

Riedel Road/Johns Hopkins Road - Neighborhood Traffic Calming Process

DATE: 10/22/2023

Introduction

A kickoff meeting was held between the Riedel Road/Johns Hopkins Road Traffic Committee and the Department of Public Works, Traffic Engineering Division (TED) on October 1, 2022 at 7pm. The agenda for the meeting was to discuss the various traffic concerns of the committee and DPW's, Neighborhood Traffic Control Process -

http://www.aacounty.org/departments/public-works/highways/road-maintenance/Traffic_Maintenance/neighborhood-traffic-control

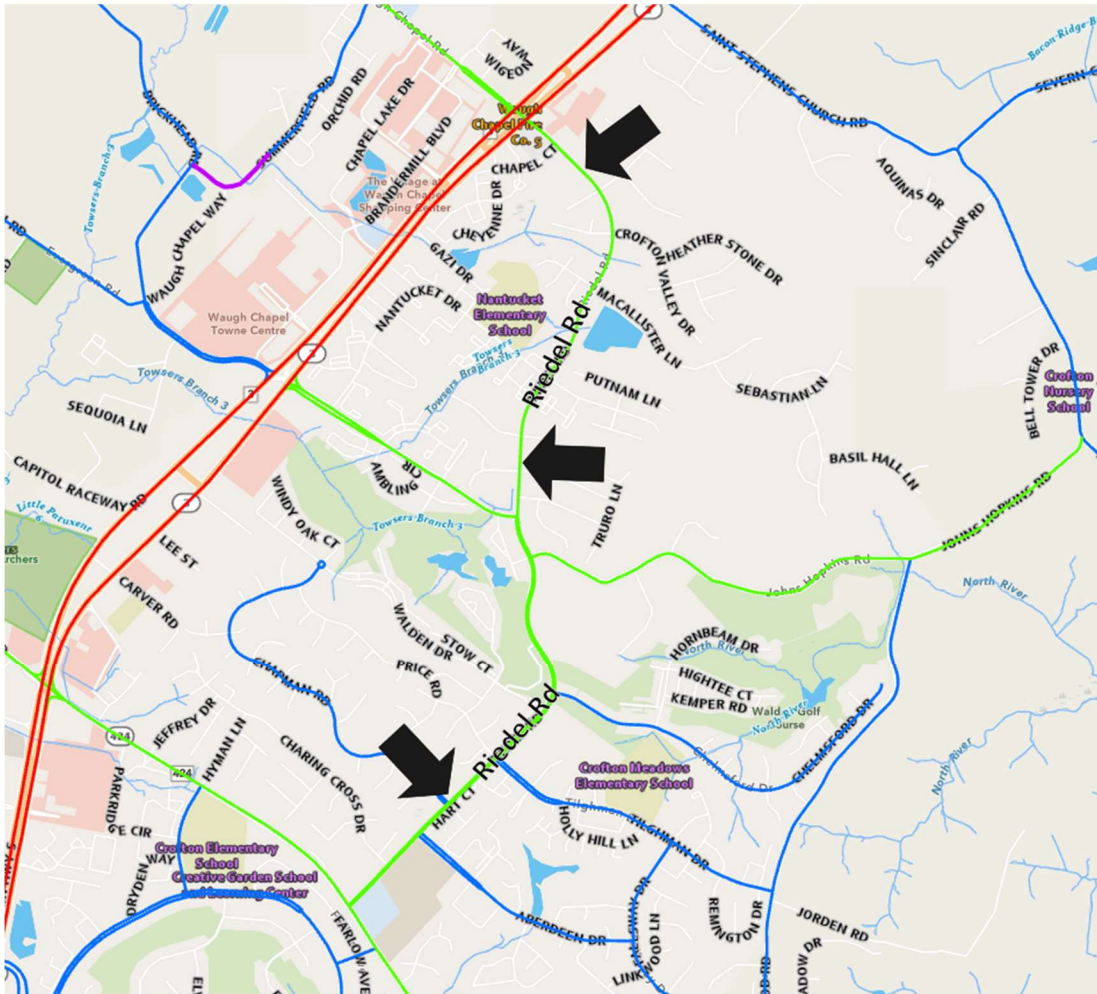
As a result of this meeting, TED has agreed to perform a traffic study in an attempt to document the traffic operations concerns of the Committee. The following document provides a summary of the committee's concerns and the initial data collection plan that will be used for the analysis portion of the study.

The Riedel Road/John Hopkins Traffic Committee consists of representatives of the HOAs of

(Note - Please share the name and contact information of each member)

- The Crofton Downs
- Briarleigh
- Knolls sec8
- Walden
- Crofton Valley
- Crofton Farms
- Crofton Square Coventry 2 COA
- Nantucket Mews
- Fleetwood Mews
- Mara Vista Court
- Crofton Condo Association
- Wilson's Grove

Map of Riedel Rd and surrounding area



Community Concerns

- *Large trucks using Riedel Road for cut thru traffic - Will use traffic counts as listed below to determine the percentage of oversized vehicles and compare to other similar roadways.*
- *Speeding along entire roadway*
- *Aggressive driving - Will need community to share the locations where this behavior is most prevalent*
- *Crashes - Historical crash analysis will be performed*
- *Pedestrian Crossings - Will need the community to share the locations requiring evaluation.*

Traffic Study

Methods of Data Collection

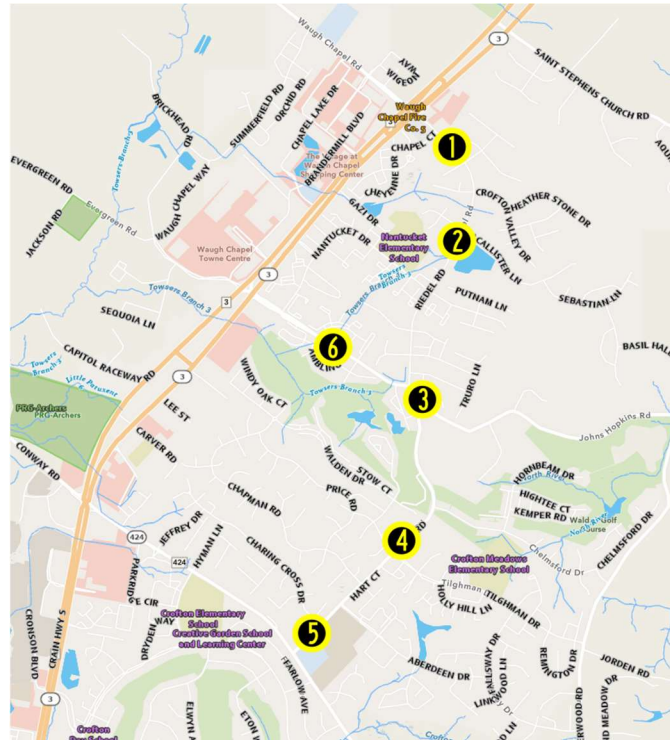
1. Machine counts - We have two types of machine counts. The first uses traditional counters that utilize tubes to capture the data. These counters provide data results such as traffic volume, speeds, gaps, and vehicle class. The second counters use radar technology to do a similar documentation of traffic data. Due to the number of lanes on Riedel Rd, we will use tube counters.
2. Radar guns - We use these devices to obtain better estimates of traveling speeds. We perform the radar studies once we review the machine counts to determine the periods where the speeds are the highest during the day.
3. License plate survey - We use this method to establish the percentage of vehicles performing “cut-through” travel. We’ll use this method to support the creation of the no thru truck restrictions.
4. Video cameras - we use MioVision Scout cameras to collect data at intersections. We obtain data such as turning movement counts and pedestrian crossings.

Data Collection Schedule

1. Machine counts - Due to the current demand for data collection by other communities and the number count locations (see image below), the machines counts are tentatively scheduled for spring of 2024. If the opportunity arises to collect the data before schools go on winter break, we’ll proceed with the data collection.
2. Crash analysis - Scheduled for 1st week of November and will be prepared to provide an update to the community by 1st week of December.

Data Collection Locations

1. *South of Charing Cross Drive*
2. *South of Chapel Court*
3. *Between Johns Hopkins Road intersections*
4. *Near Macallister Road*
5. *South of Chapel Court*
6. *Johns Hopkins Rd (western leg) midpoint*



Next steps

1. Establish a recurring meeting for the County to meet and provide update to the traffic committee.
2. County to collect data and shared information to the traffic committee
3. After data collection complete - Develop potential solutions to the documented issues
4. Develop implementation plan
5. Communicate with the overall community and provide an opportunity for the community to share their input and develop consent.
6. Implement supported strategies

Community Support and developing consent

In the absence of an identified safety problem, neighborhood traffic calming devices will not be implemented unless there is substantial agreement and support within the affected communities. TED will require proof of community involvement and discussion before the implementation of any proposed alternative. The community must demonstrate that all impacted residents and stakeholders have been made aware of the problems and the proposed solutions and have been given an opportunity to ask questions, receive answers to those questions, and offer comments.

DPW Authority

DPW has and retains the authority and responsibility to determine what changes to the roadway and/or traffic control, if any, are appropriate [County Code, Article 13, Sections 2-101(a) and 2-301]. Safety concerns and sound engineering judgment shall take precedence in all decisions