Riedel Road Community Meeting Minutes
May 13, 2026 - 6pm

Nestor Flores - Chief, Traffic Engineering Division, AACO
Erik Terry - Traffic Engineer, AACO
James Jones - Office of County Executive, AACO
Cpl. Tom Middleton - AACO PD Western District Traffic
Lisa Woolcock - Director, Crofton Downs
Cindy Sobolewski - Crofton Farms Townhome Condominiums
Chuck See - Resident
Justin Zawitoski - Crofton Square Coventry III Board of Directors

Key Takeaways

- SHA has not been responsive regarding the installation of "No Thru Trucks over 5 Ton" signs; only a few small signs have been placed, not at the requested locations.
- 2026 traffic volume data shows a notable decrease compared to 2024, raising concerns about data accuracy; a follow-up data collection round is planned.
- Speed data shows modest improvements overall, with the most significant reduction on Johns Hopkins Road due to pavement marking changes and a speed camera.
- Temporary median islands (safe speed corridors) have received generally positive community feedback; a community flyer will be developed to gather input on making them permanent and adding more locations.
- A consultant (Meade & Hunt) proposed two signal timing strategies: "Rest on Red" for after-hours and coordinated signal timing during daytime to encourage compliance with the 30 mph speed limit.
- A preliminary roundabout feasibility sketch at Riedel Road and Johns Hopkins Road indicates a one-lane roundabout could fit within the existing right-of-way; a more robust simulation and benefits/impacts analysis will be prepared for the next meeting.
- The HAWK Signal design is pending budget approval in July 2026.
- A speed camera vendor delay continues to affect the speed enforcement camera program.

Discussed Topics

1. SHA "No Thru Trucks over 5 Ton" Sign Installation

Nestor and Lisa have been attempting to follow up with SHA regarding the installation of truck restriction signs. SHA installed some signs, but they are small and not at the requested locations. Nestor was unable to reach the district engineer.

- **Details**
  - Lisa: Asked how many signs were requested.
  - Nestor: Confirmed a total of 6 signs were requested based on a memo developed with Erik Terry — northbound south of Johns Hopkins, southbound north of Johns Hopkins, on North/Waugh Chapel, south of Waugh Chapel, and on Route 424.
  - Nestor: Offered to re-share the memo with Lisa for reference when following up with SHA.
- **Conclusion**
  - Six signs were requested in total; only a few small signs have been installed at incorrect locations.
  - Nestor will re-share the memo with Lisa to support further outreach to SHA.

---

2. Data Collection — Volume Comparison (2024 vs. 2026)

Data was collected between February 26 and March 4 using two types of equipment: Radar units and AI-enhanced video units. Volume comparisons between 2024 and 2026 showed significant decreases at several locations, raising concern.

- **Details**
  - Nestor: Noted differences of approximately 1,000–4,000 vehicles per day between 2024 and 2026 at multiple locations, which is concerning.
  - Nestor: Observed that data on Johns Hopkins Road was closely comparable to 2024 tube counter data, suggesting reasonable accuracy for that location.
  - Cindy: Suggested the volume decrease could be due to drivers avoiding the road because of the traffic calming measures installed.
  - Nestor: Acknowledged this as a possibility but noted the magnitude of the difference warrants further investigation.
  - Nestor: Mentioned a Flow Labs probe data subscription (using GPS data from Google Maps/Waze) that can provide more continuous, year-round volume and speed data near signalized intersections.
  - Justin: Asked whether accident/incident data was available for comparison, noting that reducing incidents was one of the original goals.
  - Nestor: Pulled up a crash data dashboard showing incidents on Riedel Road from 2018 to 2025; noted a general downward trend in recent years (30, 24, 7, 6 incidents in recent years).
  - Lisa: Referenced earlier in-person meetings where multi-year accident reports were presented.
- **Conclusion**
  - Another round of data collection will be conducted to verify volume figures and compare across all data sets.
  - A crash data summary snapshot will be included in the meeting minutes.
  - Flow Labs data will be used for ongoing monitoring and seasonal trend analysis.

---

3. Speed Data Comparison (2024 vs. 2026)

Speed data (85th percentile) was compared across five locations on Riedel Road and Johns Hopkins Road.

- **Details**
  - Nestor: Reported modest speed reductions of 2–3 mph at most locations; noted these could fall within data collection variability margins.
  - Nestor: Highlighted Johns Hopkins Road as the most significant improvement, attributing it to pavement marking changes, lane reconfiguration, and a speed camera.

- Lisa: Expressed concern that speeds near the Crofton Downs community feel higher than the data suggests, particularly near the traffic signal.
- Nestor: Confirmed that Flow Labs data supports higher speeds near traffic signals compared to midpoints, consistent with Lisa's observations.
- Andy (via chat): Asked whether the 85th percentile speed of 39 mph south of McAllister Lane represents vehicles traveling 9 mph over the speed limit; Nestor confirmed this is correct (down from 41 mph in 2024).

- **Conclusion**
  - Speed improvements are modest except on Johns Hopkins Road, where multiple interventions have had a measurable effect.
  - Speeds near traffic signals are confirmed to be higher than midpoint speeds, supporting the need for signal timing strategies.

---

4. Temporary Median Islands (Safe Speed Corridors) — Community Feedback

The temporary median islands installed on Riedel Road were discussed in terms of community reception, effectiveness, and future plans.

- **Details**
  - Cindy: Reported positive feedback; noted the islands are effectively preventing vehicles from passing in the center lane. Raised a concern from a resident on Powderhorn Drive about the island near McAllister Lane being positioned where she begins her left-turn queue.
  - Nestor: Explained the island's placement was a deliberate balance between providing left-turn stacking space and influencing driver behavior near the McAllister/Powderhorn intersection, where pedestrian safety concerns have been documented.
  - Erin: Noted minimal negative feedback; observed some social media complaints during installation but nothing sustained. Personally noticed gaps in coverage along the corridor and wondered about additional locations.
  - Lisa: Heard from residents that more islands were desired, particularly near the library end of Riedel Road.
  - Tori (Zoom user): Reported that at a recent Route 3 meeting, four residents spoke positively about the islands; no complaints about size or appearance; residents also asked why there were none near the library.
  - Nestor: Explained that the current six islands were limited by available flex post material; permanent installations can include additional locations once sizes and placements are confirmed.
  - Cindy: Observed some drivers going onto the shoulder to avoid the islands, which Nestor noted may reflect an optical narrowing effect — a positive psychological calming outcome.
  - Erik: Confirmed resurfacing work on Riedel Road will begin within one to two weeks.
- **Conclusion**
  - Overall community feedback on the islands is positive.
  - A community flyer will be developed to gather input on making the islands permanent, preferred materials (stamped concrete vs. landscaping), and desired additional locations.
  - Final placement decisions will be made when transitioning from temporary to permanent installations.
  - Resurfacing will proceed first; permanent island decisions will follow.

---

5. Signal Timing Strategies — Safe Speed Corridor (Consultant Recommendations)

Nestor presented findings from consultant Meade & Hunt, who analyzed signal timing and speed data using Flow Labs probe data near signalized intersections on Riedel Road.

- **Details**
  - Nestor: Consultant confirmed midpoint speeds align with county-collected data; speeds near signals are higher, especially during non-peak hours.
  - Nestor: Two strategies proposed:
    1. **Rest on Red (after hours):** Signals rest on red during off-peak hours (approximately 8–9 PM to 6–7 AM). Sensors detect approaching vehicles and introduce a brief delay before turning green, encouraging drivers to slow down. City of Annapolis and other communities have piloted this approach.
    2. **Coordinated Signal Timing (daytime):** Signals timed for 30 mph travel speed so drivers traveling at the speed limit encounter green lights, discouraging speeding.
  - Lisa: Noted that the Johns Hopkins Road signal stays red for extended periods at night (around 8–9 PM), causing drivers to run red lights; suggested this may be a sensor malfunction.
  - Nestor: Agreed this is likely a sensor/camera issue and asked Ashley to note it for follow-up with signal technicians.
  - Justin: Asked for clarification on Rest on Red mechanics; Nestor confirmed sensors detect vehicles approximately 300 feet away and trigger the green phase with a brief delay.
  - Cindy: Noted she already catches most green lights when driving at or near the speed limit, suggesting informal coordination may already be occurring.
  - Nestor: Confirmed signals are currently actuated (sensor-based) but not coordinated with each other.
  - Nestor: Suggested that coordinated timing could also discourage GPS navigation apps (Waze, Google Maps) from routing drivers through Riedel Road as a Route 3 bypass.
- **Conclusion**
  - Both signal timing strategies will be included in the upcoming community flyer for resident feedback.
  - Ashley to follow up with signal technicians regarding the Johns Hopkins Road signal sensor issue.

---

6. Roundabout Feasibility — Riedel Road and Johns Hopkins Road

Nestor presented a preliminary AutoCAD sketch analysis of a potential one-lane roundabout at the Riedel Road/Johns Hopkins Road intersection.

- **Details**
  - Nestor: Preliminary analysis indicates a one-lane roundabout can fit within existing right-of-way without impacting adjacent properties. The design would include a center island, an apron for oversized vehicles, and deflection geometry to slow approaching traffic.
  - Nestor: Noted that a roundabout is the most efficient form of intersection traffic control, outperforming four-way stops and traffic signals in throughput.
  - Lisa: Provided context for why the roundabout was originally proposed — traffic backing up at the signal prevents Croft and Downs residents from exiting their streets during peak hours, and road rage incidents are common.
  - Justin: Raised concerns about weekend traffic backup, Route 3 diversion scenarios, and the impact on pedestrian crossings given the distance between existing crosswalks.

- Nestor: Committed to running a traffic simulation (using Synchro/SimTraffic) that includes Route 3 diversion scenarios, pedestrian crossing volumes, and a comparison between the current signal and a roundabout.
- Erin: Requested that the community flyer include clear pros and cons so residents can make an informed decision.
- Nestor: Confirmed the flyer will include benefits (traffic calming, reduced emissions, community gateway aesthetics, lower maintenance costs vs. signal) and impacts (land/right-of-way, construction timeline).
- Nestor: Explained the capital project funding process: application submitted to Bureau of Engineering in August, reviewed by DPW committee and county executive, then approved by county council; construction realistically 3–5 years away if approved for FY2028.
- Jessica: Clarified that even if approved for FY2028, funding would not be available until July 2028, adding to the overall timeline.
- Tori (Zoom user): Cited the successful roundabout on Underwood Road near Crofton High School as a positive example of reduced accidents and improved traffic flow.
- Justin: Suggested that if Rest on Red proves sufficient, the roundabout may not be necessary, and cost should be weighed carefully.
- Nestor: Agreed the roundabout is not being pushed forward unilaterally; the Traffic Committee's consensus and community support are prerequisites before any capital project application.

- **Conclusion**
  - A more robust roundabout analysis (simulation, benefits/impacts document) will be prepared for the next meeting.
  - The roundabout concept will not be presented to the broader community until the Traffic Committee is satisfied with the analysis.
  - If community support is confirmed, Nestor will sponsor a capital project application targeting FY2028 budget cycle.

---

7. March Meeting Action Items — Status Update

- **Details**
  - Nestor: McAllister Lane intersection sign enhancements are blocked due to utility conflicts at the corner; no short-term adjustment is currently feasible.
  - Nestor: HAWK Signal design will begin in July 2026 once the new fiscal year budget is approved; current budget is insufficient to hire a design consultant.
  - Nestor: Additional traffic signs on Johns Hopkins Road (crossing and lane drop signs) have been completed.
  - Nestor: The ADA-compliant pedestrian signal enhancement (embedded LEDs, audible push-button) is pending budget availability in the new fiscal year.
- **Conclusion**
  - McAllister sign enhancement is blocked by utilities; no immediate resolution.
  - HAWK Signal design to begin July 2026.
  - Johns Hopkins Road signs are complete.

---

8. Traffic Safety Education and Enforcement

- **Details**
  - Nestor: Traffic Awareness Week was held April 27 – May 1 using Variable Message Signs (VMS) and speed feedback signs.
  - Nestor: The committee should begin planning one or two additional awareness campaigns for the remainder of the year to reserve equipment in advance.
  - Citizen asked whether increased police enforcement near the McAllister area (where 85th percentile speed is 9 mph over the limit) could be pursued before installing a speed camera.
  - Nestor: Confirmed that Sergeant Collier has coordinated target enforcement with Western District, including motorcycle unit patrols; however, speeds revert when officers are not present.
  - Corporal Middleton: Noted that speed data collected while the speed display trailer is active may be skewed lower due to the trailer's calming effect; Nestor's counter data is considered more accurate.
  - Corporal Middleton: Suggested that crash data combined with speed data could support a case for placing a speed camera in the area.
  - Nestor: Noted the county has 40 speed cameras but the vendor has been significantly delayed — cameras were expected approximately 18 months ago and are still being deployed.
  - Jessica: Asked about a reported vendor issue with red light cameras affecting data collection; Nestor deferred to Sergeant Collier (absent) for a detailed response and invited Jessica to follow up via email.
- **Conclusion**
  - Additional Traffic Awareness Weeks to be scheduled for later in 2026.
  - Speed camera placement may be pursued pending crash data analysis and vendor resolution.
  - Jessica to follow up with Sergeant Collier via email regarding the red light camera vendor issue.

Challenges

- **SHA unresponsiveness:** Repeated attempts to contact SHA regarding truck restriction sign installation have gone unanswered; signs installed are insufficient in number and placement.
- **Volume data discrepancy:** A significant unexplained difference in traffic volumes between 2024 and 2026 data sets requires further investigation and an additional data collection round.
- **Utility conflicts at McAllister Lane:** Dense underground utilities prevent sign adjustments at the McAllister/Powderhorn intersection in the near term.
- **Budget constraints:** Current fiscal year is lean; HAWK Signal design, pedestrian signal ADA enhancements, and roundabout capital project are all pending new fiscal year funding.
- **Speed camera vendor delays:** The county's speed camera vendor is approximately 18 months behind schedule, limiting enforcement options.
- **Police enforcement limitations:** Insufficient officer availability for sustained target enforcement; speeds revert when officers are not present.
- **Roundabout funding timeline:** Even with strong community support, construction of a roundabout is realistically 3–5 years away due to the capital project approval and design process.

Action Items

- **Nestor**
  - Re-share the truck restriction sign memo with Lisa for use in follow-up outreach to SHA.
  - Conduct an additional round of traffic volume data collection to reconcile the 2024 vs. 2026 discrepancy.
  - Attach a crash data summary snapshot (Riedel Road, 2018–2025) to the meeting minutes.
  - Investigate and resolve the Johns Hopkins Road signal sensor/camera issue causing extended red phases at night. (Follow up with signal technicians the next business day) Complete. Signal should now be functioning normally.
  - Develop a community flyer incorporating: feedback on making median islands permanent (including material preference and additional locations), the two signal timing strategies (Rest on Red and coordinated timing), and the roundabout concept with pros/cons.
  - Prepare a more robust roundabout analysis for the next meeting, including: traffic simulation using Synchro/SimTraffic with Route 3 diversion scenarios, pedestrian crossing volumes, and a side-by-side comparison with the existing signal configuration.
  - Develop a benefits and impacts document for the roundabout proposal.
  - Submit a capital project application for the roundabout to the Bureau of Engineering during the August budget cycle, contingent on the Traffic Committee and community support. (Target: FY2028 budget cycle)
  - Plan one or two additional Traffic Awareness Week campaigns for the remainder of 2026.
  - Share the roundabout AutoCAD sketch graphic with Lisa (was not included in the presentation).
  - Explore using Flow Labs probe data for ongoing seasonal traffic monitoring.
- **Jessica**
  - Follow up with Sergeant Collier via email regarding the red light camera vendor issue and any data collection impacts.
- **Lisa**
  - Coordinate with Nestor on re-sending the SHA truck sign memo for follow-up outreach.
- **Traffic Committee (collective)**
  - Review the community flyer draft at the next meeting and provide feedback on questions and format before distribution.
  - Continue gathering community feedback on the median islands and other traffic calming measures.