Riedel Road Community Meeting Minutes
May 28, 2024

Nestor Flores - Chief, Traffic Engineering Division, AACO
Erik Terry - Area Engineer, Traffic Engineering Division, AACO
Sgt. Regina Collier, Anne Arundel County Police Traffic Safety
Courtney Buniskis - Office of the County Executive
Jessica Ewing - Councilwoman Shannon Leadbetter's Office
Brian Kemmet - Councilwoman Julie Hummer's Office
Erin Aldrich Gray - Board Member for Chapman Farm HOA
Heather van Brackel - Crofton Farms
Lisa Woolcock - Director, Crofton Downs
Alex Williams, Wilson's Grove
Heather Taylor, Briarleigh HOA
Cynthia Sobolewski, Crofton Farms HOA
Lisa Woolcock, Director, Crofton Downs
Roberta McCartney, Board of Directors, Crofton Mews
Clinton Smith, HOA Crofton Knolls #9
Heather Van Brackel - Crofton Farms
Erin Aldrich Gray - HOA Chapman Farm
Eden Casterline - Crofton Square Condominium No.2/ Coventry 2 COA

Nestor Flores

- Presented slide deck with traffic study data. Slide deck as well as recording of the meeting is posted on the Riedel Road Community website located here: https://www.aacounty.org/public-works/highways/riedel-road-johns-hopkins-road
- Addressed rumor that counters were unplugged during data collection due to concerns of impact on insurance rates going up - this is not true. This was strictly for data collection.
- Asked the group if they are interested in pursuing additional data collection or if they are comfortable moving forward with the data that was already collected? The group agreed that if the additional data collection will not push back the schedule of when the changes to Riedel can take place, they would like to proceed with the additional data collection.

Sgt. Collier

- **Speed Cameras -** The first targeted area will be school zones. The school bus cameras caught so many violations that we believe this is the priority area of concern.
    - Cameras are permitted within a half mile radius of a school zone - school zone cameras will be active from 6am-8pm Mon-Fri
    - Placement is based on the location being safe and adequate - require placement to allow for space for peds/bikers - not on a curve and on a level area of ground
    - Please see slide titled Safe Speed Corridors - Enforcement for photo of the cameras
    - For the first 15 days after installation - cameras will only issue warnings to allow for an adjustment period
    - The units are movable - we can move the cameras to different locations as the program progresses. There will be an equal number of cameras throughout the 4 police districts
    - After school zones, we will be moving the cameras into residential areas - the cameras will then be active 24-7
    - Planning on adding a speed camera to Riedel Rd @ Johns Hopkins Rd

Community Comments

Cynthia Sobolewski - This data is from 2023/2024. Do you have any other historical data so that we can compare the average daily traffic? I'm just wondering if that has gone up through the years. I know we're seeing heavier vehicles on Rydell and and and Johns Hopkins than ever before *Nestor responds that he will research historical average daily traffic counts if they are available from other studies that have been performed.*

Cynthia Sobolewski - We need to do something with McAllister as well because I've tried to go across the road and people are still flying. The sign is activated because I push the button and nobody stops. *Nestor notes that by law, vehicles are not required to stop when the lights are flashing, it is to raise awareness to the drivers that there may be a pedestrian in/near the roadway. You, as the pedestrian, are responsible for deciding when there is an appropriate gap in traffic to proceed to cross. You establish your own right-of-way. However, we are in agreement that other crossings need to be targeted as well.*

Cynthia Sobolewski - I'm very pleased with what you and your crew have come up with for suggestions or things to do as far as slowing down the traffic. I think it's fabulous and I want to thank you so much

Lisa Woolcock - Can you provide us with the year/date that Riedel Rd was converted to a through street and how many vehicles it was intended to intake on a given day? *Since the planning for this road occurred in the 1980s/1990s, it will take some time to pull that data but we will do our best to get it to you as soon as possible.*

Lisa Woolcock - Regarding the online survey that we did, I was just concerned, and I know quite a few members of the traffic committee were concerned about the parking, and we don't want to lose the parking on Riedel. Can you confirm that we will not lose our parking? *The majority of the survey takers supported removing the parking. However, I know we have communities where we need extra parking. As long as we don't create a safety issue with vehicles parking too close to the intersection so a driver can't see coming out of the side street, we can allow some parking out on Riedel. We do have some parking zones up and down Riedel Rd that were placed when the community approached our office. People used to sell cars up and down Riedel Rd and it became very overcrowded. We will work together section by section to ensure that there is sufficient parking*

Erin Aldrich Gray- I drive a lot on Riedel, not as much on Johns Hopkins, but when I was driving back and forth it seemed to me like every time I went over one of those tube counters a few weeks ago, it seemed to me like they were close to the intersections where there were traffic signals, so it almost seemed like the data it was capturing was probably when people were either slowing down to get to the light or speeding up, coming from the light, and that wouldn't really capture the higher speed the people may be traveling before they get to that part of the intersection. *Nestor replies that we have the option of finding a location that we can collect data that the County and the residents agree would provide data that would make them more comfortable with using it to make decisions about the road changes. Nestor points out that some people feel that the tubes in general slow drivers down as they are misinformed and believe they are speed tracking devices. We do have other traffic data collection studies scheduled, however, and the recollection of the Riedel Rd data may take awhile to get back to depending on our schedule.*

Erin Aldrich Gray- I think 35 miles an hour is adequate for Riedel, but with what you said about adding bike lanes and things like that, I think 30 would be more appropriate. I don't think the (extra) data collection would support doing anything differently than that.

Erin Aldrich Gray- My biggest concern was when that young young man was hit on his bicycle on Johns Hopkins and I drive up through that pedestrian walkway frequently. One of the things that I thought might help at that pedestrian crossing was to put one of those flashing signs or lights that are in the road that would start flashing. Unfortunately, I worry that drivers won't know what that means, so that is a problem as well. Where I used to live in Nebraska, there actually was a fatality after they installed lights such as these, because a young, inexperienced driver did not know that she was supposed to stop, and unfortunately she hit an 8 year old girl and killed her when she was crossing the street. It was horrible. I think education on how the signal will work is crucial, if it is installed. It's such a long stretch from 3 to Riedel & Johns Hopkins and without any reasons to slow down or stop. I think people just see it as a thorough way. *Nestor responds that he is also considering enhancing this crossing with lights as described. First, we will clear the intersection from debris and overgrown vegetation. Also, we will be adding flags to the tops of the signs to alert drivers that there is a crossing here to get them to slow down and pay attention. Then, we will build it into the network of flashing signs/lights.*

<u>Alex Williams</u> - you showed the number of trucks from the first spot, and then how many from the second spot, and so on and so forth. I don't understand how the counters are done because I would think if you come in from 3 at Riedel that you would have the same number, or increasing as you go further, because that's where the trucks are like coming in from It doesn't seem like the numbers match up because if Spot 2 is at 52, I don't understand the discrepancy between 743 total to 52. *Nestor responds that these are static numbers and we will review them once more for accuracy. Our next step will be to have staff out in the field tracking the actual turn movements and track license plates. These numbers do not reflect where the vehicles are navigating to - we don't know if they travel to Rt. 3, turning off onto Johns Hopkins, etc. and those "destination" roads are important to this study. Again, this will be the next batch of data that is collected and it will be in person. We plan on collecting this data in the next few weeks, preferably before school lets out of the summer.*