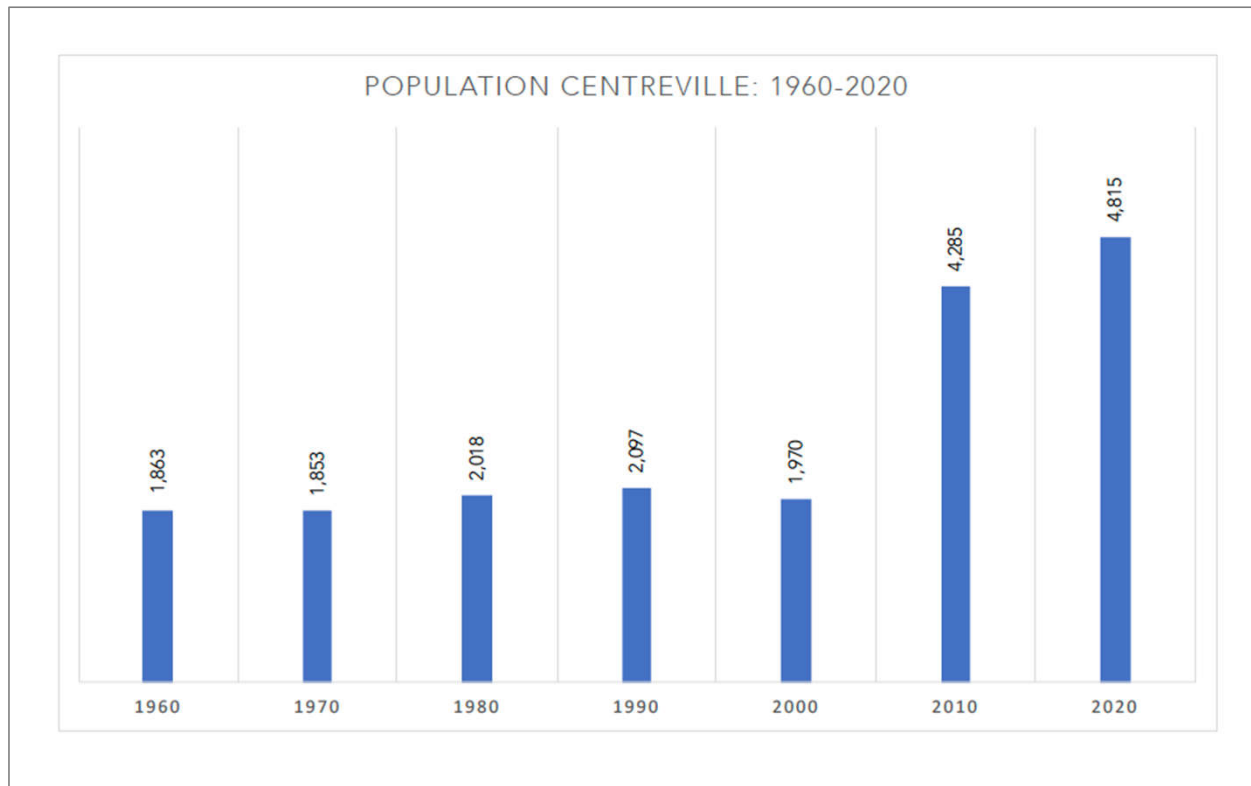


Traffic and Growth

Planning Commission Meeting

July 20, 2022

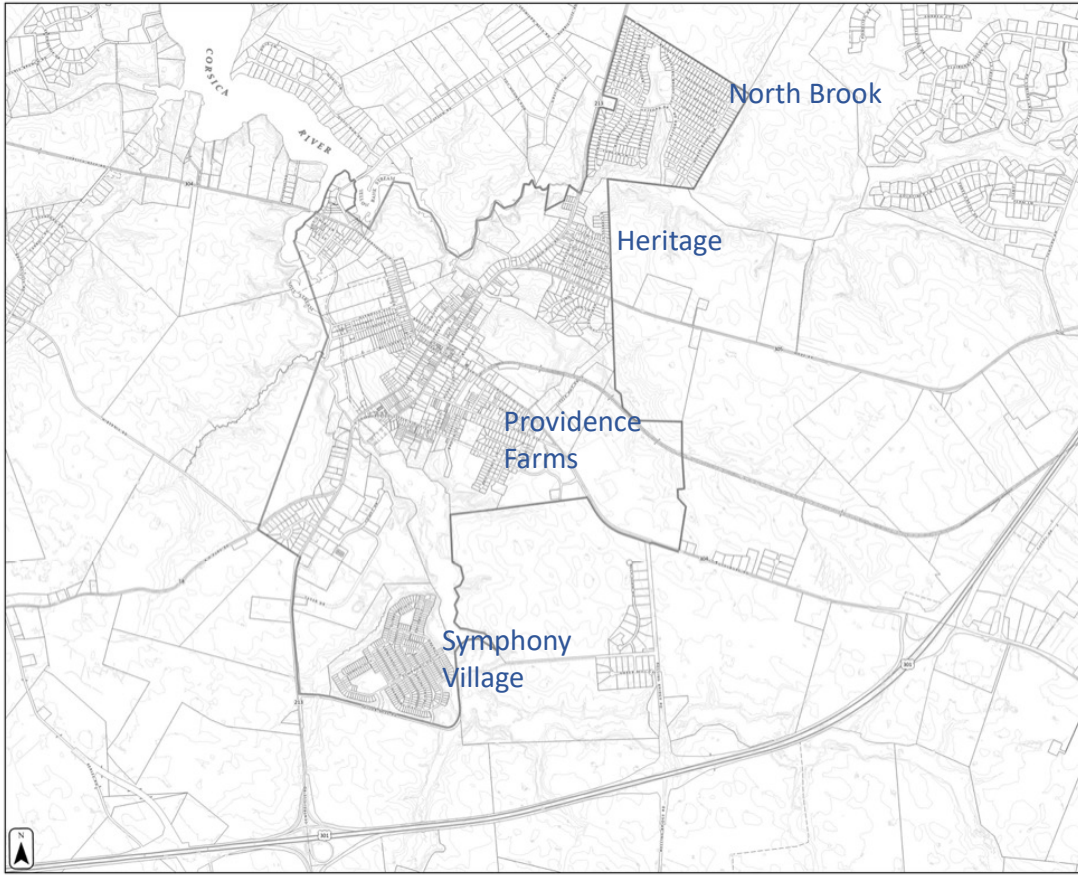
Population Growth



Long period of stable population...

Substantial increase during 2000-2010:
+2,315

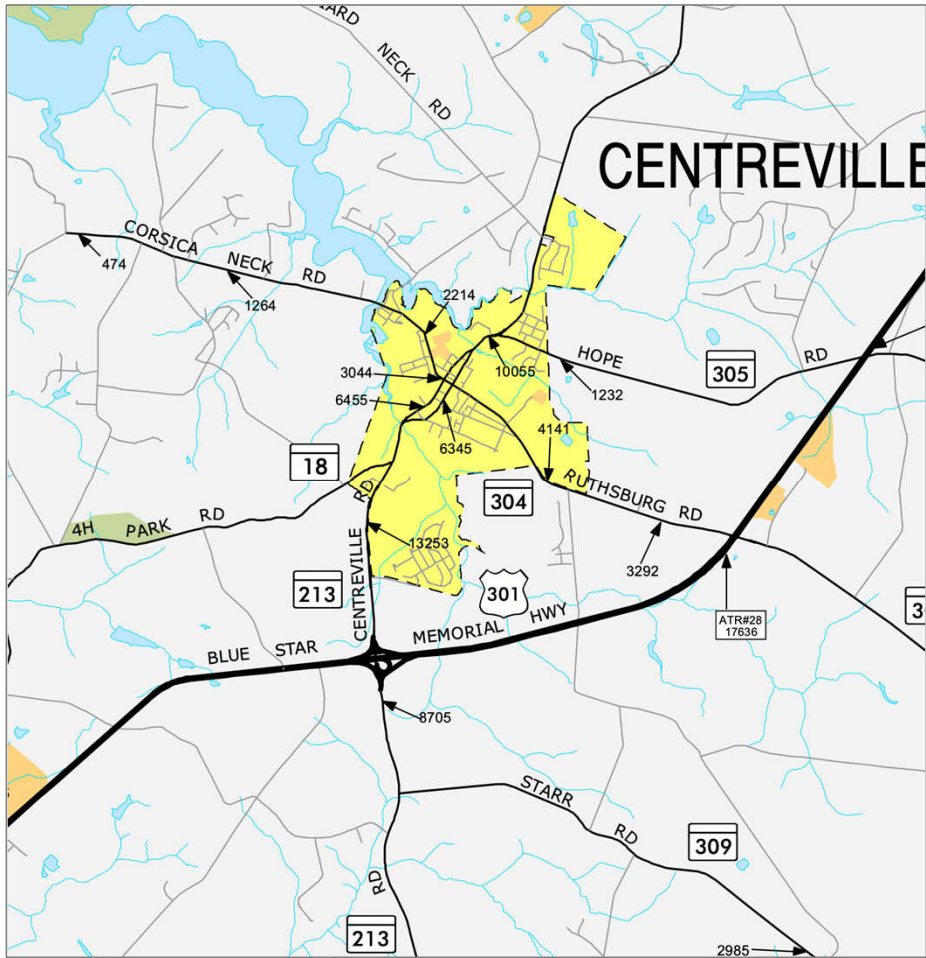
Modest increase during 2010-2020:
+530



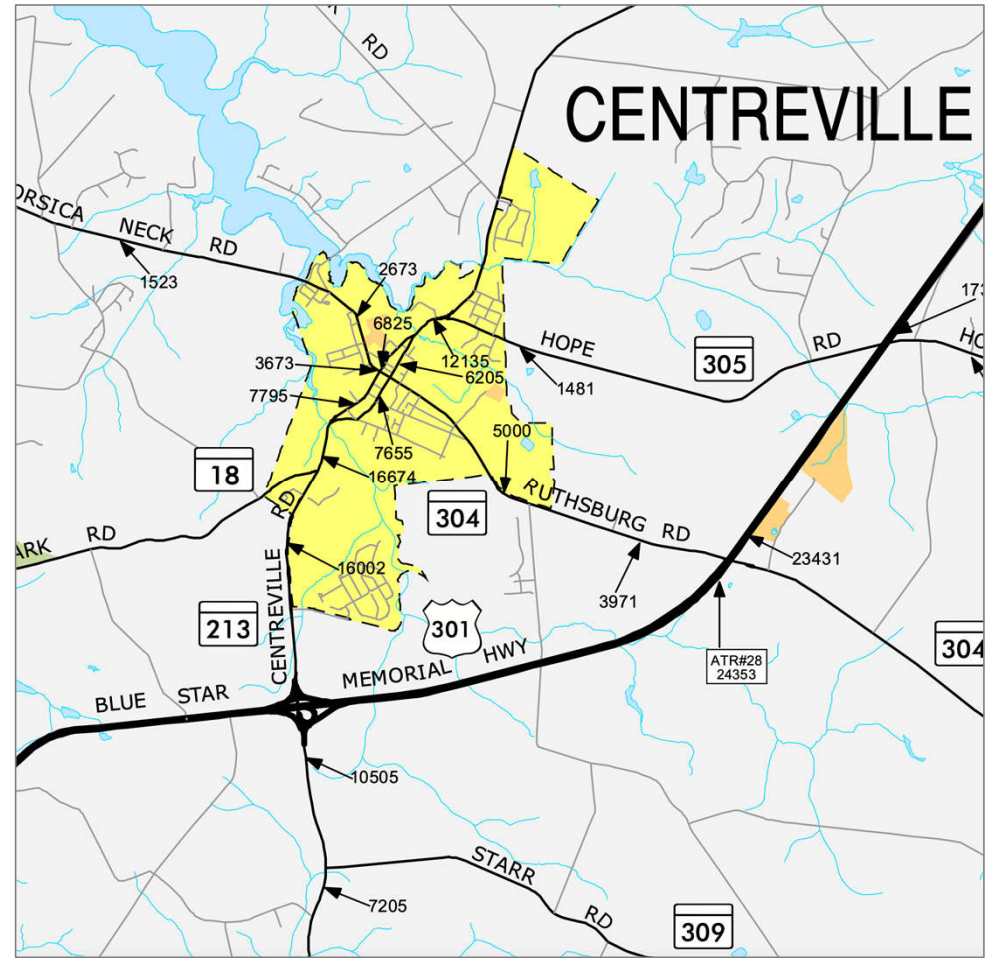
Household Growth

- Between 2000 and 2010: +761
- Between 2010 and 2020: +278
- Between 2000 and 2020: +1,039
- Household Growth since 2000...primarily through construction of new houses in four developments.

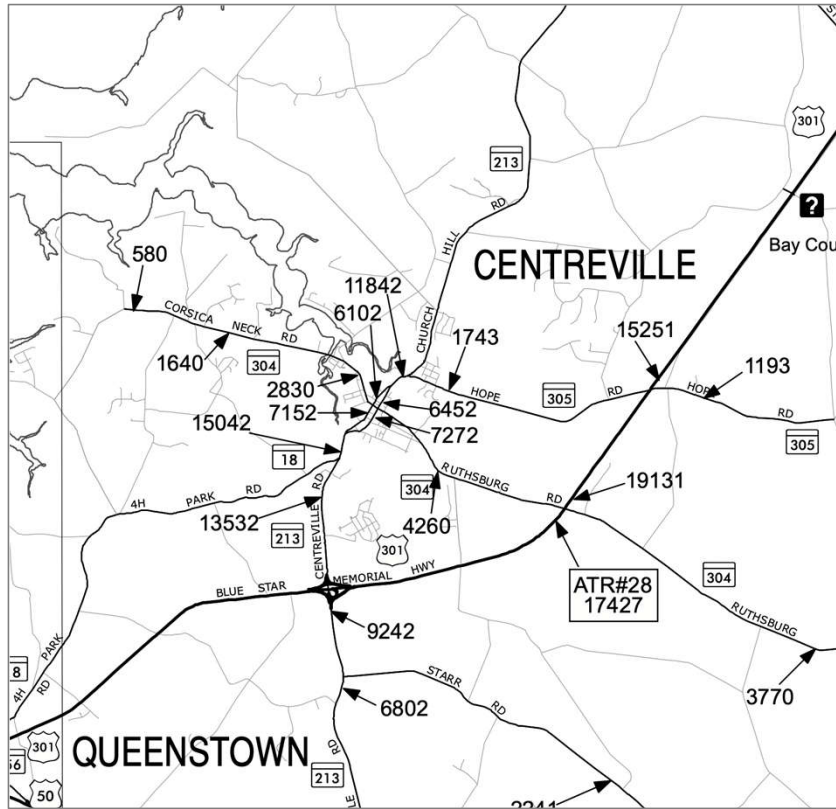
2020



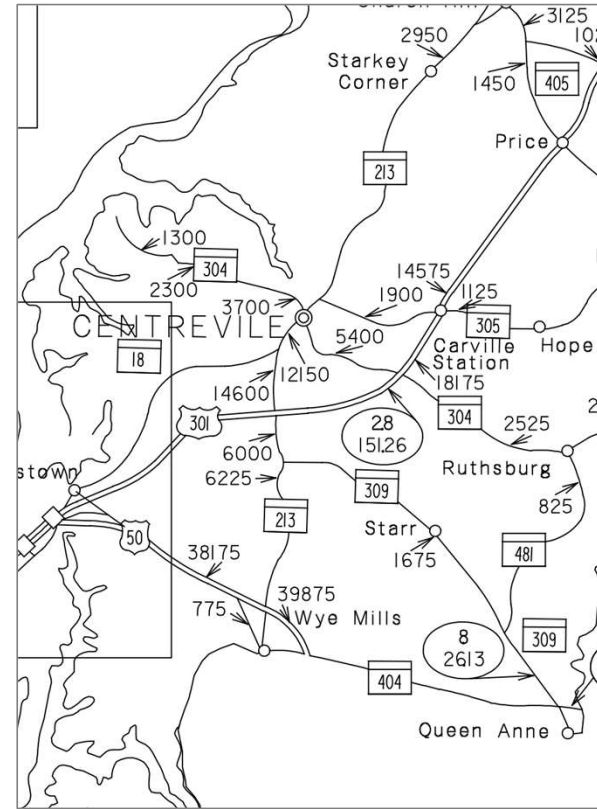
2019



2010



2000

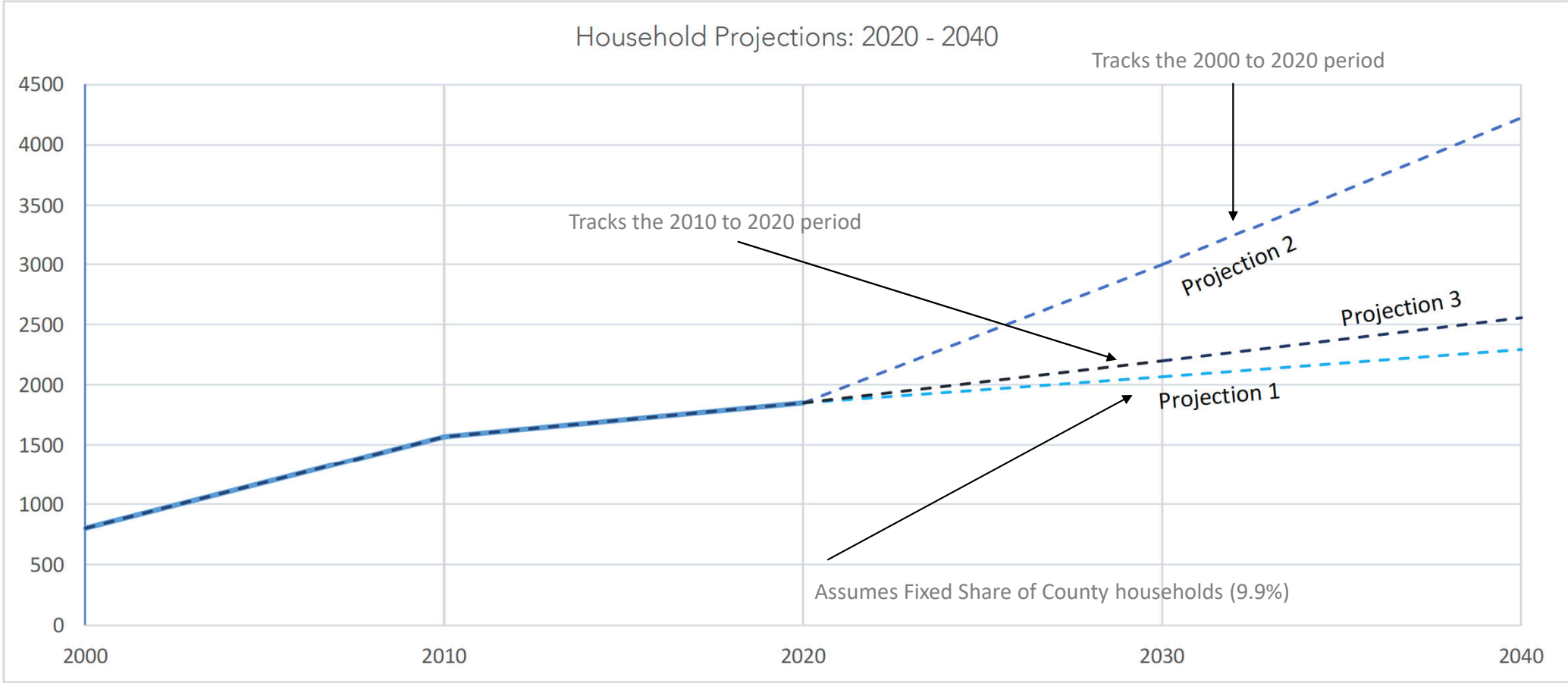


Traffic Volumes in Centreville Over Time

| Highway Section | Vehicles per Day | | | Change 2010-2019 | |
|--|------------------|--------|--------|------------------|-----|
| | 2000 | 2010 | 2019 | # | % |
| At the Gateways to Downtown | | | | | |
| MD 213 South of MD 18 (4H Park Rd) | 14,600 | 13,532 | 16,002 | 2,470 | 18% |
| MD 213 North of MD 18 (4H Park Rd) | 12,150 | 15,042 | 16,674 | 1,632 | 11% |
| MD 213 South of MD 305 (Hope Rd) | - | 11,842 | 12,135 | 293 | 2% |
| Within Downtown | | | | | |
| Commerce Street (northbound) at Kidwell Ave. | - | 7,272 | 7,665 | 393 | 5% |
| Commerce Street (northbound) at Water St. | - | 6,452 | 6,205 | (247) | -4% |
| Liberty Street (southbound) at Church Ln. | - | 7,152 | 7,795 | 643 | 9% |
| Liberty Street (southbound) at Water St. | - | 6,102 | 6,825 | 723 | 12% |

The 2020 volumes are substantially lower than 2019, reflecting the impacts of the shutdowns related to the pandemic and are not used here.

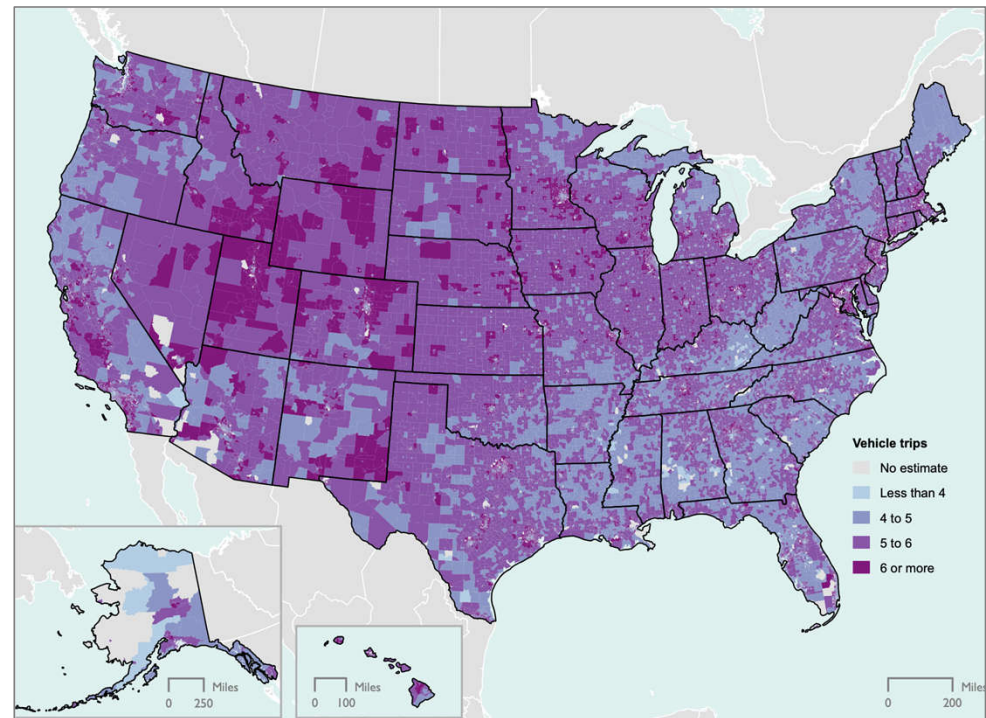
Projections of Household Growth



Traffic Facts

Vehicle Trips per day per household: 5 to 6

| Alternative Projections | New Households | Vehicle Trips per day per household | Derived Est. Vehicle Trips per day |
|-------------------------|----------------|-------------------------------------|------------------------------------|
| Projection 1 | 444 | 5.5 | 2,440 |
| Projection 2 | 2,374 | 5.5 | 13,057 |
| Projection 3 | 714 | 5.5 | 3,927 |



U.S. DOT, Bureau of Transportation Statistics

Traffic Facts

- Trips by Purpose: 16.5% Work, 83.5% Non-Work
- Peak Hour Volumes – represent about 10% of Average Daily Volume
- By 2010, average American was making 4 more non-work trips each week than in 2000
- And increasingly making non-work trips during peak periods...adding to / causing congestion
- Nationally, in the AM Peak 44% of trips are non-work including: dropping off a person, shopping, and going to school, the gym, and to medical appointments
- In the AM Peak only 56% of trips are for commuting or work-related...comparable in PM

Traffic Facts

- Overall: traffic volumes in Centreville have increased
- Backups and delay are experienced in the weekday peak hour
- But the factors driving increases are varied:
 - Increased households and thus more commuting and traffic is felt most during the peak hour, AM and PM
 - Overtime more people seem to be driving for non-work purposes during the peak periods
 - The greatest increase in the Town traffic has occurred along MD 213, south of Downtown (especially along the shopping center frontage)...not commuter driven.
 - Otherwise, the growth in traffic has been quite modest
 - Reasons for delays/backups during the peaks in Centreville: commercial signalized intersections, traffic operations and turning movements and in Downtown parking and pedestrian crossings

Traffic -- Future

- Long - term Inter-connectivity
- Distribution of future commercial space
- Better traffic operations during peak periods

Also important:

- Working from home is likely to be an increasing part of the workforce
- Town design to promote walking
- Parking facility in Downtown
- APFO for roads

