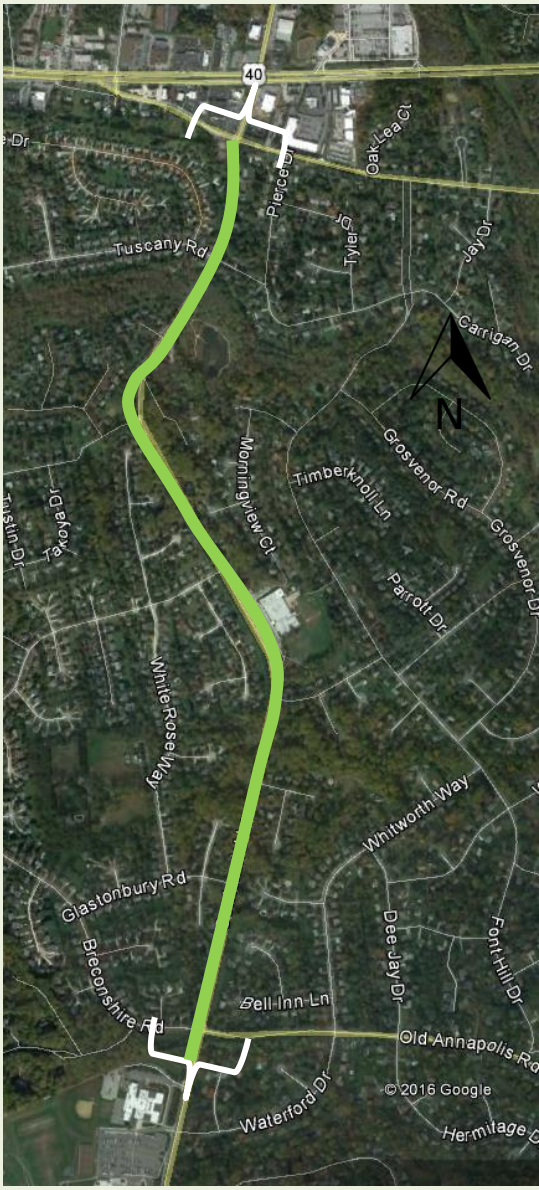
CENTENNIAL LANE COMPLETE STREETS STUDY

Study Purpose and Origin: Many community concerns have been raised regarding safety and transportation along Centennial Lane, including improving the walking and cycling conditions; desire for crosswalks; difficulty turning on to Centennial Lane; requests to replace the wooden post & chain sidewalk barriers; and requests for traffic signalization at the elementary school. This study will evaluate the conversion of Centennial Lane into a Complete Street. A Complete Street is one that safely and efficiently accommodates all of the travel modes that can be reasonably expected to traverse it.



What are the study area limits? The study corridor is about 1 ½ miles, with Frederick Road as the northern limit and Old Annapolis Road as the southern limit.

How does Centennial Lane function currently? Centennial Lane is approximately 50 feet wide. It currently operates as a 3 lane road – one travel lane in each direction and a center two-way left turn lane. Narrow striped shoulders run along both sides of the road, and a sidewalk is present from end –to-end along the west side. Centennial Lane abuts single family residential neighborhoods, but sees about 16,000 vehicles per day, with most traveling southbound in the morning and northbound in the evening. Morning peak hour volumes are about 1,000 southbound vehicles and 400 northbound vehicles. In the evening peak hour, about 1,000 vehicles travel northbound, while another 700 vehicles travel southbound. Currently, no intersection in the study area operates under failing traffic conditions.

What is being evaluated in the Study? This study will evaluate the potential to re-purpose the existing roadway to provide a more comfortable and safer pedestrian experience and to provide dedicated cycling facilities, while also minimizing impacts to traffic congestion.

FOR PRELIMINARY ALTERNATIVES SEE REVERSE SIDE

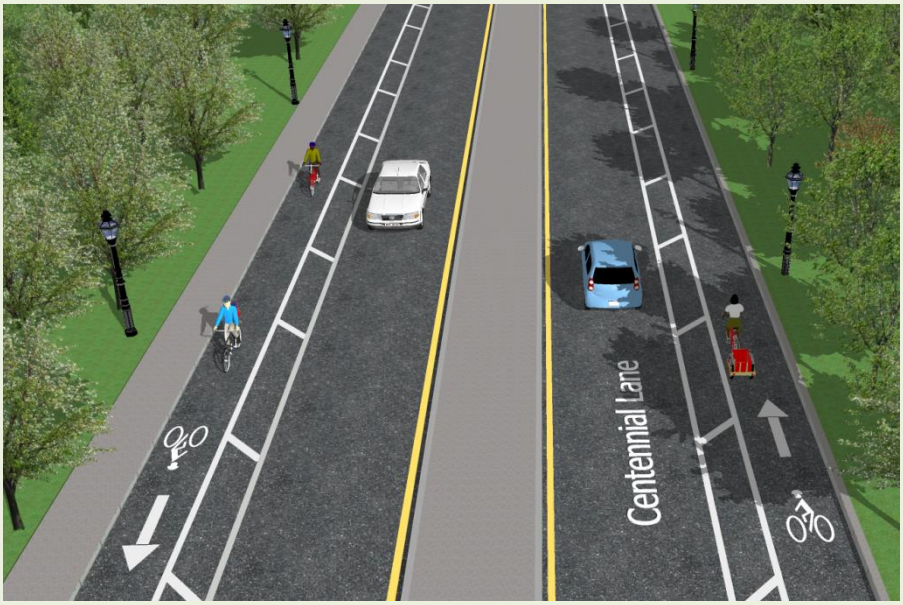
Preliminary Alternatives

How were Alternatives developed? Alternatives were developed that would perform the following functions:

- Place a buffer between sidewalk and vehicle traffic.
- Provide pedestrian crossings refuges so that crossing the street could be broken up into two phases if needed.
- Provide protection for cyclists from vehicle traffic.
- Reduce instances of speeding by maintaining narrow travel lanes.
- Minimize vehicle congestion.

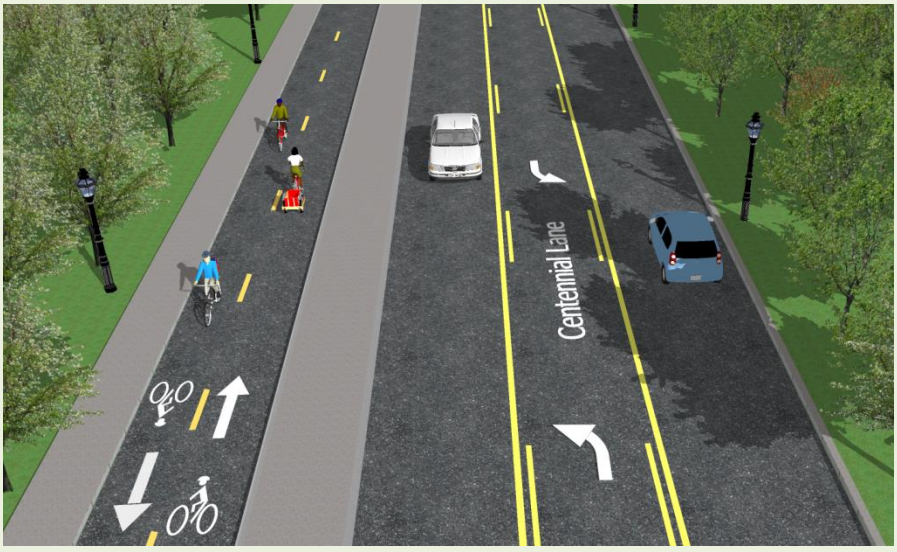
Alternative 1

- Buffered bike lane in each direction between vehicle traffic and sidewalk.
- Bike buffer is at least 3' wide between vehicle traffic and cyclists.
- Center two-way left-turn lane is replaced with a median.
    - Initially, this center turn lane can be striped and hatched yellow to indicate that it is an unusable lane.
    - Short left-turn bays can remain, as needed.
- The median allows for a pedestrian crossing to be broken into two parts, to make traversing Centennial Lane easier.



Alternative 2

- Protected two-way bike lanes on the west side. Lanes are buffered from vehicle traffic.
- Pedestrians on sidewalk are buffered from vehicle traffic .
- Center two-way left turn lane remains but is shifted eastward.
- The median allows for a pedestrian crossing to be broken into two parts, to make traversing Centennial Lane easier.



Next Steps:

Attend Open House at Centennial High School on 4/21 from 7-9pm:

- Discuss project with County Engineers and Planners
- Provide written feedback
- Review and comment on Conceptual Plans

Centennial High School
4300 Centennial Ln,
Ellicott City, MD 21042