

Citizens for Greater Centreville

July 12, 2004

Citizens for Greater Centreville
P.O. Box 522
Centreville, MD 21617

The Town Council of Centreville
101 Lawyer's Row
Centreville, MD 21617

Dear Mr. President,

The Citizens of Greater Centreville (CGC) are concerned about the growing traffic problems within the town of Centreville. These problems affect the quality of life of the residents and diminish the desire of visitors who might want to live here. The CGC requests that the Town officially approach the Maryland Department of Transportation and/or the Maryland State Police in writing with the following, even though some of these have been addressed before.

1. A thorough traffic survey should be conducted for MD 213 to include analysis of future traffic volume based upon the projected growth that will occur in the near future. The future projection must be included so the survey will not have to be repeated later and so changes to traffic signals and speed limits will stay ahead of growth. The data from this survey will also be useful for the Town as it updates the Community Plan in the near future.
2. Request traffic lights for the Food Lion Shopping Center, the Intersection of MD 213 and MD 18, and the entrance to Northbrook. During the heavy traffic times of the day, it is difficult for people to make left turns onto MD 213. Perhaps developers should be paying for these lights since they are the ones who caused some of the traffic problems.
3. The speed limits throughout Centreville, both on State and Town roads, should be set to a consistent 25 miles-per-hour. The purpose would be to eliminate the confusion as to what the speed limit is on a given stretch of road since speed limits vary from 25 to 45 miles-per-hour, with only one sign as a notice. Reducing the speeds on MD 213 will also help with access from the Food Lion Shopping Center, MD 18, the entrance to Northbrook, and in the future, the entrance to Symphony Village. The CGC also believes that 25 mph is an appropriate speed limit for a high-density residential area.
4. Allow parking on both sides of the street through most of the entire length of Liberty and Commerce Streets. This will help the parking situation at the Arts Council and at the churches located on those streets. As a minimum, these two roads should be striped with shoulders or bicycle lanes so they appear to be narrower. Either technique will provide a visual impetus to reduce speeding.
5. Add a crosswalk on Liberty Street at Church Alley. This will breakup the long stretch of road without stop signs or traffic lights that is difficult for residents to cross to get to parked cars.

6. Add a crosswalk north of the traffic signal at Commerce and Water Streets so people won't be forced to J-walk from the banks, offices and courthouse on the west side of Commerce Street to the restaurants and stores on the east side of Commerce Street.
7. Enforce the truck noise emissions standards and the restriction of automobile carriers on a road (MD 213) that is not a part of the Maryland truck route system. See pages 49 and 52 respectively of the 2000 Maryland Motor Carriers Handbook.
8. Pave Front Street. With development going on outside the town limits, Front Street has become a major cut through between Watson Road and Corsica Neck Road, in both directions. Also, put a 15 mph speed limit on Front Street to reduce the speed and preclude trucks with more than two axles from using the road.
9. Request the weights and inspection truck from the State Police to at least one per month to insure that trucks are not overloading MD 213, or using MD 213 to avoid the scales on US 301.
10. Request that trucks over 10,000 GVW or greater than two axles not be permitted in town except for local deliveries, especially on Watson Road and Liberty and Commerce Streets. This had been done on various State Highways including MD 725 through Upper Marlboro and US 40 through Frostburg. There are many historic homes located near to MD 213 that are suffering damage and reduced business due to the noise and vibration from trucks. It should also be remembered that MD 213 is a designated Scenic Byway and passes right through a National Register Historic District. The alternate route should be John Powell road extended to US 301. Until the extension is built, the trucks can use MD 300 to access US 301 from John Powell road.

It is believed that these measures will have their intended purpose of increasing safety and quality of life throughout Centreville. These measures will also produce a more pedestrian-friendly environment that will improve commerce in the historic downtown area.

The CGC stands ready to help the Town, if needed, approach State Officials and our representatives in the House of Delegates and the Senate. We feel that it would be useful to have these matters officially requested from the State Highway Administration by the Town before approaching to the State government.

Sincerely,

Robert Thompson
President, Citizens for Greater Centreville