



Riedel Road/Johns Hopkins Rd Community Meeting Minutes August 12, 2026 - 6pm

Nestor Flores - Chief, Traffic Engineering Division, AACO
Erik Terry - Traffic Engineer, AACO
Brian Kemmet - Anne Arundel County Council
Cpl. Tom Middleton - AACO PD Western District Traffic
Erin Aldrich Gray - Resident
Lisa Woolcock - Director, Crofton Downs
Cindy Sobolewski - Crofton Farms Townhome Condominiums
Justin Zawitoski - Crofton Square Coventry III Board of Directors
Brooke Doerfler - Resident
Roberta McCarten - Resident

Key Takeaways

The meeting focused on traffic safety and calming measures in the Crofton area, particularly along Riedel Road and Johns Hopkins Road. Nestor Flores, Chief of Traffic Engineering, provided updates on no-through truck signs, median islands, and community outreach via a flyer. He presented a traffic analysis comparing a signalized intersection with a proposed single-lane roundabout at the Johns Hopkins and Riedel Road intersection, showing reduced delays and lower speeds with the roundabout. The committee discussed pedestrian safety, parking issues on Johns Hopkins Road, and the potential for a roundabout to address speeding and crashes. Crash data from 2021 to 2026 was shared, highlighting the frequency and types of incidents. Sergeant Collier gave an update on the speed camera program, noting ongoing permitting efforts for school zones. The group also discussed plans for pedestrian crossing improvements, including flashing lights and an overhead signal near McAllister.

Traffic Safety Program Updates

Nestor reported progress on no-through truck signs, explaining that he missed requesting signs on the north and south of John Hopkins in the original memo but has since met with State Highway and will email the completed memo to initiate the process. He and Ashley are working on a flyer regarding traffic islands, planning to send it by mid-September after finalizing the mailing list and budget approval in July. Nestor also discussed plans for fall education programs, including speed feedback signs and VMS boards, and proposed reaching out to Corporal Middleton for additional enforcement during Traffic Awareness Week. Regarding bike lanes on John Hopkins, Nestor clarified that the decision to use a shoulder instead of a dedicated bike lane was made to accommodate temporary parking needs during local resurfacing projects, and he plans to extend the no-parking zone to better serve both biking and special parking situations.

Johns Hopkins Road Traffic Planning

The group discussed parking restrictions and bike lane implementation on Johns Hopkins Road. Nestor clarified that the original plan was to allow parking only for special occasions, not routine use, and agreed to communicate changes to residents before implementing no-parking zones. Roberta McCartan, who lives on Johns Hopkins, noted that parking has increased on both sides of the road in recent months. Nestor presented traffic analysis results comparing a signalized intersection with a single-lane roundabout, finding that the roundabout would improve traffic flow and reduce delays from Level of Service C to B, though it would slow average speeds to 21 mph in the morning and 19 mph in the afternoon.

Single-Lane Roundabout Implementation Discussion

Nestor discussed plans for implementing a single-lane roundabout and addressed concerns about pedestrian crosswalks. Brooke asked about the impact on pedestrian crosswalks, and Nestor explained that the roundabout would maintain existing crosswalks with updated markings and warning signs. Justin raised concerns about pedestrian traffic, especially on weekends, and potential traffic issues when Route 3 is congested, suggesting it might be premature to implement the roundabout before seeing results from planned light sensor studies. Nestor proposed putting the discussion to a vote among the traffic committee members to decide whether to include the roundabout proposal in a flyer for community feedback.

Riedel Road Safety Improvements

Nestor presented data on traffic crashes on Riedel Road from 2021-2025, showing 86 reported crashes with 27 involving injuries, and reported that only four crashes had occurred in 2026 so far. The committee voted 6 out of 8 in favor of proceeding with putting the roundabout proposal in the flyer, though Nestor clarified this would be a multi-year process requiring competitive funding. Nestor also announced that pedestrian crossing lights would be installed at two locations (Riedel between Nantucket and Vineyard, and Hopkins) once the new financial system is normalized, and that an overhead signal would be installed at the McAllister school zone crossing.

Next Steps

- Email the completed memo from Eric Terry to State Highway to initiate the request for no-through truck signs on the north and south of John Hopkins.
- Reach out to Corporal Middleton to coordinate target enforcement during Traffic Awareness Week, including possible motorcycle officers.
- Review and likely extend the no parking zone on Johns Hopkins to allow the shoulder to be used for biking, coordinating with county police for special exceptions.
- Include a question about the proposed roundabout at John Hopkins and Riedel Road in the upcoming community flyer, based on the committee's poll result.
- Attempt to model the traffic diversion scenario from Route 3 to Riedel Road, possibly using the regional traffic model, to assess the roundabout's viability.
- Direct the senior engineer to begin the design and procurement process for the flashing pedestrian crossing lights at the trail crossings on Riedel Road (between Nantucket and Vineyard) and on Johns Hopkins.
- Hire a consultant to design the overhead pedestrian-activated signal at the school zone crossing near McAllister.
- Sgt. Collier to follow up on the permitting process for the speed camera at Riedel Road near McAllister.