



## **Riedel Road Community Meeting Minutes August 13, 2025 - 6pm**

Nestor Flores - Chief, Traffic Engineering Division, AACO

Jessica Ewing - Office of Councilwoman Shannon Leadbetter

Sgt. Regina Collier - AACO Police Traffic Enforcement, Speed Camera Program

Lisa Woolcock - Director, Crofton Downs

Cindy Sobolewski - Crofton Farms Townhome Condominiums

Roberta McCarten - Board of Directors, Crofton Mews

Brooke Doerfler - Knolls Section 8

Charles See - Greater Crofton Council

Kristy Alvarez - Community Engagement & Constituent Services, AACO Office of the County Executive

Justin Zawitoski - Crofton Square Coventry III Board of Directors

- 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>
- The group holds a bi-monthly meeting to discuss traffic improvements and safety measures for Riedel and John Hopkins Roads.
- The traffic committee meeting focused on reviewing various traffic projects and safety initiatives in Crofton, including oversized signs, speed limit changes, and temporary median islands. The group discussed traffic enforcement and awareness activities, including plans for speed cameras, variable message signs, and community feedback collection. Pedestrian safety concerns were addressed, along with road diet options and potential improvements for bike lanes, while the committee also explored solutions for nighttime racing issues and truck routing restrictions.
- The group discussed traffic awareness and enforcement initiatives for Riedel Road. They agreed to schedule a week of traffic awareness activities in early September, including variable message signs and temporary feedback signs, with Nestor coordinating with the County police for enforcement. Sgt. Collier provided an update on the progress of speed cameras in the County, noting that Riedel Road is still under consideration but further down the list due to ongoing data collection. The group also discussed potential solutions for nighttime racing issues, with Nestor suggesting rumble strips as a long-term strategy although they tend not to be popular in the neighborhoods.

- The committee discussed pedestrian safety concerns, particularly at crosswalks near Nantucket Elementary School and around Walden golf course. Nestor explained that while some crosswalks have signals, others rely on crossing guards, and proposed adding speed cameras and signing enhancements to improve safety. Lisa raised concerns about drivers not stopping for pedestrians outside crosswalks, and Nestor agreed to investigate adding median islands at certain locations. Justin inquired about the correlation between a previous survey question on speed cameras and their implementation on Hopkins and Riedel roads, which Nestor explained was triggered by a child being hit in early fall 2023 and involved coordination with the County Executive's office.
- The meeting focused on traffic enforcement and safety measures in the Crofton area, particularly regarding speed cameras and truck restrictions on Riedel Road and Johns Hopkins Road. Nestor explained the process of community surveys and data collection for traffic enforcement, while Justin raised concerns about the exclusion of his community from previous surveys and the need for broader participation in future decisions. Sgt. Collier discussed the County's speed camera program and its limitations, including the potential for HOAs to request cameras, which she agreed to investigate further. Nestor outlined action items, including reaching out to Waze about truck routing restrictions, adding orange flags to raise awareness of existing signs, and distributing flyers for community feedback.
- The group discussed road diet options for Johns Hopkins Road, with Nestor explaining that while they previously considered various options including bike lanes and shoulders, they ultimately decided to implement a road diet with thick pavement markings to create an optical illusion of narrower lanes. Nestor clarified that while they could have included bike lanes, this would have restricted off-street parking for townhome communities during resurfacing, and they chose to maintain flexibility to add traffic calming measures like mini circles or islands in the future. The group also addressed concerns about Riedel Road's bike lane ending, with Nestor committing to investigate options for improving the transition area and potentially shifting parking to create a better merge point.

## Community Questions

### *Speed Camera Implementation*

Justin: What is the correlation between last year's survey question about community support for speed cameras and the installations on Hopkins and Riedel?

Nestor: The decision came after data collection showed high speeds in those areas. The county police make the final decision on camera placement based on traffic studies and safety concerns. The survey was part of gathering community input, but the final decision rests with county authorities since these are public roads.

Justin: Do we know where on Riedel the plan is to put cameras and how many?

Sgt. Collier: It will only be one camera. The vendor surveys the area to determine the safest placement. They avoid blind corners and consider road conditions before recommending a location.

Erin: Why would anyone be opposed to traffic cameras since they're safety measures?

Justin: People often slam their brakes at camera locations and then speed up afterward, potentially making the area right before the camera less safe. They make sense in school zones and by crosswalks, but random placement may just shift the problem.

### *HOA-Funded Speed Cameras*

Lisa: Will speed cameras ever be something that HOAs can pay for to have in their community?

Sgt. Collier: Currently, it's a county-funded program with only 40 cameras. I've never heard of an HOA purchasing cameras, but I will look into it and ask surrounding counties if they have any precedent for this.

### *Crosswalk Safety*

Lisa: Several families have expressed concerns about cars not stopping at crosswalks. Could we put some sort of median in the middle turn lane at crosswalks to provide pedestrians a safe place if cars don't stop?

Nestor: It depends on the location. Mid-block crossings like at Vineyard are easier to add medians to, while intersections like Powderhorn are more difficult due to turning vehicles. We can do signing enhancements in the short term and consider more substantial improvements after we've successfully reduced speeds.

Justin: Another area of concern is around Walden by the golf course, where people cross despite having a bridge nearby.

Nestor: This location might be easier to address since we're already planning islands there. We could create a pedestrian shelter island with proper ADA ramping instead of just a traffic island.

### *Bike Lane Gap on Riedel Road*

Justin: The bike lane on Riedel ends for 4-5 streets to accommodate parking. What options do we have to fix this gap where cyclists often merge into traffic without looking?

Nestor: At minimum, we can add warning signs and pavement markings to raise awareness for both drivers and cyclists. The parking serves as a traffic calming measure by creating a "choking effect" that naturally slows traffic. For a long-term solution, we'll need to check when the rest of Riedel will be resurfaced to potentially create a better transition.

### *Johns Hopkins Road Diet Options*

Erin: I'm concerned that if we put a turning lane on Johns Hopkins, people will use it to pass just like they do on Riedel. Have you discussed this issue?

Nestor: We discussed different options including bike lanes and shoulders. Based on similar road diets in other areas, about 85% of drivers follow pavement markings, with outliers being addressed through enforcement. The current plan creates a "skeleton" with the road diet that allows us to add traffic islands or other features later if needed.

### *Truck Traffic Routing*

Lisa: Are you able to update trucking apps to show the weight capacity restriction on Johns Hopkins?

Nestor: Waze doesn't support truck-specific routing, but I'll reach out to our GIS staff about establishing a truck route map. I've already shared these restrictions with the State Highway Administration to ensure they don't route oversized loads through Riedel.

## Action Items

- Lisa: Send an email to the State Highway Administration regarding the lack of response about installing oversized signs on Route 3 and 424, with committee members joining in support.
- Committee members: Review the white-painted markings for planned median islands along Riedel Road and provide feedback to Lisa or Nestor.
- Lisa: Email the committee to get feedback on scheduling the traffic awareness week in September.
- Sgt. Collier: Coordinate motorcycle unit enforcement during the traffic awareness week once dates are confirmed.
- County Police: Continue data collection on Riedel Road to determine placement for speed cameras.
- Lisa: Provide Nestor with a list of problematic crosswalk locations for potential enhancements.
- Sgt. Collier and Cpl. Middleton: Collect speed data using speed feedback signs at the proposed camera location on Riedel Road.
- Sgt. Collier: Look into whether HOAs can purchase and install their own speed cameras and report back to Lisa.
- Sgt. Collier: Coordinate with Cpl. Middleton to deploy the speed feedback sign on Johns Hopkins Road when available.
- Christy: Help influence State Highway Administration through County Executive channels after receiving email information from Nestor.
- Nestor and Cpl. Middleton: Work on enforcement strategies for trucks violating restrictions, potentially involving State Police for a "truck sting".
- Nestor: Bring a full sketch showing lane drops and additions for the Johns Hopkins Road project at the next meeting.
- Nestor: Check with the Infrastructure Management Division about the timeline for resurfacing the rest of Riedel Road to create a better bike lane transition.
- Nestor: Examine the transition area where the bike lane ends on Riedel Road and cars are parked, and consider signage and pavement marking enhancements to improve safety.
- Nestor: Consider future enhancements to Johns Hopkins Road after resurfacing, such as traffic islands, mid-block crossings, or chokers near crosswalks.
- Nestor: Schedule another round of data collection for speed and volume on John Hopkins and Riedel Road once school is back in session.
- Nestor: Investigate signing enhancements for crosswalks, particularly at Powderhorn Way.
- Nestor: Investigate creating a pedestrian shelter island near Walden/golf course area.
- Nestor: Inform Erik about allocating assets for the traffic awareness week in September when he returns from leave.
- Nestor: Reach out to Cpl. Middleton to arrange police enforcement during the traffic awareness week.
- Nestor: Add orange flags on top of the "No Through Trucks" signs to raise awareness.
- Nestor: Reach out to GIS staff or Office of Transportation about establishing a truck route map that includes the weight restrictions on Johns Hopkins Road.
- Nestor: Work with the vendor to determine the safest place for the speed camera on Riedel Road