoing instrument was prepared by or under the supervision of the undersigned, an attorney duly admitted to practice before the Court of Appeals of Maryland.

William W. Riggins, III
William W. Riggins, III

After recording, return to:

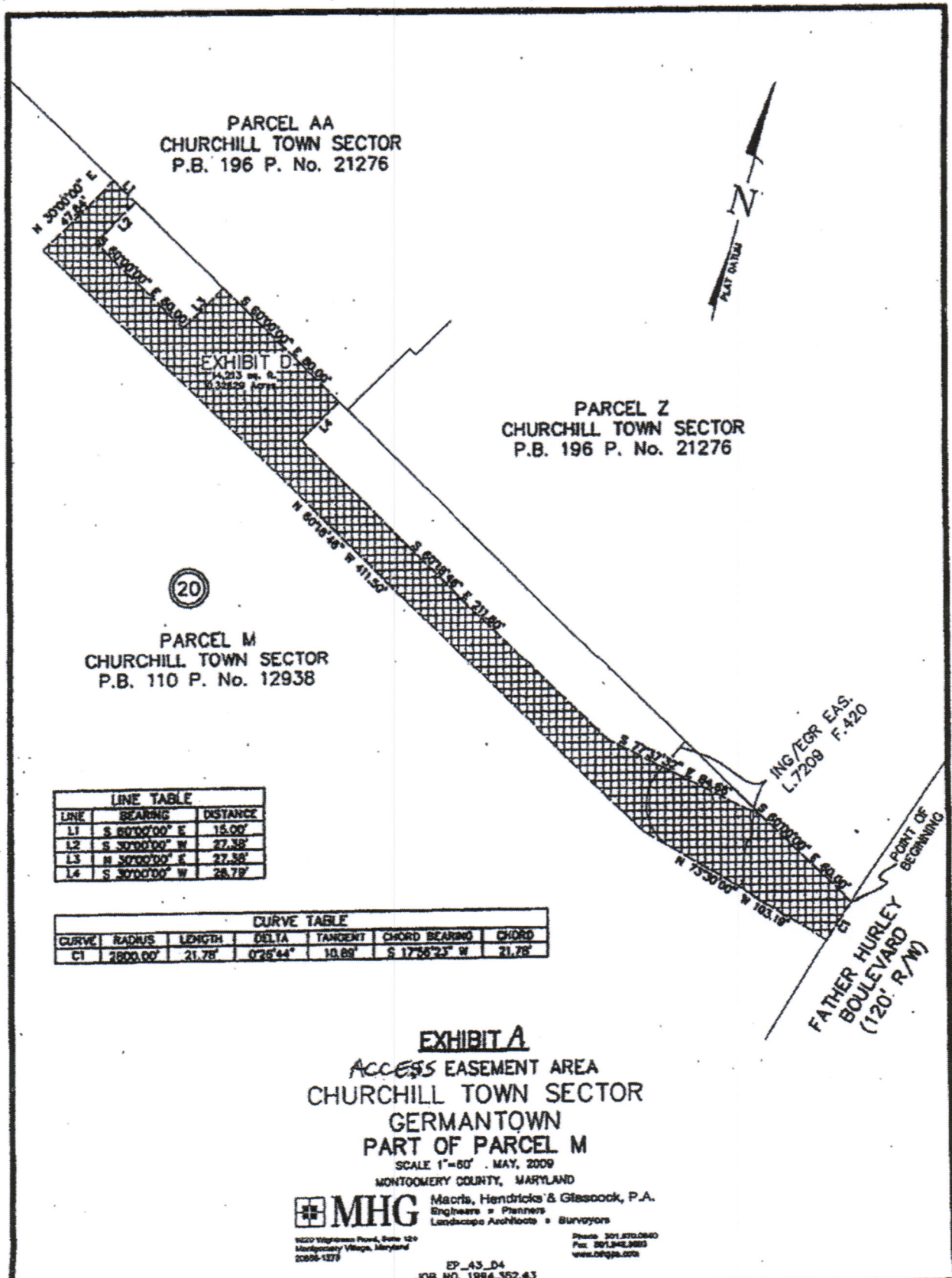
William W. Riggins, III, Esq.
Linowes and Blocher, LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, Maryland 20814-4842

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EXHIBIT "A"

LEGAL DESCRIPTION OF NEW INGRESS/EGRESS EASEMENT AREA



Parcel I.D. = 02-01988321

EXHIBIT **A**
ACCESS BASEMENT AREA
PARCEL M - BLOCK 20
CHURCHILL TOWN SECTOR GERMANTOWN

Being a strip or parcel of land located in the Second Election District of Montgomery County, Maryland and being part of the land conveyed by the Prudential Insurance Company of America to The Waters Landing Association, Inc. by corrective deed dated August 22, 1988 and recorded among the Land Records of Montgomery County, Maryland in Liber 8559 at Folio 804; and also being part of Parcel M, Block 20 as delineated on a subdivision record plat entitled "Plat 64, Parcels M & N, Section 11, CHURCHILL TOWN SECTOR GERMANTOWN" as recorded among the aforesaid Land Records as Plat No. 12938 and being more particularly described in said plat Datum by Macris, Hendricks, and Glascock, P.A. as follows:

Beginning at a point on the westerly right-of-way limits of Father Hurley Boulevard (120' R/W), said point also being the northeast front corner of the aforesaid Parcel "M", Block 20, then binding with the westerly right-of-way limits of Father Hurley Boulevard and the easterly platted limits of Parcel M, Block 20.

1. 21.78 feet along the arc of a curve deflecting to the left, having a radius of 2800.00 feet and a chord bearing and length of South 17°56'23" West, 21.78 feet to a point, then leaving said Father Hurley Boulevard to cross and include part of said Parcel "M"
2. North 73°30'00" West, 103.19 feet to a point, then
3. North 60°18'46" West, 411.50 feet to a point, then

4. North 30°00'00" East, 47.64 feet to a point, said point being on the northerly
platted limits of said Parcel "M", then binding with said northerly
limits
5. South 60°00'00" East, 15.00 feet to a point, then leaving said northerly limits and
continuing to cross and include part of said Parcel "M"
6. South 30°00'00" West, 27.38 feet to a point, then
7. South 60°00'00" East, 60.00 feet to a point, then
8. North 30°00'00" East, 27.38 feet to a point, said point being on the aforesaid
northerly limits of Parcel "M", then binding with said line
9. South 60°00'00" East, 80.00 feet to a point, then leaving said northerly limits and
continuing to cross and include part of said Parcel "M"
10. South 30°00'00" West, 26.79 feet to a point, then
11. South 60°18'46" East, 211.60 feet to a point, then
12. South 77°37'32" East, 84.66 feet to a point, said point being on the northerly
limits of said Parcel "M", then binding said northerly limits
13. South 60°00'00" East, 60.00 feet to the point of beginning, containing 14,213
square feet or 0.32629 of an acre of land.

Certified correct to the best of my professional knowledge,
information and belief and this description was prepared
by me and is in conformance with Title 9, Subtitle 13,
Chapter 6, Section .12 of the Minimum Standards of Practice
for Land Surveyors. If the seal and signature are not violet
colored, the document is a copy that should be assumed to
contain unauthorized alterations. The certification contained
on this document shall not apply to any copies.

Douglas H. Riggs III
Macris, Hendricks & Glascock, P.A.
Douglas H. Riggs, III, Professional Land Surveyor
Maryland Registration No. 10712

94.352.43.20/ED-DHR- Parcel M 2009-05-19



WATERS LANDING Walk Audit Report

Conducted on November 13, 2021



Date of Draft Report 2/11/2022

EXECUTIVE SUMMARY

On Saturday, November 13, 2021, members of Waters Landing community held a walk audit sponsored by the Waters Landing Homeowners Association. This report summarizes feedback collected at the Walk Audit and solicited from community members.

Distinguished county representatives, including County Councilman Will Jawando, County Council candidate Will Roberts, and Upcounty Regional Director Greg Wims attended the Walk Audit, alongside dozens of Waters Landing residents.

At the walk audit, community members walked four walking routes and biked one biking route (depicted in the graphic above and in each section below) and assessed safety issues. Community feedback is detailed for each route in each section below.

At a high level, community members expressed concerns about:

1. Lack of safety on narrow, poorly-maintained, unprotected, or non-existent sidewalks throughout the community;
2. The need for marked crosswalks and protected sidewalks throughout the community; and
3. The need for improved safety infrastructure at major intersections with traffic lights, including pedestrian refuges, bans on right turns on red, and more time for pedestrians to cross.

Please contact erikherron@gmail.com or (646) 287-5033 with any questions on concerns.

Community Feedback

1. **Red Route** – Father Hurley Boulevard from Beaconfield Terrace to Crystal Rock Drive.
2. **Yellow Route** – Father Hurley Boulevard from Beaconfield Terrace to Middlebrook Road.
3. **Green Route** – Father Hurley Boulevard from Beaconfield Terrace to Waters Landing Drive; Waters Landing Drive from Father Hurley Boulevard to Locbury Drive.
4. **Blue Route** – Father Hurley Boulevard from Beaconfield Terrace to Waters Landing Drive; Waters Landing Drive from Father Hurley Boulevard to Summersong Lane.
5. **Bike Route** – Father Hurley Boulevard from Beaconfield Terrace to Crystal Rock Drive; Waters Landing Drive from Father Hurley Boulevard to Crystal Rock Drive; Crystal Rock Drive from Waters Landing Drive to Father Hurley Boulevard.
6. **Other Feedback** – Responses collected from community members that were unable to participate in the walking portion of the audit.

1. **Red Route** – Father Hurley Boulevard from Beaconfield Terrace to Crystal Rock Drive.

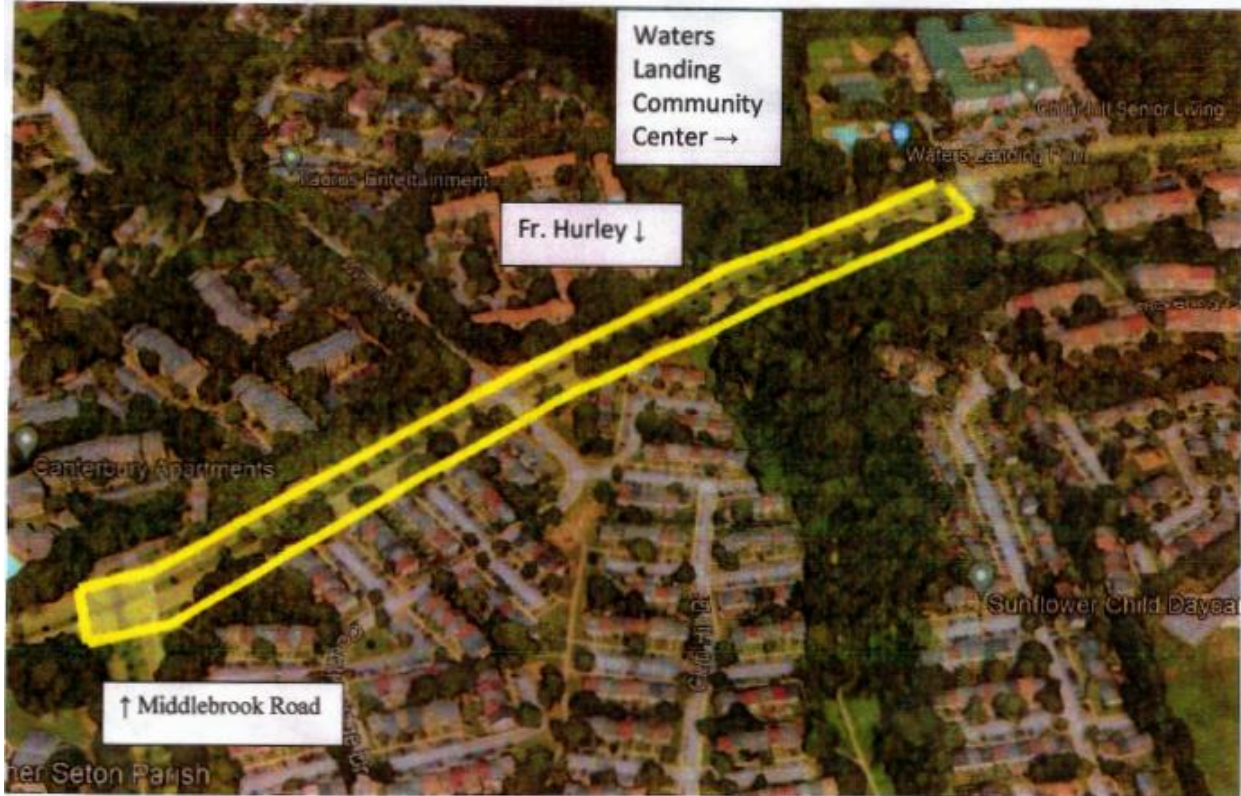


Community Concerns

- Several community members expressed concern about overgrown vegetation driving pedestrians off the sidewalk along the route.
- Sidewalks near the north side of Beaconfield Terrace has steps at the bus stop, which make them inaccessible for wheelchairs (this is especially concerning because this is in front of a retirement community).
- Several community members expressed concerns about narrow sidewalks not allowing people to pass each other safely along the route and unevenly paved sidewalks in many places presenting a safety hazard.
- Intersection of Beaconfield Terrace and Father Hurley Boulevard.
 - Lack of marked crosswalks at Beaconfield Terrace make it unsafe for pedestrians.
 - Multiple residents requested a stop sign at this intersection.
- Intersection of Waters Landing and Father Hurley Boulevard.
 - Older buttons for crosswalks are not easy to press.
 - No audio on crosswalk to let blind people know when to cross.
 - Inadequate time on crosswalk timer for pedestrians to cross street.
 - Multiple residents proposed a traffic circle at this intersection, similar to the ones in newer communities in Clarksburg.
 - Residents noted that many drivers turn right on red without stopping.
 - Residents noted that many cars turn left without slowing or appearing to look for pedestrians
 - Wide median but no protected space for pedestrians to cross
- Intersection of Crystal Rock and Father Hurley Boulevard

- Light controlled intersection does not have cross walks on all four sides.
- Multiple residents proposed a traffic circle at this intersection, similar to the ones in newer communities in Clarksburg.
- Residents noted leaf accumulation in the turning lane and in the center of the intersection
- Not enough time on timer for pedestrians to cross.
- There are several dying trees in danger of falling near this intersection.
- Wide median but no protected space for pedestrians to cross
- When snow is plowed here, a large pile ends up on the SW corner, blocking the way for pedestrians.
- “Father Hurley is designed like a highway instead of street. No protection barrier for pedestrians; no “Hazard” for drivers encourages speeding; [the county should] narrow roads to encourage drivers to slow down; [and install] physical barriers instead of cameras and lights.

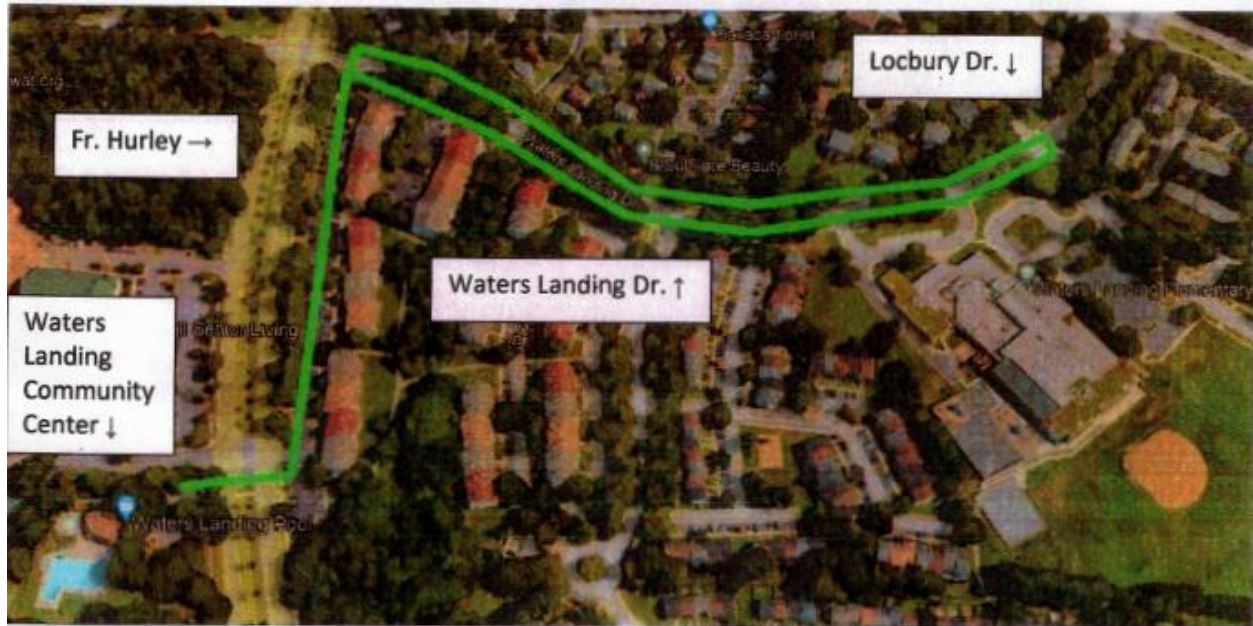
2. **Yellow Route** – Father Hurley Boulevard from Beaconfield Terrace to Middlebrook Road.



Community Concerns

- Several community members expressed concerns about narrow, inconsistently spaced, and poorly maintained sidewalks.
 - There is a narrow and steep sidewalk with overgrown vegetation between Beaconfield Terrace and Wynnfield Drive on the North side of Father Hurley Boulevard.
- Intersection of Beaconfield Terrace and Father Hurley Boulevard.
 - Residents requested a traffic light at this intersection with an audible crossing.
 - Multiple residents requested a stop sign at this intersection.
- Intersection of Middlebrook Road and Father Hurley Boulevard
 - Residents expressed concern about lighting at this intersection.
 - Residents noted that many residents walk through this intersection to get to the church across the street. The light is not long enough so they have to rush across and dodge turning cars.
- There is no sidewalk on the south side of Wynnfield Drive near the intersection of Father Hurley Boulevard.

3. **Green Route** – Father Hurley Boulevard from Beaconfield Terrace to Waters Landing Drive; Waters Landing Drive from Father Hurley Boulevard to Locbury Drive.



Community Concerns

- Several community members expressed concerns about narrow, inconsistently spaced, and poorly maintained sidewalks.
 - Residents noted that several sections of sidewalk on Father Hurley Boulevard had been pushed out of flush by tree roots.
 - Several dead tree branches were hanging over the sidewalk
- Residents noted the lack of streetlights on the south side of Waters Landing Drive
- Intersection of Beaconfield Terrace and Father Hurley Boulevard.
 - Residents requested a stop light at this intersection with an audible crossing for seniors in the over-55 community.
 - Residents expressed that this intersection is extremely dangerous.
- Intersection of Waters Landing Drive and Locbury Drive
 - Residents requested pedestrian signs at this intersection
- Intersection of Waters Road Terrace and Locbury Drive
 - Residents requested a traffic light at this intersection
- Residents generally requested traffic lights or stop signs on Waters Landing Drive between Father Hurley and Locbury Drive because of the proximity to Waters Landing Elementary School.

4. **Blue Route** – Father Hurley Boulevard from Beaconfield Terrace to Waters Landing Drive; Waters Landing Drive from Father Hurley Boulevard to Summersong Lane.

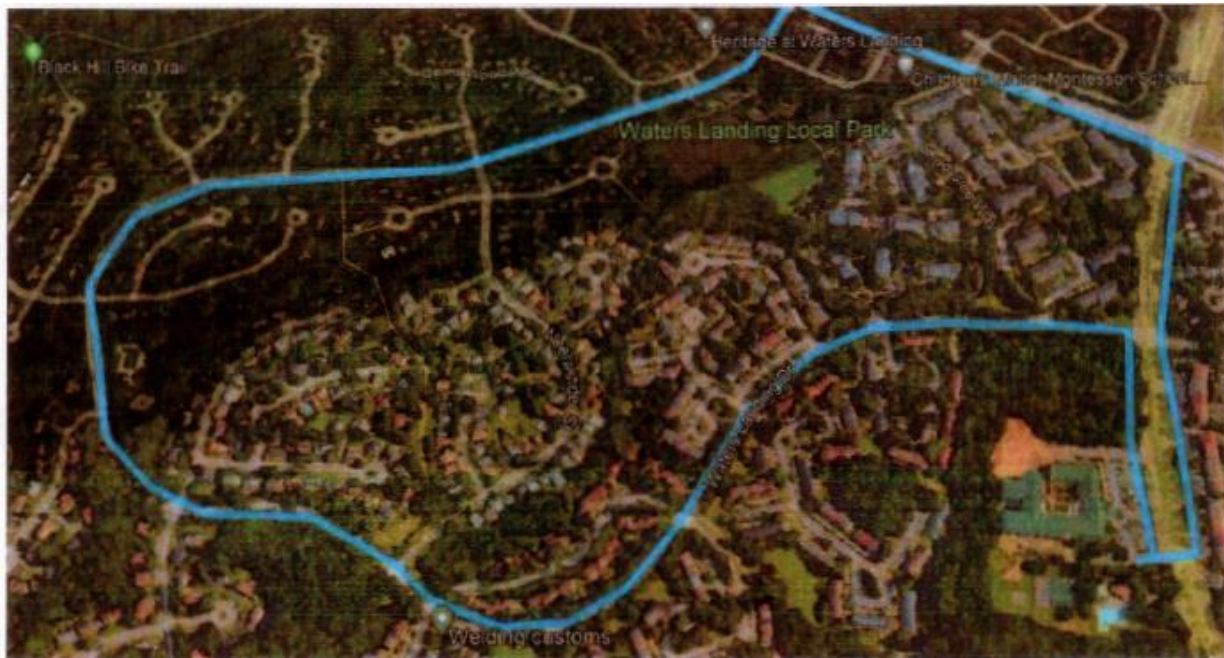


Community Concerns

- Several community members expressed concerns about narrow, inconsistently spaced, and poorly maintained sidewalks.
- Residents complained about the lack of streetlights along the entirety of the route.
- Residents requested marked cross walks along Waters Landing Drive with crossing lights (HAWK signals).
- Intersection of Beaconfield Terrace and Father Hurley Boulevard.
 - Residents expressed concern about handicap access on the uneven sidewalk on the north side of Father Hurley Boulevard here.
- Intersection of Waters Landing Drive and Father Hurley Boulevard.
 - Residents suggested a prohibition on right turns on red at this intersection
 - Residents indicated that there was inadequate time on the traffic light to cross the street
- Residents expressed concern about the lack of sidewalks on both sides of the street along Waters Landing Drive.
- Residents expressed concern about the lack of curbs on some sidewalks on Waters Landing Drive, and the risk this posed to pedestrians on the sidewalk.
- Residents expressed concern about large buses and trucks parking along Waters Landing Road and inhibiting visibility along the road.
- Residents generally expressed concern about lack of visibility and high speeds along Waters Landing Drive.

- Residents expressed concern about the safety of children at school bus stops along Waters Landing Drive.
- Residents expressed concern about the lack of handicap access to bus stops along Waters Landing Drive.

5. **Bike Route** – Father Hurley Boulevard from Beaconfield Terrace to Crystal Rock Drive; Waters Landing Drive from Father Hurley Boulevard to Crystal Rock Drive; Crystal Rock Drive from Waters Landing Drive to Father Hurley Boulevard.



Community Concerns

- Residents noted that several community walking and biking pathways cross Waters Landing Drive, but there are no marked cross walks or curb cuts to facilitate safe crossing.
- Intersection of Beaconfield Terrace and Father Hurley Boulevard
 - A resident proposed a marked crosswalk at this intersection, and larger signs to alert drivers to stop for pedestrians
 - A resident proposed a speed camera at this intersection
- Residents requested marked cross walks, sidewalks on both sides of the street, and signs asking drivers to yield to pedestrians along the length of Waters Landing Drive.
- Residents noted that some sidewalks fall off into ditches along some parts of Waters Landing Drive, forcing pedestrians to walk in the street.
- Residents noted that sidewalks along Waters Landing Drive were unsafe because of the lack of guard rails.
- A resident requested mid-crosswalk pedestrian refuges along Waters Landing Drive.
- Residents noted that some posts with reflectors were missing or damaged along Waters Landing Drive, especially near Clear Morning Road.
- Residents requested a marked crosswalk at the intersection of Ambassador Road and Waters Landing Drive, and tree trimming to improve visibility at that intersection.
- Residents requested a marked crosswalk on Neerwinder and Waters Landing Drive.
- Residents noted that at Staffordshire and Waters Landing, there are bushes obstructing visibility along the road.
- Intersection of Father Hurley and Waters Landing Drive

- A resident requested a 15-second HAWK Signal for this intersection to allow pedestrians to cross safely.
 - A resident requested a prohibition on right turns on red at this intersection
- Intersection of Father Hurley and Crystal Rock Drive
 - A resident requested a 30-second HAWK Signal for this intersection to allow pedestrians to cross safely.
- Intersection of Waters Landing Drive and Crystal Rock Drive
 - A resident noted that the street was in disrepair at this intersection, with a big gap on the sidewalk ramp where a stroller's wheel could get stuck.
- Residents requested marked crosswalks on Waters Landing Drive near Waters Landing Park, since many children use the park, and a prohibition on parking across the street from the Park, since parking may inhibit visibility along the road.

6. **Other Feedback** – Responses collected from community members that were unable to participate in the walking portion of the audit.
- A resident noted that most of Waters Landing Drive has sidewalks on only one side of the street (between Father Hurley and Anndyke where the sidewalk is on the left side of the street leaving Father Hurley, then Hazelnut to Crystal Hill where the sidewalk is on the other side of the street).
 - A resident noted that pedestrians routinely cross Father Hurley at Waters Landing without waiting for the walk light. Similarly, they cross Waters Landing at Father Hurley against the light.
 - A resident noted that traffic does not stop for pedestrians in the crosswalk on Father Hurley at the intersection of Beaconfield Terrace.
 - A resident noted that on school days, there is often a school bus parked on Waters Landing between Afternoon Lane and Summersong Lane. When the bus is there, it is hard to see traffic coming from the left when trying to cross Waters Landing at Summersong/Staffordshire. It also makes it difficult for anyone waiting at the Ride On bus stop to see when the bus is approaching (and perhaps makes it hard for the Ride On driver to see that there is a passenger waiting at the stop).
 - A resident noted that there is no sidewalk on the north side of Father Hurley between the HOA office (Beaconfield Terrace) and where the Lake Churchill connector path come back up before Wynnfield. There's the asphalt path that goes around Lake Churchill, but people often walk up on top of the hill beside the road, rather than going down along the lake path and back up.
 - A resident noted that there is no signage at the entrance to the Black Hill trail from Spinning Wheel Drive. (There's a sign on the trail where the Crystal Rock and Black Hill trails meet, but nothing on the street showing the path is an entrance to the park trails.)
 - A resident noted that at the intersection of Father Hurley and Waters Landing Drive, she was hit by a car making a left turn from Father Hurley. "And if you are turning left onto Father Hurley from Waters Landing you just say a prayer because the lanes aren't clear so I avoid that way if I can and go Locbury to Middlebrook which isn't direct to where I want to go but kind of safer."
 - A resident noted that at the end of Waters Landing Drive past Waters Landing Elementary trying to turn either left or right on Crystal Rock; it is "a free for all." You have to edge way out to see incoming traffic on Crystal Rock and when you think you are free to make a left and edge out to the middle, traffic pulls into the middle area wanting to turn left on Cloverleaf. "Sometimes I avoid that and Father Hurley and go Locbury all the way to come out near the fire dept but visibility is still poor. Not sure who designed these roads but population and traffic have increased in the past 25 years and something needs to change."
 - A resident noted that parents have expressed concern about their kids crossing Waters Landing Drive to get to school bus stops.
 - A resident noted that there are a couple of curves on Waters Landing that have been the scene of some accidents and near-accidents.
 - A resident noted that the sidewalk stops for some reason on a portion of Waters Landing Drive, forcing pedestrians to cross over the road at unmarked cross walks.
 - A resident noted that Ride-On buses drive very quickly along Waters Landing Drive and proposed marked and/or raised cross walks to address the problem.
 - A resident noted that vision was obstructed when leaving the Hartsbourne side of Anndyke turning on to Waters Landing.
 - A resident noted that the area around the community pool (Waters Landing Drive and Hazelnut Court) is very dark at night and proposes the installation of more lighting for safety.



Erik Herron <erikherron@gmail.com>

RE: 75023_20000 Father Hurley Boulevard

TrafficOps <TrafficOps@montgomerycountymd.gov>
To: Erik Herron <erikherron@gmail.com>

Fri, Feb 11, 2022 at 3:32 PM

Dear Mr. Herron:

This is a follow up response to your email on October 13, 2021. MCDOT apologizes for the delayed response to your request.

MCDOT assessed the subject location and will install a pedestrian hybrid beacon (PHB), also known as a HAWK beacon, and a marked crosswalk. MCDOT anticipates this improvement will be installed in FY'27, which begins July 2026.

In the interim, MCDOT will deploy a Speed Monitoring Awareness Radar Trailer (SMART) unit along Father Hurley Boulevard to alert motorists to the speed at which they are operating. The SMART unit will be placed along the roadway from March 21-25, 2022, after which another request may be submitted for a repeat schedule in three months as scheduling allows.

Thank you for your partnership in our shared pursuit of traffic and pedestrian safety. Should you have any additional questions, please feel free to contact me at 240-777-2190 or TrafficOps@montgomerycountymd.gov.

Sincerely,

Kutty Menon, Area Engineer
Traffic Engineering Studies Section
Division of Traffic Engineering and Operations
Montgomery County Department of Transportation

KM:lhbm

From: TrafficOps
Sent: Thursday, October 14, 2021 5:24 PM
To: erikherron@gmail.com
Subject: RE: 75023_20000 Father Hurley Boulevard

Dear Mr. Herron:

This is written to confirm receipt of your email dated October 13, 2021, requesting a marked crosswalk and HAWK signal in front of [20000 Father Hurley Boulevard](#).

[Montgomery County](#) Department of Transportation appreciates the opportunity to assist you in this matter. Your request has been assigned Log# 75023 and the Area Engineer assigned to review and respond to your request is Kutty Menon.

Our goal is to complete our evaluation and share our findings and recommendations with you by December 2021, weather and schedule permitting.

In the meantime, if you have any questions, please feel free to contact us at (240) 777-2190 or TrafficOps@montgomerycountymd.gov.

We appreciate your continued partnership in our shared pursuit of traffic and pedestrian safety.

Regards,

TrafficOps

Division of Traffic Engineering and Operations

Montgomery County Department of Transportation

lhm

From: MCDOT <no-reply@wufoo.com>

Sent: Wednesday, October 13, 2021, 7:32 PM

To: Director DOT

Subject: MCDOT Contact Us - - Erik Herron

[EXTERNAL EMAIL]

Choose your topic

Pedestrian / Bike Safety

Name

Erik Herron

Street Address

20442 Summersong Lane

City

Germantown

State

MD

ZIP Code

20874

Email

erikherron@gmail.com

My comment or question is

I would like to request a marked crosswalk and HAWK signal on the street crossing immediately in front of 20000 Father Hurley Blvd. in Germantown, Maryland. This crossing is on a walking route to Waters Landing Elementary School, connects a bus stop, is in front of a +200 unit senior living facility which is planned to increase to +400, and is a major connector for Waters Landing HOA members to Lake Churchill and the Waters Landing Community Center and Pool. Seniors, children, people exercising, and families walking to school regularly cross it throughout the day. It is not safe because cars regularly travel well over the speed limit and rarely stop at the designated crossing, and when they do there is a double threat of a car passing in the other lane. If you are unable to approve this request, please provide an explanation for your inaction.

Attach a File

20000_father_hurley_blvd.jpg 162.04 KB · JPG



For COVID-19 Information and resources, visit: www.montgomerycountymd.gov/COVID19