

MD 214 (Central Avenue) Pedestrian Safety Action Plan

From Southern Avenue to Ritchie Road/Garrett A. Morgan Boulevard Project

MD State Highway Administration (SHA) Pedestrian Safety Action Plan (PSAP) workshop concepts, January 13, 2026. Link to project portal [here](#).

MD State Highway Administration (SHA) presented concepts developed since the initial workshop for pedestrian and bicycle safety improvements along the MD 214 corridor. The corridor has a horrific record of 8 fatal crashes - lives lost - in the last five years.



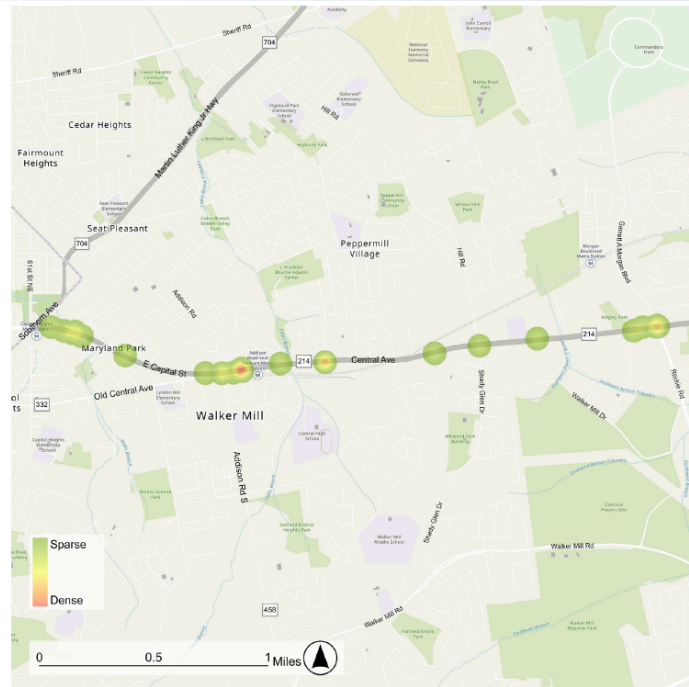
MD 214 (Central Avenue) Pedestrian Safety Action Plan Project



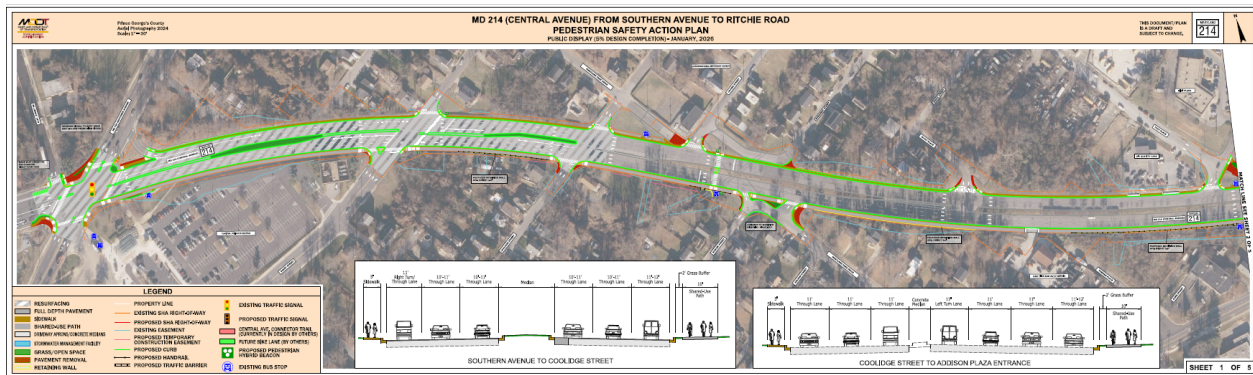
Pedestrian and Bicyclist Crash Data, 2018-2023

This depicts areas where crashes involving pedestrians or bicyclists occurred between 2018 and 2023.

- **758** crashes were reported within the project limits
- **21** crashes involved pedestrians
- **5** crashes involved bicyclists
- **8** crashes resulted in a fatality



Concept Plan for Jan. 13, 2026



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Overall assessment: Falls far short of goals and expectations

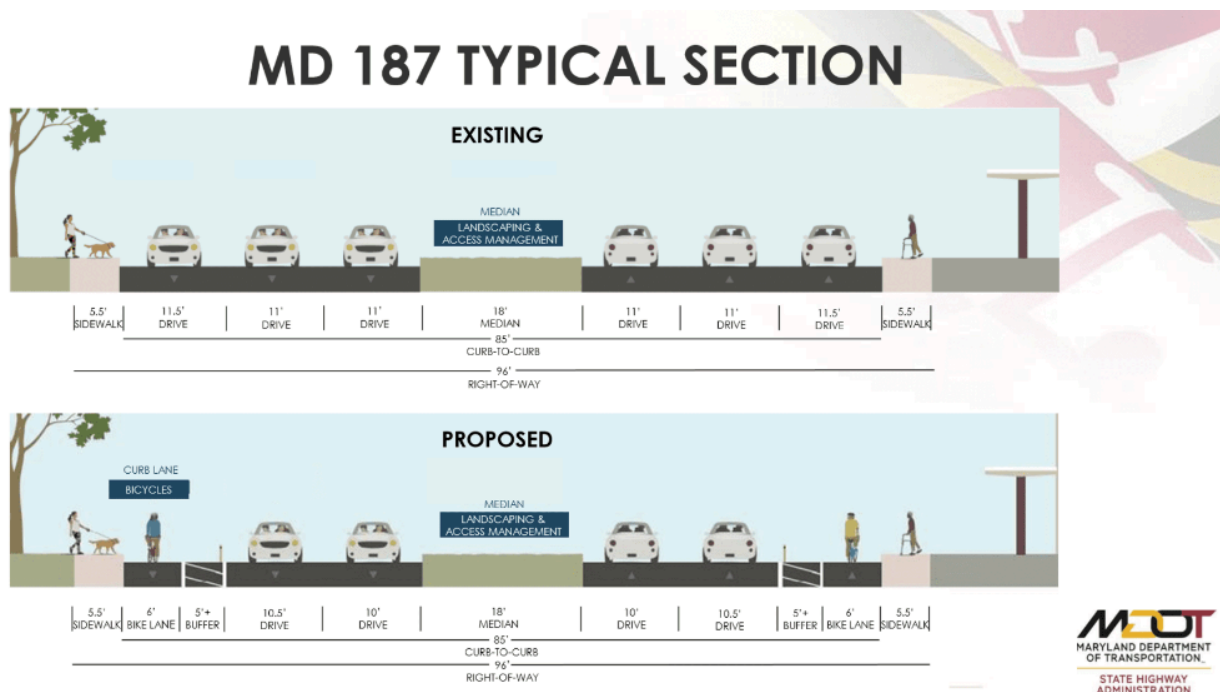
The proposed concepts to address pedestrian safety on this segment of MD 214 are greatly disappointing and fall far short of meeting project goals. The overarching problem with this roadway -- high vehicle speeds are largely generated by an overly wide 6-lane cross section, which is excessive for the traffic volumes. A 6 to 4-lane conversion could manage traffic volumes while addressing severe safety concerns along this corridor.

Positive interventions:

- Shared use path and/or Central Avenue Connector Trail for entire length
- New traffic signal at Cabin Branch Road and crosswalk
- Pedestrian hybrid beacon (signal for crossing)
- Improved curbs and center medians
- Consolidation and removal of duplicative and underutilized driveways and drives

Missing: 6 to 4-lane conversion to right size road, reduce high speeds and ease crossing

A 6-lane to 4-lane conversion should be a top priority for the safety plan. Few interventions will slow traffic or make it safer or easier to walk across the wide cross section if the 6 travel lanes are retained. An alternative example is the SHA project for MD 187 in Montgomery County, which used flex posts and striping to convert a 6-lane road to a 4-lane roadway. This design does not move the curb line, avoiding higher costs.



View CSG's detailed, formal comments [here](#).

Learn more about Central Avenue safety advocacy [here](#).

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