

Luxmanor Citizens Association (LCA)
Talking Points for September 15, LCA Traffic
Meeting II
Prepared by LCA Traffic Committee
August 29, 2010

Note from Renée Howell, 2010-2011 Chair LCA Traffic Committee:

This is meant as a place for the discussion to begin and we are looking to the Luxmanor community to help us bring the discourse forward in the most productive way possible. We need each member to help set the tone for this discussion. The committee did not disregard any input to this point, but simply tried to group it by section of the neighborhood. The individuals on the traffic committee have worked really hard to reach out to their neighbors in each part of Luxmanor/Windemere and to collect data objectively. This is a true committee effort. I ask for your help to honor the work of the committee by giving support to ensuring, as best we can, respectful level-headed discussion as this moves out into the larger community.

It is possible that some of the solutions proposed here may present conflicts in traffic patterns or safety. At this point we thought it is best to present them to see which measures the community can support by consensus. A request for a traffic engineer to review the final recommendations the larger LCA will support was requested, in part, so such conflicts could be resolved.

General Objectives:

- To increase safety for walking, riding, and driving for residents and visitors.

- To preserve neighborhood aesthetics to retain or enhance the visual appeal of the neighborhood and make it clear that our streets are part of

a residential community.

- To increase the sense of community in the Luxmanor neighborhood.
- To put in place measures which should not require enforcement.

Strategies:

- To provide effective traffic calming measures and safety devices that add to neighborhood visual appeal and create a sense of community, while minimizing disruption of established residential traffic patterns.
- The Traffic Committee requests funds to hire a consultant traffic engineer to review the suggested measures to help ensure they will be effective in addressing the problems we have identified.

Timing:

July – Committee discussions of urgent neighborhood traffic concerns and their traffic calming recommendations.

August – Present Discussion Points to Luxmanor Citizens Association (LCA)

Board and make them available to the community via the luxmanor.org website.

September – LCA sponsored Traffic Meeting for all interested residents to comment on suggested measures and add their own ideas.

October – Committee and LCA Board prepares revised suggestions from this paper and the September 15 meeting for presentation on the Luxmanor.org website and “The Greensheet.”

General Meeting October 21. - Vote by LCA membership on final form of Luxmanor Community Request for Action by the Department of Transportation (DOT.)

Lobbying for County approval begins.

2011 – and onward - Installation of various mediation requests

Specific Areas of Concern (Listed loosely from North to South):

- Continued speed and out-of-neighborhood cut-through traffic on Tilden Lane between Old Georgetown Road (OGR) and Marcliff Road, and community concern with pedestrian safety and safety aspects of new lane markings on Tilden Lane.
- Impact of Green Acres School traffic on Danville and Cushman
- Safety of pedestrians crossing at Tilden and OGR at Nicholson Lane..
- Speed, cut-through traffic, and school bus traffic on Marcliff Road.
- Speed and pedestrian and bike safety on Tuckerman Lane between OGR and West Lake Drive, and effects on community and side streets.
- Speed and cut-through traffic on Wayside Drive and Lux Lane between Ralston and OGR in Windermere.

Suggested solutions for Each Area of Concern

Current challenges on Tilden Lane

- Traffic entering Tilden from Old Georgetown Road does so with high speed when crossing from Nicholson and continues to speed down the incline at the top of Tilden to the first four way stop sign.
- Lack of speed enforcement on Tilden.

- Traffic-related and other unrelated signage (e.g. Adopt-a-Street signs) has become overwhelming and gives Tilden the appearance of a highway instead of a residential community requiring respect from outside traffic.

Initial Recommendations Tilden Lane:

- Reduce speed on Tilden between OGR and Old Stage to 25 mph.
- Install slightly raised crosswalk across Tilden to the Aish synagogue.
- Move flashing school sign closer to the beginning of Tilden – residents in this part of the neighborhood tell us the county is working on this as this was initiated during our May traffic meeting.
- Review new Tilden Lane configuration (bike lane and parking on one side only striping) with regard to safety. Many neighbors on Tilden and throughout the community feel the new lane configuration is not safe, especially with school buses traveling on the side of the road that has no parking, since now the leeway is very tight. Eliminating parking from one side is also considered by some to cause traffic to move faster. There have been issues with landscaping and delivery trucks still parking on the south side of the street to access houses. Concerns over leaf and snow removal have been brought forward. The new lane configuration forces bike riders (riding east) and runners (running west) into that very narrow lane if they are following standard safety practices for their sport. While bikers and runners are using the south side narrow shoulder, traffic is often moving across the yellow line to keep a larger buffer space from them. Community cycling advocates are being consulted for further input as to safety.
- Install speed cameras on Tilden between OGR and Marcliff.

Longer term recommendations for Tilden Lane between Old Georgetown and Marcliff:

- Install roundabout if space permits at Tilden and Danville and remove turn restrictions.
- Install an island or similar barrier at the entrance to Tilden (perhaps with a tree and/or a Luxmanor sign) to narrow the lanes and force speed to be reduced as cars enter Tilden Lane and to signal that this is a residential area to be respected as such.

Additional item for Tilden Lane

Traffic on Tilden will also be discussed with staff and parents at Luxmanor during the first PTA meeting. This will be presented at the Sept 15th meeting if available.

Current Challenges with Traffic Volume on Cushman and Danville:

- Increased traffic due to Green Acres busses and parents' automobiles.
- During pick up and drop off times residents cannot get out of their driveways.

Initial Recommendations for Green Acres Traffic Volume on Cushman and Danville:

- LCA to discuss issue with Green Acres administration again with request for school's renewed effort to reduce parent auto traffic by increased car pooling.
- Preventing Green Acres buses from using Cushman – as was an earlier stipulation on traffic the school had agreed upon.
- LCA and school to work together to get access for the school via Executive Blvd. after that option becomes possible upon commencement of White Flint II.

Challenges for Pedestrian Crossing at Old Georgetown Road and Nicholson Lane:

- Future influx of tourists and school groups visiting The Cabin Historic Site, who will park at Nicholson Park.
- Luxmanor walkers to the park, White Flint Metro, and to shopping at stores coming to Nicholson and Rockville Pike.

Initial Recommendations for Pedestrian Crossing at OGR and Nicholson Lane:

- Install raised crosswalk from Tilden to Nicholson across OGR with a pedestrian-activated traffic signal button for longer “red light.” (precedent on Strathmore Road?)
- Reduce speed on OGR from 40 to 30 mph (precedent on Connecticut Ave., which is 30 mph through Chevy Chase).

Current challenges on Marcliff between Tilden and Tuckerman.

- Increased traffic due to out-of-community school traffic and busses.
- School busses passing each other in a very narrow part of the road.
- Cut-through traffic speed between Marcliff and Tuckerman.
- Request from some residents for sidewalks for children’s safety.

Initial Recommendations for Marcliff between Tilden and Tuckerman:

- Post speed limit signs of 20 mph (none are currently posted).
- Repair speed humps to greatest allowable height.
- LCA to open discussion with MCPS transportation on issues of bus traffic on Marcliff, and possibly talk to holding school to route bus traffic so busses do not have to pass each other on the narrow part of Marcliff. The site will be reconfigured when the renovation is done for the new Tilden MS. It will only be a holding school for 2 1/2 to 3 more years.
- Install a roundabout or other calming measure at Marcliff/Cushman or Marcliff/Rosemont.
- Discuss possibility/desirability of sidewalk retrofitting on all or part of Marcliff. There does not appear to be a majority of residents on Marcliff in favor of this according to our informal poll.

Current challenges on Tuckerman Lane

- SPEED
- Safety issues crossing Tuckerman at School Bus and Ride-On stops.
- Current configuration divides the Luxmanor community. Safety issues for walking along or across Tuckerman prevent residents (especially older children) from one part of our divided community to walk to another part or to Cabin John Park.
- Turning from several side streets onto Tuckerman especially during commuting times, or times of heavy shopping volume at Montgomery Mall is both difficult and dangerous. Turning from Whisperwood Lane is

particularly difficult because of the curve in Tuckerman Lane.

- Overall worn down condition of road.

Initial Recommendation for Tuckerman

- Lower Speed Limit to 30 mph. A speed limit of 30 mph exists on many comparable roads in our area (Seven Locks Road, Grovesnor Lane).
- Install Speed Camera. Placement should be considered so it helps to slow traffic around some of the side roads that are more challenging for turning onto Tuckerman.
- Install Crosswalks at every school and Ride-on bus stop. Use textured surfacing, slightly raised, similar to warning rumble strips. These crosswalks would also tend to slow traffic.

Despite DOT representative's denial at the May Traffic Meeting, precedence for these slightly raised crosswalks exists throughout the U.S., and even in Montgomery County (See picture at <http://www.trafficcalming.org/>)

- Install Sidewalks. Sidewalks would improve the safety of elementary, middle, and high school students who must now stand on dangerous shoulders at school bus stops on both sides of Tuckerman Lane and permit use of Tuckerman Lane for walking to and from Windermere neighborhoods from other parts of Luxmanor and to Cabin John Park. See *Note*, below)

Note: The 270 bridge/overpass area of Tuckerman is now extremely dangerous for non-motorized use.. The bridge has a level sidewalk type area that can be walked on IF you can climb up on it. An improved sidewalk there with steps for walkers might be feasible. We'd have to see what the options might in consultation with county engineers

- Install Bike Lanes. Tuckerman (between OG and Westlake) is a designated "blue bike lane" in the county documents which means it was planned to have a bike lane striped on it *if street width allows for safe lanes. If choosing between Bike Lanes or sidewalks, the*

Traffic Committee would opt for sidewalks.

- Raised intersection at Tuckerman and Marcliff, similar to a rumble strip, but also visible. This could be combined with raised crosswalks and speed tables.
- Research ways to visually narrow Tuckerman between Whisperwood and Lancelot to discourage speeding. A sense of a bridge, guardrails, or lateral lane shifts might serve this purpose.
- Paint a left turn arrow on Tuckerman westbound at Lancelot where Tuckerman is suddenly 2 lanes westbound. This has been needed for years. Some drivers think this is a passing lane and treat it as such. Left turn lanes for other side streets would avoid drivers from illegally passing cars making a left hand turn via the right hand shoulder.
- Tuckerman has needed regular maintenance for resurfacing, pothole repair and clearing of debris that covers much of the already limited shoulder in many areas. Apparently this work has now been started. The Traffic Committee has been trying to find out from DOT what, if any Lane and other changes are contemplated as part of the maintenance now underway. DOT has not been responsive as of this report date.

Additional findings for Tuckerman Lane

Placement of a stop light at Tuckerman and Whisperwood has also been suggested as safety measure though this has not been widely vetted in the community.

Additionally the intersection of OGR and Tuckerman was cited as having several problems including poor visibility for making right hand turns from Tuckerman onto OGR (traveling South) and general traffic flow issues from The four lanes of traffic moving to two lanes of traffic as traffic crosses OGR. Redesign of this intersection would need to be incorporated as part of the White Flint development plan.

Current Challenges with Speed and Cut-through Traffic on Wayside Drive and Lux Lane

- Between Ralston and Old Georgetown there are no speed limit or stop signs.
- Significant amounts of traffic cuts through Windermere, from Tuckerman to Old Georgetown, via Ralston-Wayside Drive roads.
- Wayside drive is a wide street, with minimal cars parking on the street. This facilitates speeding
- Wayside drive is a popular route for pedestrians, families, children, and bike riders heading from Windermere to Old Georgetown or Tuckerman, and their safety is jeopardized by speeding cars

Initial Recommendations for Wayside Drive /Lux Lane Traffic Calming:

- Install 4 speed limit signs, 2 posted in each direction on Wayside/Lux Lane
- Install 4-Way stop signs at Rosemont, Lux Court, and Ralston.
- Install a small roundabout on Lux Lane at Rosemont.
(The street widens at this point and speed increases. Flowers and plants in the circle will add charm and beauty to the Community.)

Respectfully Submitted,

Traffic Committee

Jeff Abend - Cushman

Bruce Dincin - Windermere-Wayside Drive/Lux Lane

Sandra Friedman - Marcliff

Renee Howell-Tilden West

Dee Knapp-Cushman

Carol Liu - Tilden East

Debbie Orsak-Stephalee and neighborhood public
schools

Ellen Paul - Windermere-Tuckerman

Peggy Souza -Tilden West and historical perspective
representative