COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND

2015 Legislative Session

BILL NO. 2015-04

Introduced by: Board of Charles County Commissioners

GENERAL LAYOUT OF ROADS

Date introduced: 03 / 03 / 2015

Public Hearing: 04 / 07 / 2015 @ 6:00 p.m.

Commissioners Action: 05 / 12 / 2015

Commissioner Votes: PFM: Y, KR: Y, DD: Y, AS: Y, BR: Y

Pass/Fail: Pass

Effective Date: 05 / 22 / 15

Remarks: _____

NOTE: CAPITALS indicate matter added to existing text.
[Brackets] indicate matter deleted from existing law.

COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND

2015 Legislative Session

Bill No. 2015-04

Chapter. No. 278 – Subdivision Regulations

Proposed by Charles County Codes, Permits and Inspection Services Division

Introduced by Board of Charles County Commissioners

Date of Introduction March 3, 2015

BILL

AN ACT concerning:

GENERAL LAYOUT OF ROADS

FOR the purpose of

Providing standards for the design of roadways in residential neighborhoods in order to reduce speeding.

BY Adding:

Chapter 278– Subdivision Regulations

Article V, Section 44: General Site Design Standards

Code of Charles County, Maryland

(2013 Edition)

By repealing and reenacting with amendments:

Chapter 278 – Subdivision Regulations

Article VII: Section 73: Coordination with Surrounding Roads, Sidewalks, and Trails

Article VII, Section 74: General Layout of Road

Code of Charles County, Maryland

(2013 Edition)

Asterisks *** mean intervening code language remaining unchanged
NOTE: CAPITALS indicate language added to existing law.
[Brackets] indicate language deleted from existing law.

SECTION 1. BE IT ENACTED BY THE COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND, that the Laws of Charles County, Maryland read as follows:

Chapter 278. SUBDIVISION REGULATIONS

Article V. General Design Requirements

Section 278-44. General site design standards.

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C. Circulation system design.

(1) The road system shall be designed to permit the safe, efficient and orderly movement of traffic; to meet but not exceed the needs of the present and future population in the area to be served, as established by the Comprehensive Plan; to have a simple and logical pattern; to provide interparcel connectors to alleviate traffic congestion and to facilitate access for emergency vehicles, without promoting through traffic on local residential streets; to respect natural features and topography; and to present an attractive streetscape.

(2) Nonresidential developments are to provide shared or coordinated entrances to streets classified as collector streets or greater.

(3) The pedestrian system shall be located as required for safety. In conventional developments, walks shall be placed parallel to the road, with exceptions permitted to preserve natural features or to provide visual interest. In other developments, walks may be placed away from the road system, but they may also be required parallel to the road for safety reasons.

(4) IN ORDER TO DISCOURAGE SPEEDING, SPEED CONTROL MEASURES, AS DEFINED AND DETERMINED BY THE ROAD ORDINANCE, MAY BE REQUIRED ON EXISTING ROADWAYS WHEN ROAD CONNECTIONS ARE MADE THROUGH EXISTING COMMUNITIES.

Chapter 278. SUBDIVISION REGULATIONS

Article VII. Roads and Sidewalks

Section 278-73. Coordination with Surrounding Roads, sidewalks, and Trails.

A. The road system of a subdivision shall be coordinated with existing, proposed and

anticipated roads outside the subdivision or outside the portion of a single tract that is being divided into lots (hereinafter, "surrounding roads") as provided in this section.

B. Collector roads shall intersect with surrounding collector or arterial roads at safe and convenient locations, in a manner consistent with the Charles County Road Ordinance.

C. Local and minor COLLECTOR public roads shall connect with surrounding roads where necessary to permit the convenient movement of traffic between residential neighborhoods or to facilitate access to neighborhoods by emergency service vehicles or for other substantive reasons, but connections shall not be permitted where the effect would be to encourage the use of such roads by substantial through traffic.

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Section 278-74. General Layout of Roads.

A. Loop roads are encouraged so that through traffic on residential roads is minimized. Similarly, driveway access to collector roads shall be minimized to facilitate the free flow of traffic and avoid traffic hazards.

B. Permanent dead-end roads shall terminate in cul-de-sacs in accordance with the standards set forth in the Charles County Road Ordinance. Except where no other practicable alternative is available, the ADT on such roads are not to be designed to exceed 1,000 trips per day. Greater traffic loading on all dead-end roads may be approved by the Planning Commission in cases of unusual topographic or other conditions. In such cases, the Planning Commission may require additional paving width or a change in road classification to assure adequate carrying capacity for the road.

C. Any public road providing the sole access to a development, or a portion thereof, shall not be designed to exceed 1,000 trips per day. Any development generating more than 1,000 trips per day shall be required to have a secondary point of access. If a second access point to the development or the given section cannot be provided, DUE TO UNUSUAL TOPOGRAPHIC OR OTHER CONDITIONS, then a variation may be approved by the Planning Commission which is found to provide for safe and efficient ingress and egress. [In cases of unusual topographic or other conditions, the

Planning Commission may approve an alternative design and phasing scenario to provide for or to assure adequate carrying capacity for the road.] A SECONDARY POINT OF ACCESS SHALL DIRECTLY CONNECT THE NEW SUBDIVISION TO A SECOND MAJOR COLLECTOR OR ARTERIAL ROAD.

IF A SECONDARY POINT OF ACCESS CANNOT BE MADE IN THE ABOVE MANNER, AND A SECONDARY ACCESS MUST BE PROVIDED THROUGH AN EXISTING ESTABLISHED NEIGHBORHOOD LOCAL/MINOR COLLECTOR ROAD, THEN THE COUNTY MAY REQUIRE THE DEVELOPER TO INSTALL SPEED CONTROL MEASURES ON THE EXISTING ROAD.

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K. SPEED CONTROL. ON LOCAL AND MINOR COLLECTOR RESIDENTIAL ROADS, CARE MUST BE EXERCISED THAT THE DESIGN DOES NOT ENCOURAGE HIGH SPEEDS. THE LAYOUT OF NEIGHBORHOOD ROADS WITHIN THE DEVELOPMENT DISTRICT SHALL HAVE BUILT-IN SPEED CONTROL USING EITHER ROAD GEOMETRY OR INTERSECTION CONTROL. PREFERRED SPEED CONTROL MEASURES INCLUDE BENDS, T-INTERSECTIONS, TRAFFIC CIRCLES AND ROUNDABOUTS. THE DESIGN STANDARDS OF THE CHARLES COUNTY ROAD ORDINANCE SHALL BE USED FOR ROADWAY LAYOUT FOR SPEED CONTROL ALONG RESIDENTIAL ROADS.

SECTION 2. BE IT FURTHER ENACTED, that this act shall take effect ten (10) calendar days after it becomes law.

ADOPTED this 12th day of May, 2015.

COUNTY COMMISSIONERS
CHARLES COUNTY, MARYLAND

Peter F. Murphy

Peter F. Murphy, President

Ken Robinson, Vice President

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Debra M. Davis, Esq.

Amanda M. Stewart, M.Ed.

Bobby Rucci

ATTEST:

Danielle Mitchell, Clerk to the Commissioners

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