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COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND

2015 Legislative Session

Bill No. _____
Chapter. No. 278 – Subdivision Regulations
Introduced by Charles County Codes, Permits and Inspection Services Division
Date of Introduction _____

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.

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

4 Chapter 278. SUBDIVISION REGULATIONS

5 Article V. General Design Requirements

6 **Section 278-44. General site design standards.**

7 * * * * * * * * * * * * *

8 C. Circulation system design.

- 9 (1) The road system shall be designed to permit the safe, efficient and orderly
10 movement of traffic; to meet but not exceed the needs of the present and future
11 population in the area to be served, as established by the Comprehensive Plan; to
12 have a simple and logical pattern; to provide interparcel connectors to alleviate
13 traffic congestion and to facilitate access for emergency vehicles, without
14 promoting through traffic on local residential streets; to respect natural features
15 and topography; and to present an attractive streetscape.
- 16 (2) Nonresidential developments are to provide shared or coordinated entrances to
17 streets classified as collector streets or greater.
- 18 (3) The pedestrian system shall be located as required for safety. In conventional
19 developments, walks shall be placed parallel to the road, with exceptions
20 permitted to preserve natural features or to provide visual interest. In other
21 developments, walks may be placed away from the road system, but they may
22 also be required parallel to the road for safety reasons.
- 23 (4) **IN ORDER TO DISCOURAGE SPEEDING, SPEED CONTROL MEASURES,**
24 **AS DEFINED AND DETERMINED BY THE ROAD ORDINANCE, MAY BE**
25 **REQUIRED ON EXISTING ROADWAYS WHEN ROAD CONNECTIONS**
26 **ARE MADE THROUGH EXISTING COMMUNITIES.**

27
28 Chapter 278. SUBDIVISION REGULATIONS

29 Article VII. Roads and Sidewalks

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

- 31 A. The road system of a subdivision shall be coordinated with existing, proposed and
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1 anticipated roads outside the subdivision or outside the portion of a single tract that is
2 being divided into lots (hereinafter, "surrounding roads") as provided in this section.

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

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

10 * * * * *

11

12 **Section 278-74. General Layout of Roads.**

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

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

23 C. Any public road providing the sole access to a development, or a portion thereof, shall
24 not be designed to exceed 1,000 trips per day. Any development generating more than
25 1,000 trips per day shall be required to have a secondary point of access. If a second
26 access point to the development or the given section cannot be provided, DUE TO
27 UNUSUAL TOPOGRAPHIC OR OTHER CONDITIONS, then a variation may be
28 approved by the Planning Commission which is found to provide for safe and
29 efficient ingress and egress. [In cases of unusual topographic or other conditions, the

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

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

10 * * * * *

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

21
22 **SECTION 2.** BE IT FURTHER ENACTED, that this act shall take effect ten (10)
23 calendar days after it becomes law.

24
25 ADOPTED this ____ day of _____, 2015.

26
27 COUNTY COMMISSIONERS
28 CHARLES COUNTY, MARYLAND

29
30 _____
31 Peter F. Murphy, President

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33 _____
34 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

DRAFT