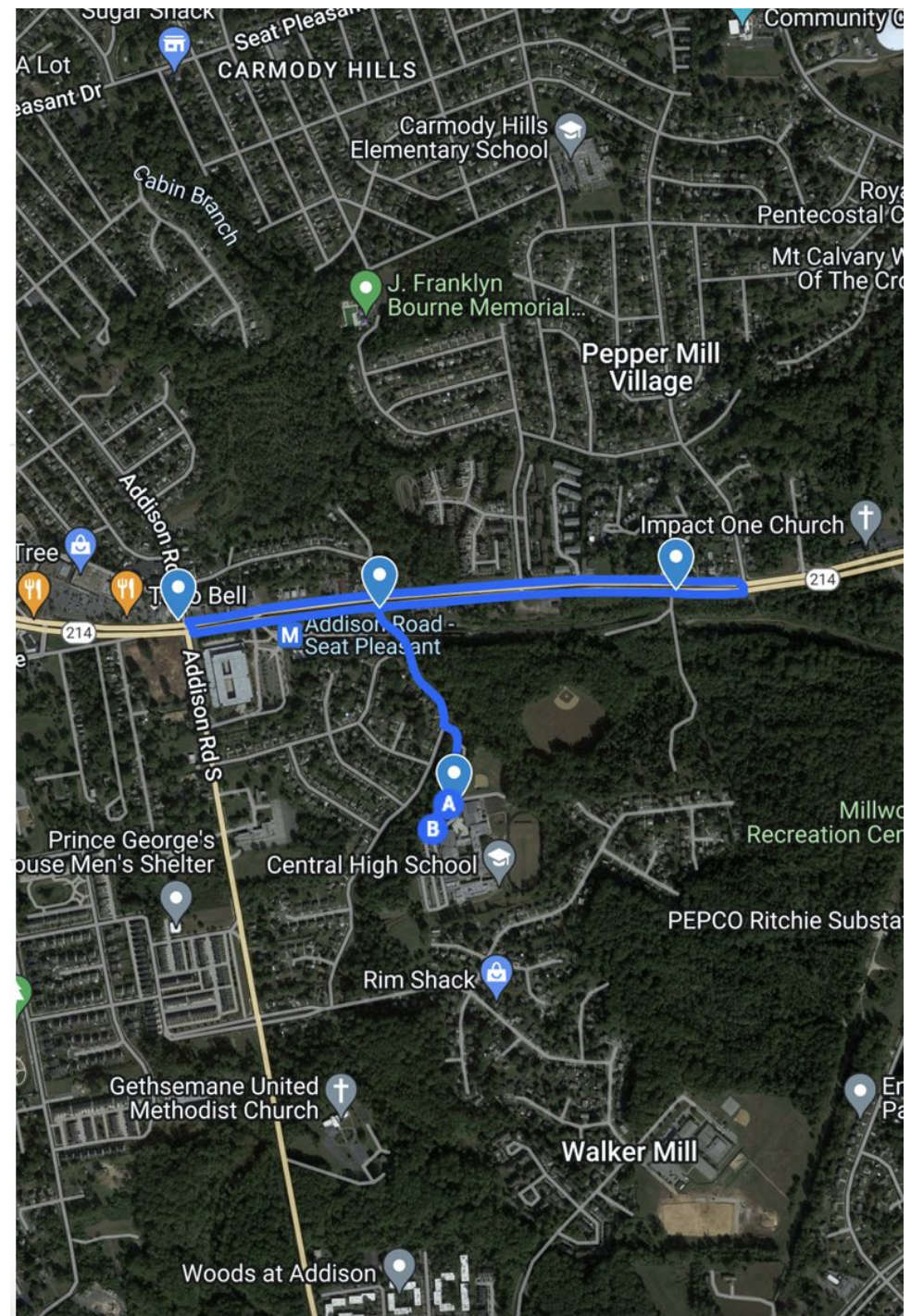


Central High School Walk Audit of Central Ave./MD 214 Debrief

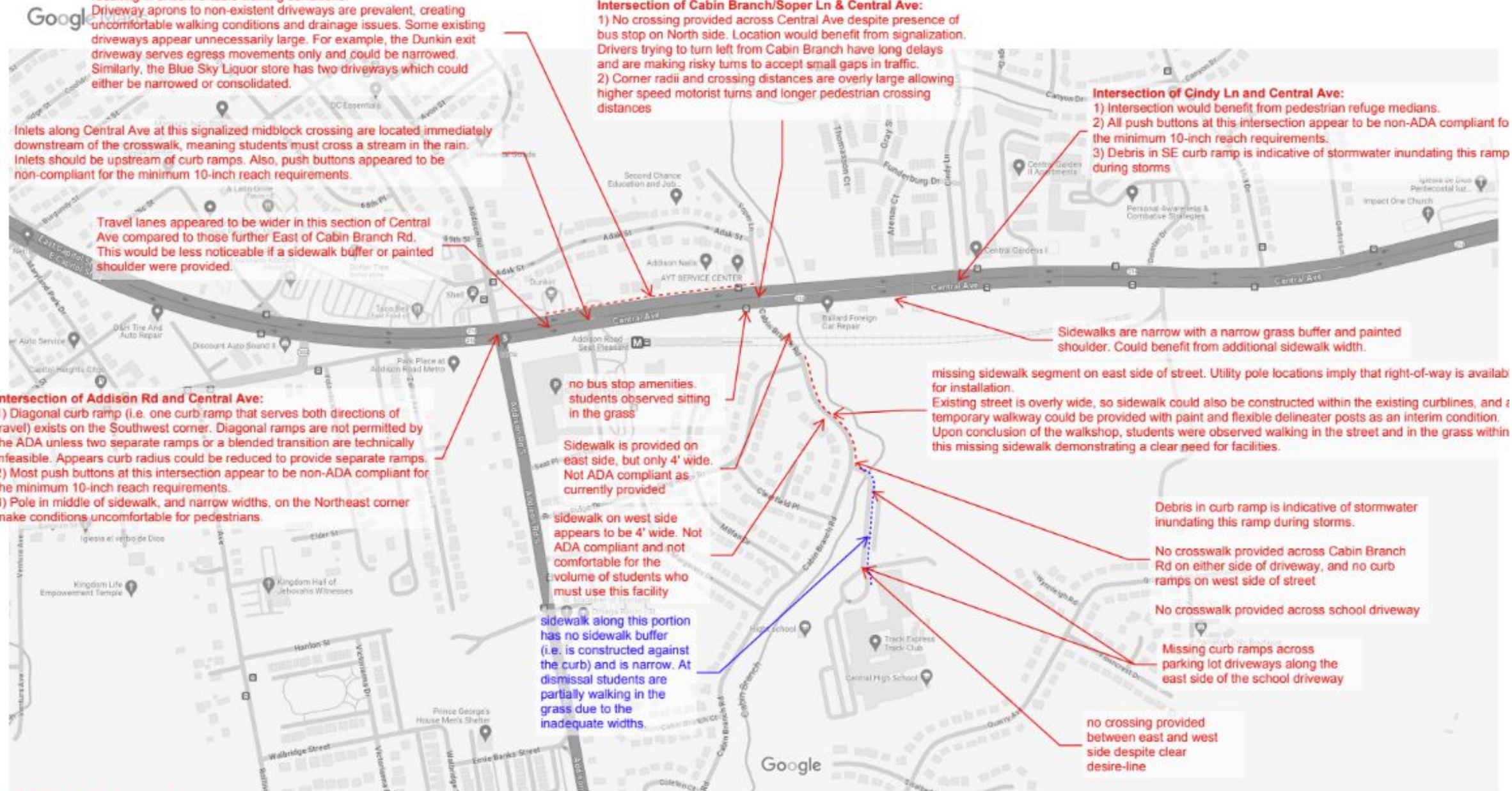


WABA Youth Organizer,
Joseph Hamd coordinated
the audit

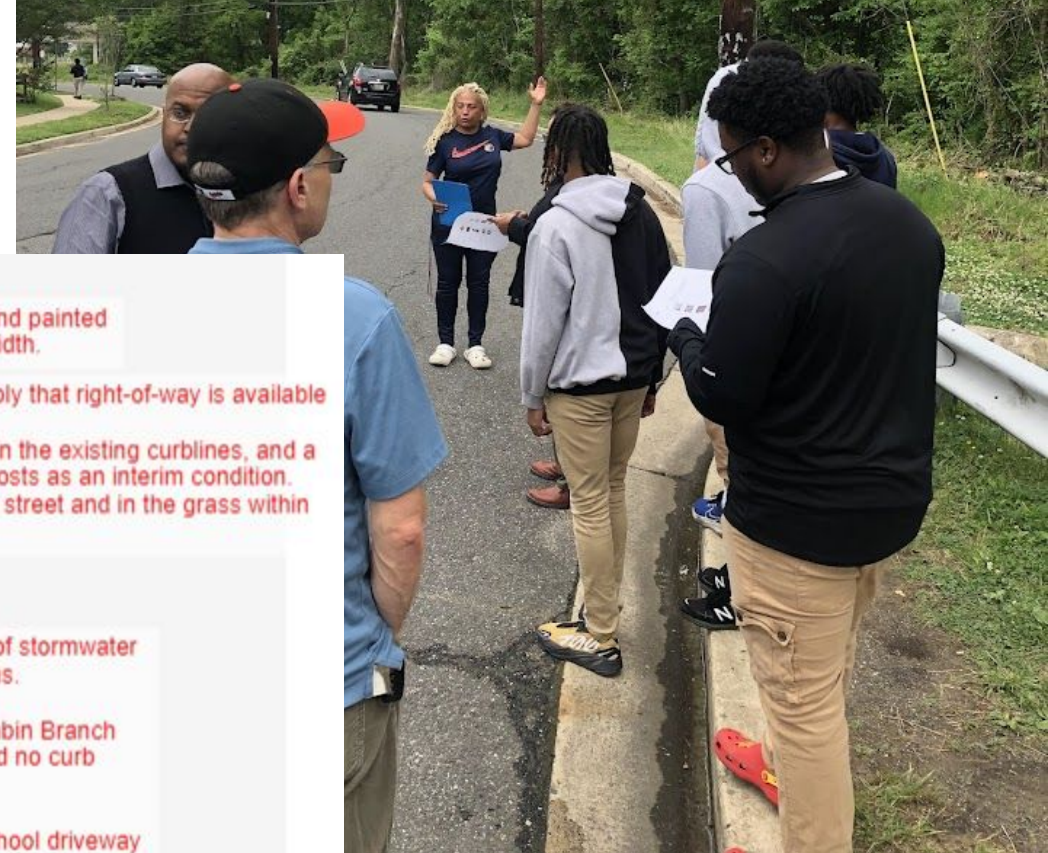
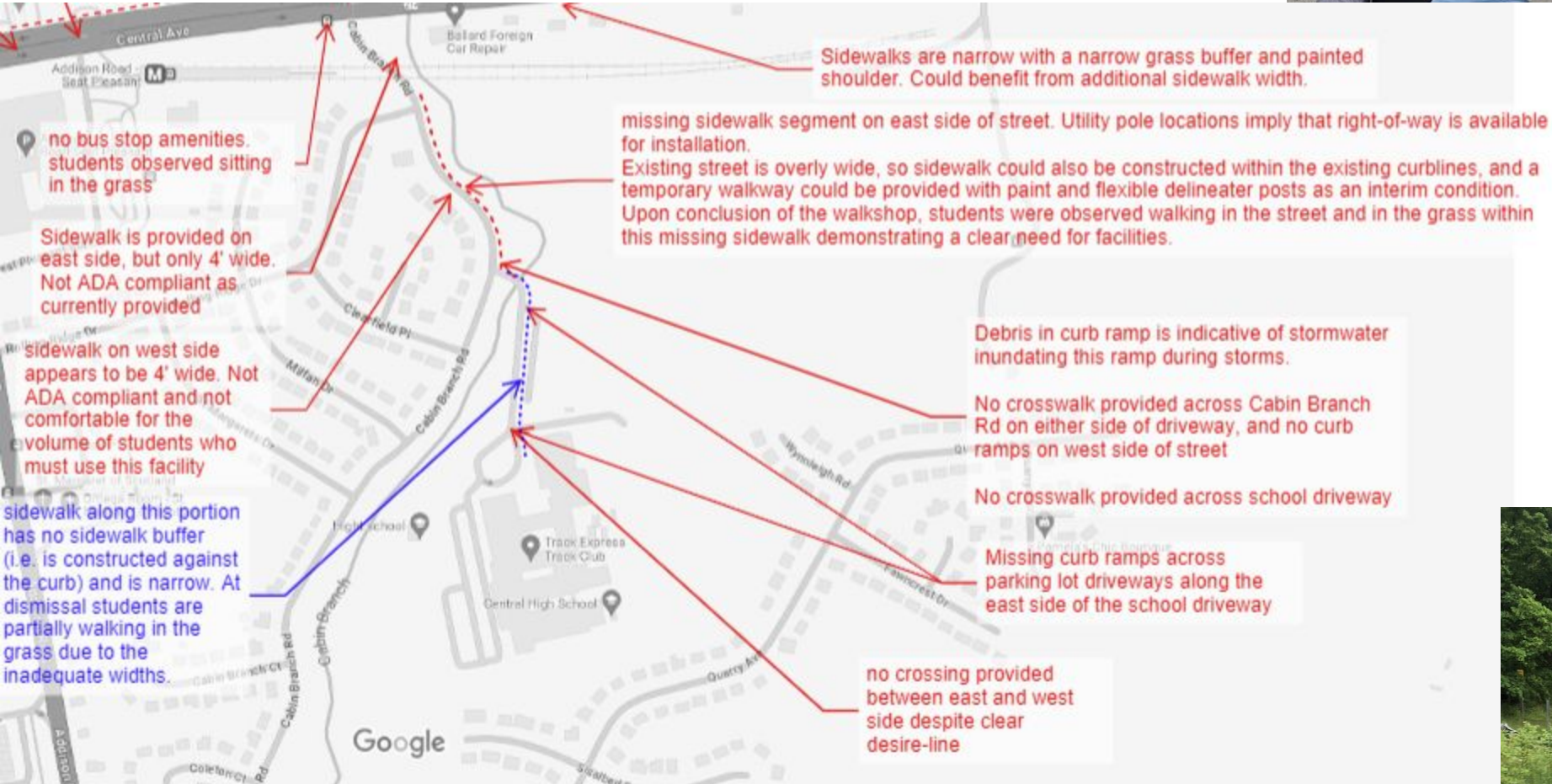


Central High School, Cabin Branch Road (county)



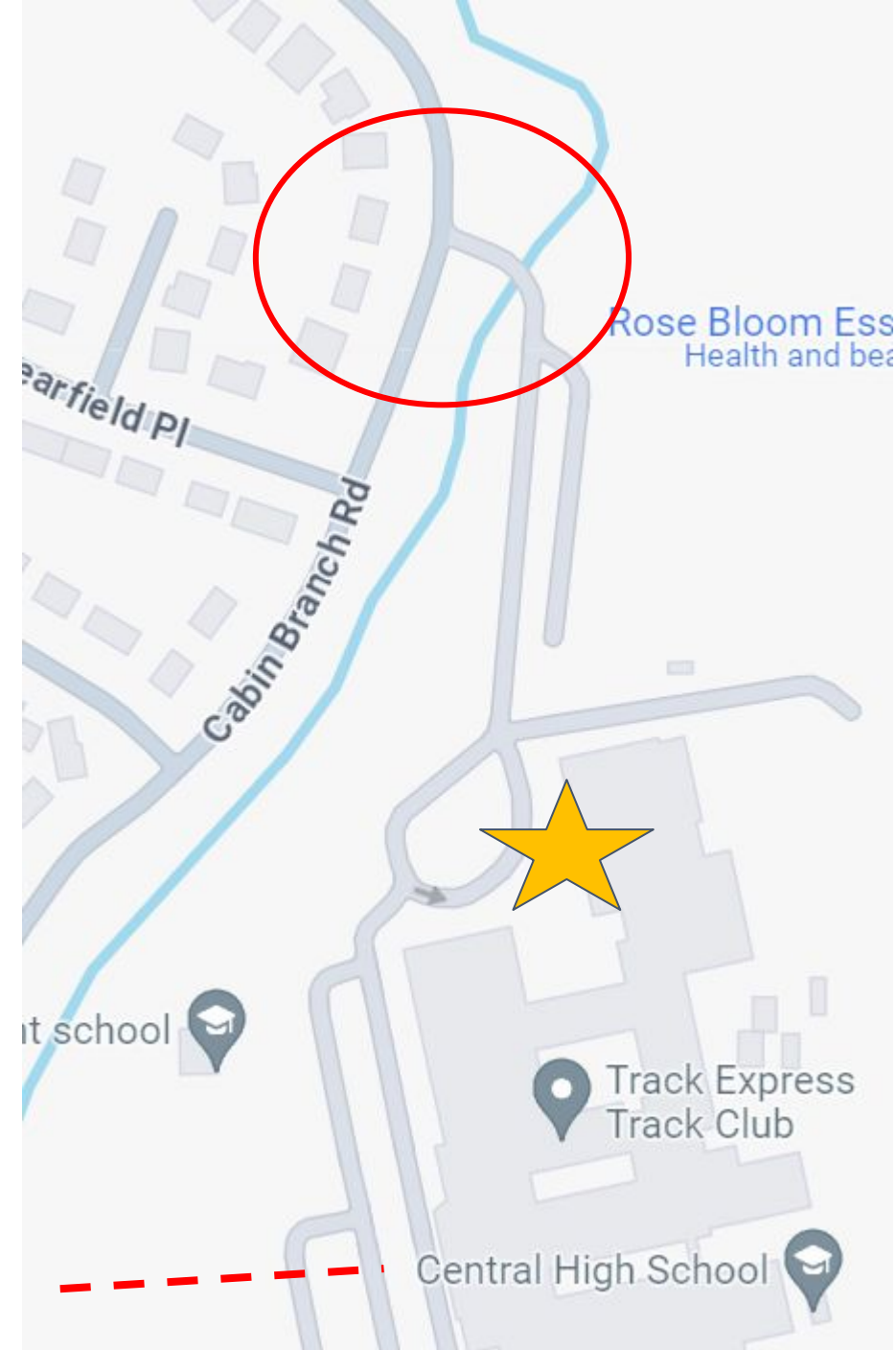


Cabin Branch Road

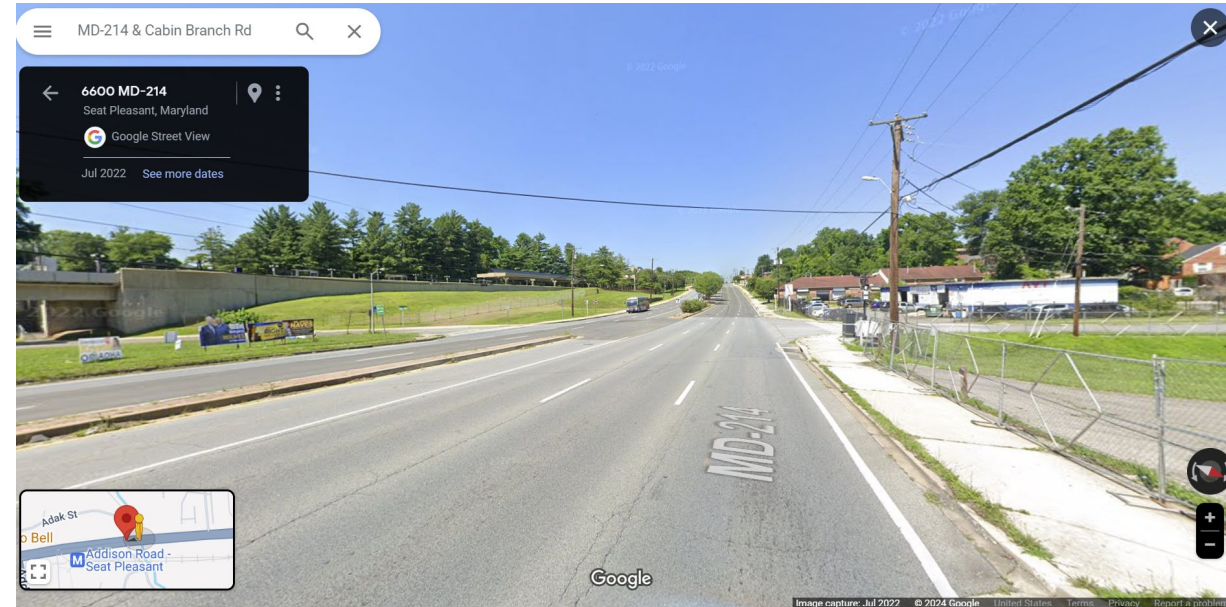


Cabin Branch Road (county) connecting school to MD 214

- Missing sidewalk on east
- No crosswalk from west sidewalk to school drive
- Overly wide road
- No buffer on west sidewalk
- Path connections from West & South



MD 214 & Cabin Branch Rd Intersection



MD 214 & Cabin Branch Rd

- No crosswalk
- No signal (for peds, left turns, bus stops)
- Overly wide, high speeds
- No bus stop amenities
- Large corner radii
- Long crossing distance



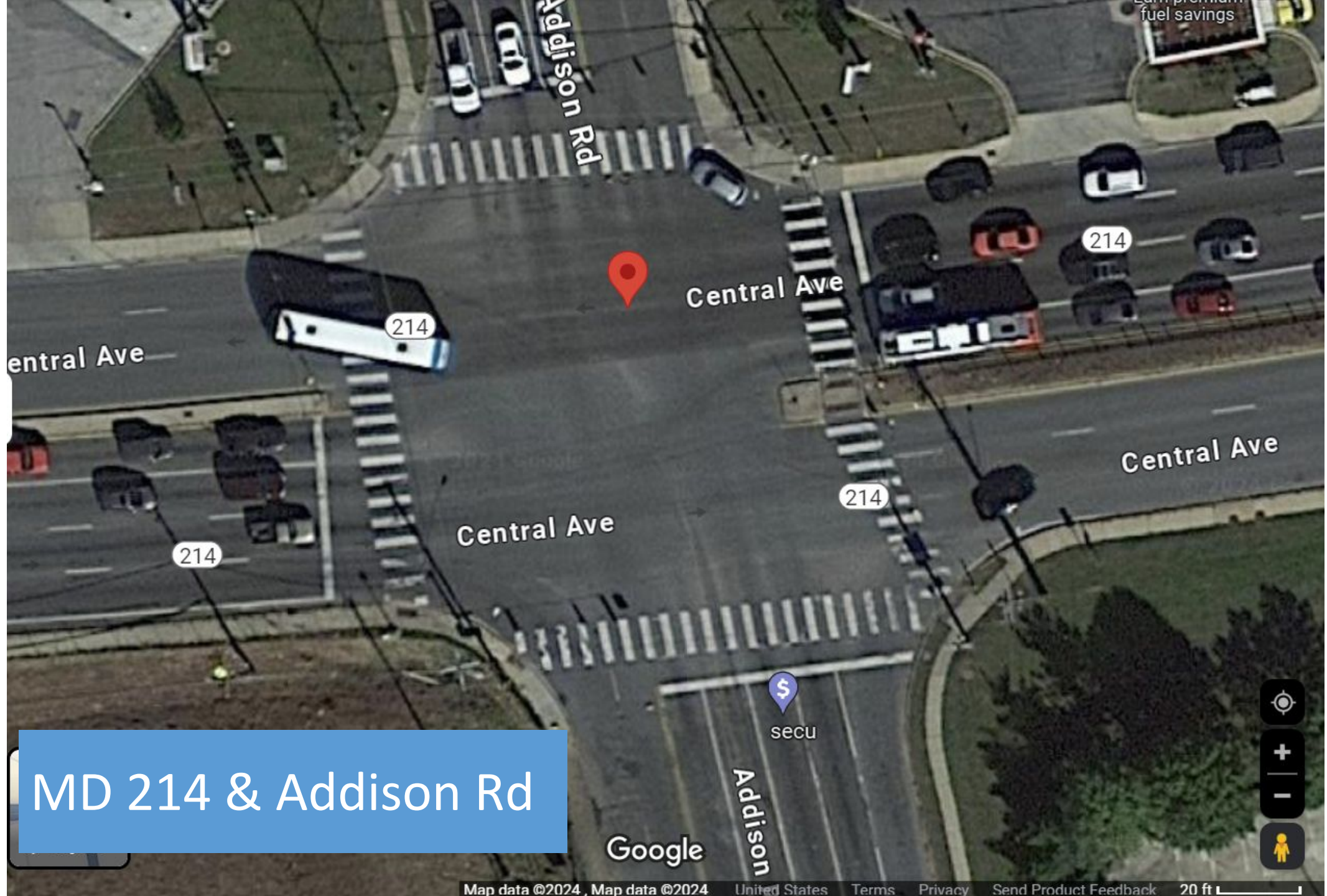
Central Avenue

- Narrow sidewalks
- No/small buffer
- Multiple driveway aprons



Student observations:

- Narrow sidewalks
- Too close to cars
- Driving fast



MD 214 & Addison Rd



MD 214 & Addison Rd



Central Av. & Addison Rd

- Overly wide roadway - 6 lanes for 4 lanes of traffic volume
- High speeds: 58 mph 85th percentile, 30 mph limit
- Large turning radii
- Long crossing distances

5/6/24, 5:13 PM

Google Maps

Sidewalk includes no buffer from curbline and no painted shoulder resulting in uncomfortable walking conditions. Driveway aprons to non-existent driveways are prevalent, creating uncomfortable walking conditions and drainage issues. Some existing driveways appear unnecessarily large. For example, the Dunkin' exit driveway serves egress movements only and could be narrowed. Similarly, the Blue Sky Liquor store has two driveways which could either be narrowed or consolidated.

Intersection of Cabin Branch Rd
1) No crossing provided across bus stop on North side. Location of bus stop is problematic. Drivers trying to turn left from Central Ave and are making risky turns to avoid the bus stop.
2) Corner radii and crossing distances are long, making it difficult for higher speed motorist turns and increasing crossing distances.

Inlets along Central Ave at this signalized midblock crossing are located immediately downstream of the crosswalk, meaning students must cross a stream in the rain. Inlets should be upstream of curb ramps. Also, push buttons appeared to be non-compliant for the minimum 10-inch reach requirements.

Travel lanes appeared to be wider in this section of Central Ave compared to those further East of Cabin Branch Rd. This would be less noticeable if a sidewalk buffer or painted shoulder were provided.

Intersection of Addison Rd and Central Ave:

1) Diagonal curb ramp (i.e. one curb ramp that serves both directions of travel) exists on the Southwest corner. Diagonal ramps are not permitted by the ADA unless two separate ramps or a blended transition are technically infeasible. Appears curb radius could be reduced to provide separate ramps.
2) Most push buttons at this intersection appear to be non-ADA compliant for the minimum 10-inch reach requirements.
3) Pole in middle of sidewalk, and narrow widths, on the Northeast corner make conditions uncomfortable for pedestrians.

no bus stop amenities. students observed sitting in the grass

Sidewalk is provided on east side, but only 4' wide. Not ADA compliant as currently provided

sidewalk on west side appears to be 4' wide. Not

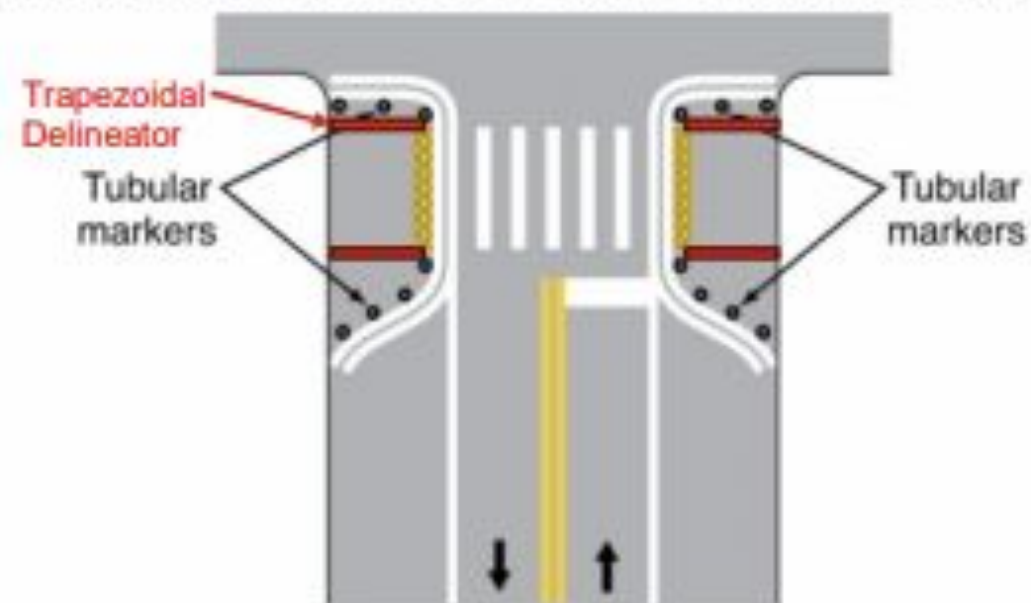
Road Diet example - 6 to 4 lanes + bike lanes

MD 187 TYPICAL SECTION

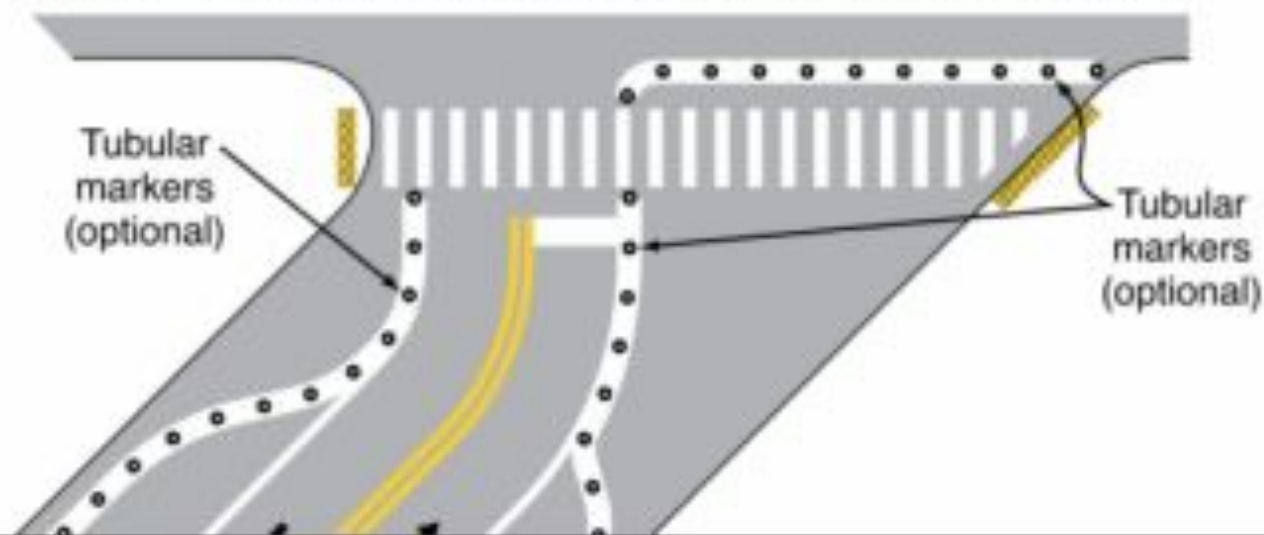


Quick-Build Curb Extension

A – Sidewalk extension to reduce the pedestrian crossing distance

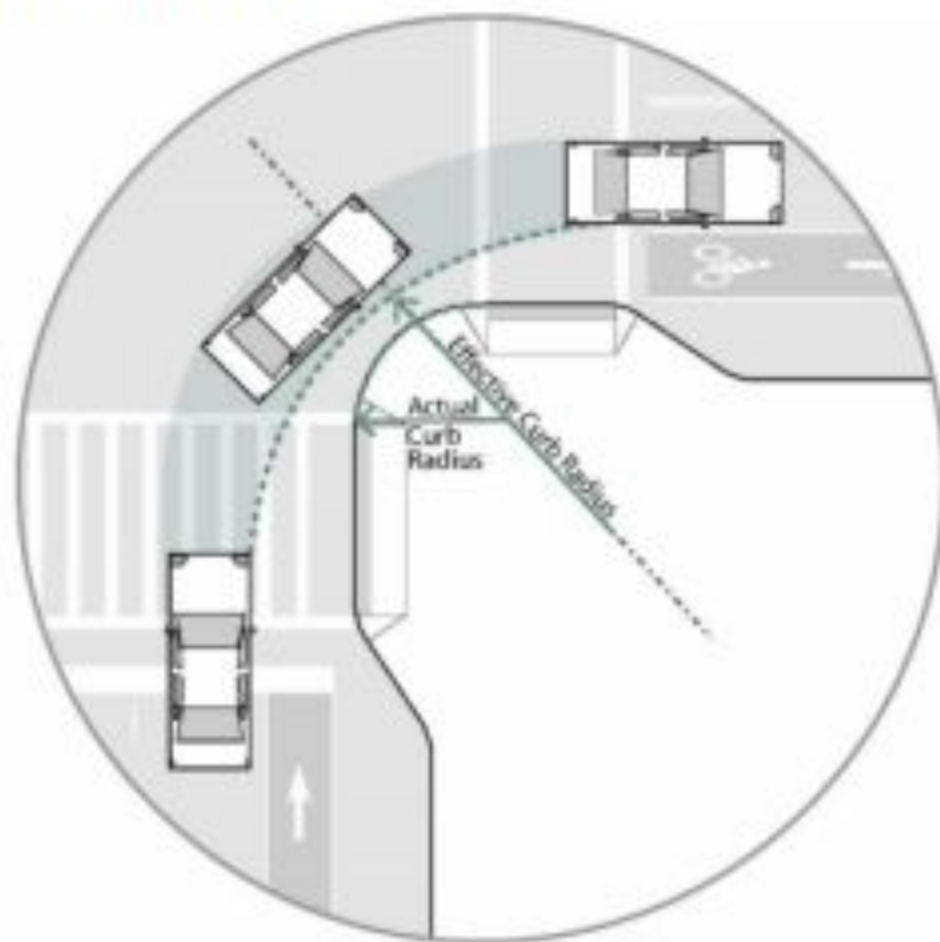


B – Channelizing for speed control and altered travel paths

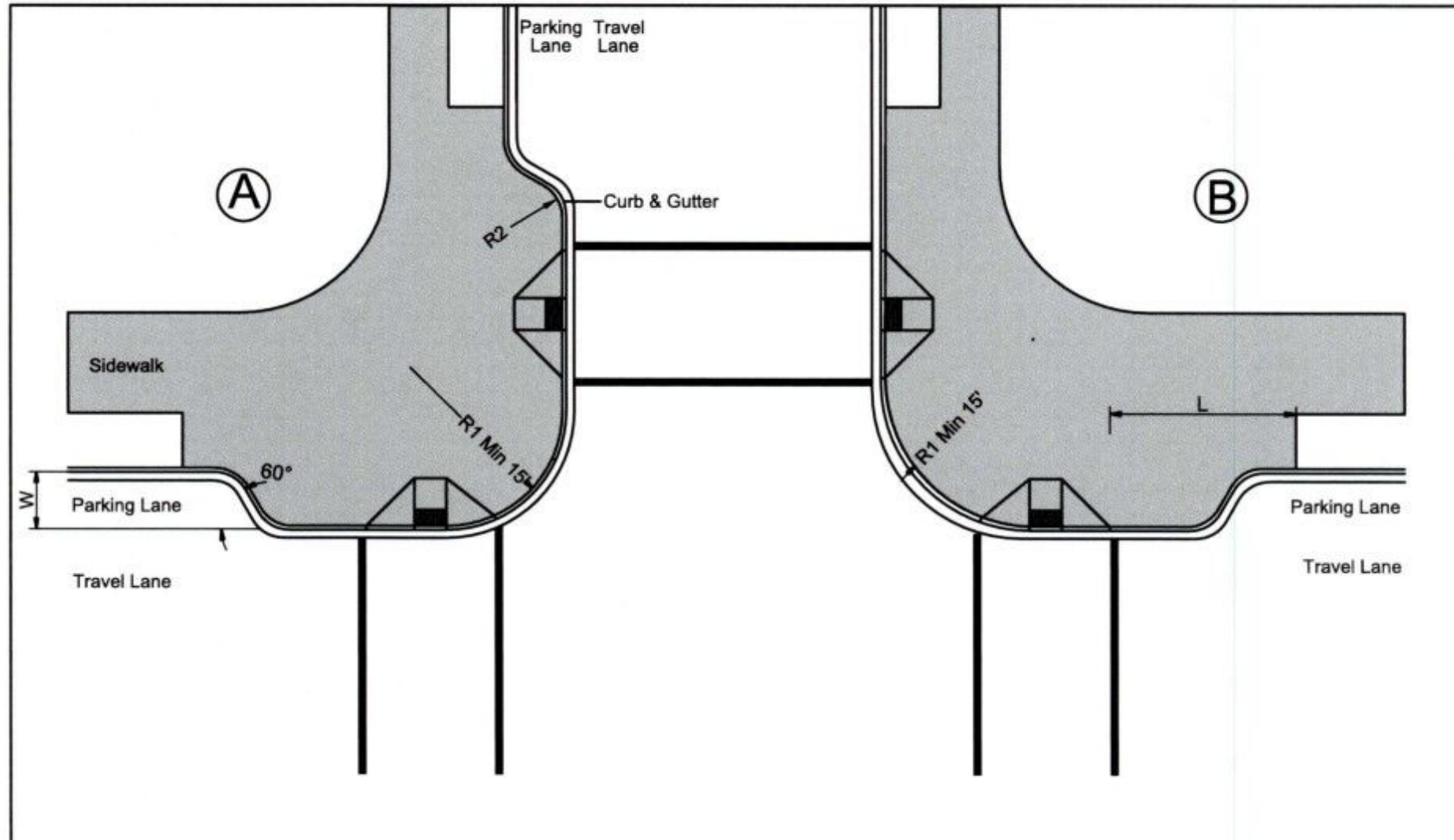


Design & Control Evaluation

- Choose most appropriate motorized design and check vehicle for the location
- Smallest feasible curb radius should be selected for corner designs based upon the design vehicle's effective turning radius

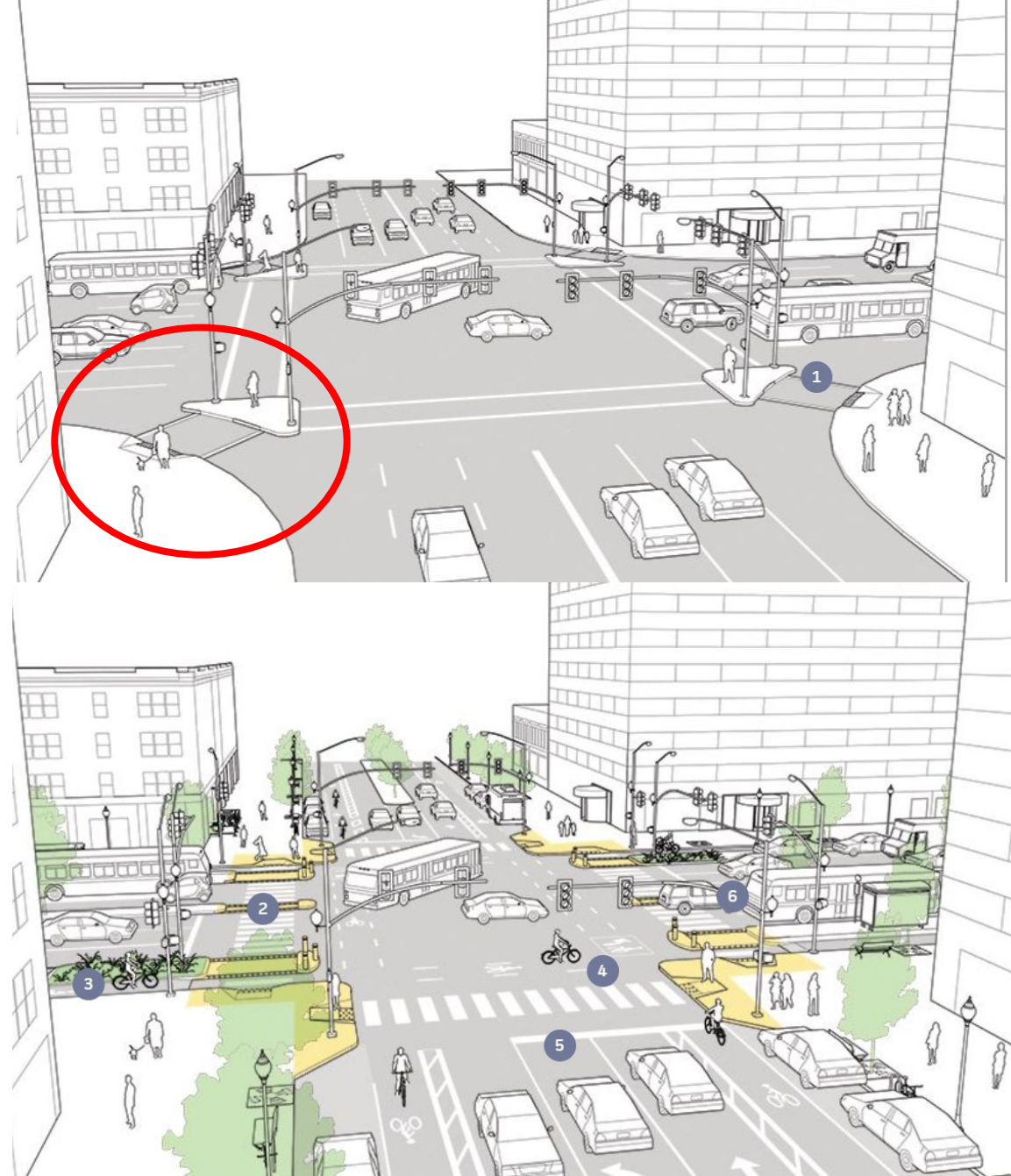


Curb extension with parking lane

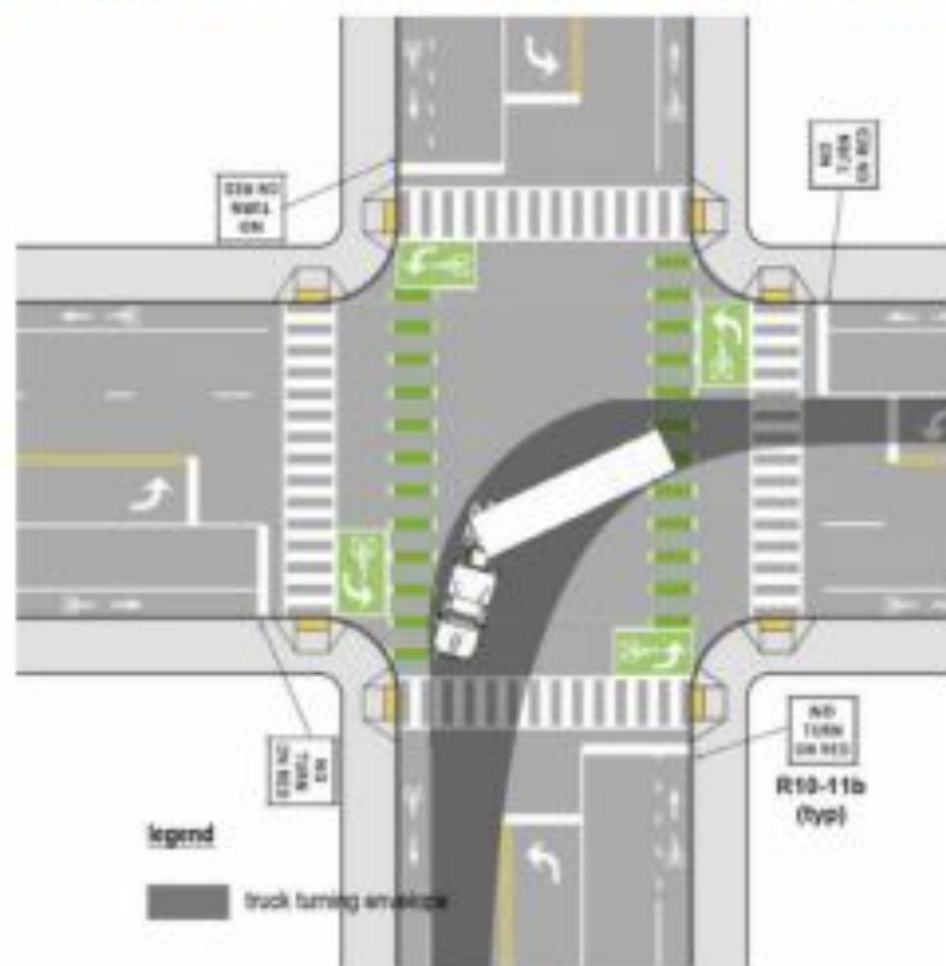


Safer intersections and turns

- Tighter corner turning radius of 15 feet to be a maximum rather than minimum
- Prohibits slip lanes (high speed right turn lanes) and discourages multiple left turn lanes
- Wide crossing distances and high speed turns are a major threat to pedestrians



Intersection Pavement Markings



Intersection Type	Condition	Separated Bicycle Lane	Conventional Buffered Bike Lane	Bicycle Boulevard
Signalized	Turn Conflict			No Markings
	No Turn Conflict			No Markings
	Bikeway Corridor Turns Left			

Discussion

Thanks to WABA for
organizing the walk
audit

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