



Howard County Office of Transportation

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Howard County FY 2019

Priority Letter Public Input Process

April 2018

County Executive Kittleman requested the Office of Transportation seek public input into Howard County's prioritized list of transportation projects, known as the priority letter. The priority letter, in which Howard County requests state funding and cooperation, is sent each April to the Maryland Department of Transportation (MDOT). To seek input and inform development of the letter, the Office of Transportation sponsored an online survey, held a public meeting on January 24, 2018, and took comments directly from individuals and organizations.

This document summarizes the results of the survey, comments during the meeting and comments received by email and mail.

Outreach

Information publicizing the public meeting and the survey was located on the Howard County website homepage, on County social media, in email blasts from the County Executive, and direct communication to county elected representatives.

Public Meeting

The public meeting was held on January 24, 2018 from 7:00 PM to 9:00 PM in the C. Vernon Gray Room at the George Howard Building in Ellicott City. Approximately 25 people attended the meeting, in which staff presented information on the priority letter process, reviewed the projects that were in the 2018 Priority Letter, discussed potential projects, answered questions, and collected written comments from the meeting attendees.

Survey

The survey was developed and hosted by the SurveyMonkey website (www.surveymonkey.com) between January 5 and February 9, 2018.

There were 189 responses to the survey, with an average of 170 responses to each question, and 74 respondents providing individual comments. Respondents were self-selected. In this sense the survey was not scientific but it is, nevertheless, useful and valuable being representative of interested parties' input. Theoretically one person could have responded to the survey multiple times and skew the results but this does not appear to have happened.

This survey was in three parts. The first part allowed the respondents the opportunity to provide contact information, including zip codes. The second part consisted of "closed" questions where respondents

were asked to indicate their level of support for a particular transportation project by choosing one of four options, i.e. High Priority, Medium Priority, Low Priority; or no rank. The third part consisted of an “open ended” opportunity for respondents to recommend additional projects or make any other comments.

Emailed, Mailed, and Comment Card Comments

Thirteen comments were sent to the Office of Transportation via email, mailed or during the public meeting. Six were from organizations and six were from individuals, some of who sent several sets of comments.

Zip Code Analysis

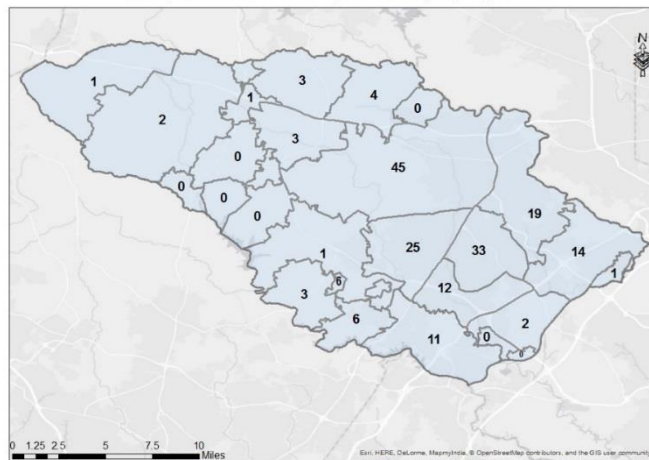
196 survey respondents and direct commenters provided their zip codes. While responses were received from nearly all Howard County zip codes, there was a strong clustering of responses from the following seven zip codes:

21042	21043	21044	21045
21046	21075	20723	

Map 1 presents comments and survey responses by zip code.

Map No. 1

Responses to Public Input Survey By Zipcodes



Comment and Survey Analysis

Staff from County Administration, the Department of Public Works, and the Office of Transportation reviewed the survey results and incorporated the input into their combined recommendations to the County Executive.

Results are presented below in four sections:

1. Highlights from public comments and the survey
2. Detailed Public Survey Results, by individual project
3. Individual Comments received by email, the public meeting and via the survey. These results are provided verbatim. Comments were redacted to remove identifying information from individual commenters, while comments from organizations were not redacted. Comments were also reviewed for abusive speech (none were received that warranted removal).
4. Survey Instrument

1. Highlights from Public Comments and Survey

Survey

Respondents were asked to indicate their level of support for a transportation project by choosing one of four options, i.e. High Priority, Medium Priority, Low Priority; or I choose not to rank this project. The indications of support were scored as follows, 3 points for High Priority, 2 points for Medium Priority, 1 point for Low Priority, or 0 points for choosing not to rank the project. The scores were totaled and averaged. Based on this method the top ranked projects were as follows:

- Pedestrian, Bicycle, and ADA Access and Safety Improvements
- US 29/ I-70 Interchange capacity enhancements
- Additional lane on I-70 from US 29 to US 40 in both directions
- Bus Rapid Transit system study and design to relieve congestion on busy commuting corridors
- MARC Growth and Investment Plan, which calls for improvements on the Camden Line, including track improvements, rolling stock and additional service
- Adding buses to the RTA fleet
- Widening US 29 from the Middle Patuxent River to Seneca Drive, including improvements to accommodate BRT

Figure 1 compares the average ranking score for each project in the survey. The top 25% of projects are shaded in green for easy recognition, then the shading transitions to yellow and to red for as their average score declines. The highest possible average score that any project could have received was a 3.00, which would mean that every single survey respondent rated that transportation project a high priority.

The survey indicated strong support for enhancing both bicycle and pedestrian facilities along with local and regional public transit. Using a weighted scoring method, the top 25% of projects are shown in green.

Figure 1

Project	Weighted Average
Q13. Pedestrian, Bicycle, and ADA Access and Safety Improvements	2.28
Q8. I- 70 Corridor: US 29 Interchange	2.09
Q9. I- 70 Corridor: US 29 to US 40, additional lane in both directions	2.08
Q4. Transit Capital Improvements: Study and design a Bus Rapid Transit system	2.07
Q29. MDT's MARC Growth and Investment Plan	2.03
Q3. Transit Capital Improvements: Replacement buses for RTA fleet	1.95
Q2. US 29: Widening US 29 from the Middle Patuxent River to Seneca Drive	1.93
Q5. US 1: Sidewalks from North Laurel to Prince Georges County Line	1.81
Q20. US 1 Corridor: Development of a safety audit for US 1 Corridor.	1.81
Q14. MD 108: Guilford Rd. to Trotter Rd. Shared use pathways and intersection improvements for pedestrians and cyclists.	1.78
Q27. MD 108: Construct intersection improvements along MD 108 at Centennial Lane.	1.77
Q12. MD 175 Corridor: Comprehensive traffic modeling of various intersections.	1.74
Q19. MD 99: US 29 to Marriottsville Rd. Investigation of safety and congestion issues in the MD 99 corridor	1.72
Q24. Downtown Columbia Pedestrian Bridge: Construction of safety and aesthetic improvements	1.72
Q30. I-95: I-95 Active Traffic Management project	1.71
Q10. I- 70 Corridor: Marriottsville Rd. Interchange	1.71
Q11. MD 175 Corridor: Evaluation for improving existing access points into Columbia Gateway	1.70
Q6. MD 108: Ten Mills Rd. Intersection improvements.	1.68
Q26. Downtown Columbia: North South Connector/Jug Handle	1.66
Q16. MD 103 @ US 29: Third lane along MD 103 onto ramp towards US 29 northbound	1.66
Q17. Traffic Signal Back-up Generators.	1.65
Q15. MD 175: MD 175 @ US 1, Widening and reconstruction.	1.63
Q25. Downtown Columbia Transitway Study	1.62
Q28. Designating Downtown Columbia as a Transit Oriented Development.	1.61
Q21. US 1 Corridor: phased arterial highway reconstruction us 1 from MD 175 to Montevideo Rd.	1.59
Q22. US 1 Corridor: US 1 @ Meadowridge Rd., intersection improvements	1.55
Q23. I-70 Corridor: Widening of the Marriottsville Road Bridge over 1-70	1.50
Q7. MD 100 & MD 103: Reconstruction into a Diverging Diamond Interchange	1.35
Q18. Evaluate, design, and construct noise walls at Dumhart Road	1.09

Written Comments

Public input was also received by written comments in the survey and via email. We read all 87 comments and categorized them by issues and topics, including refining comments to the core issues raised by the author, resulting in approximately 100 core issues or concerns. We found that:

- Bike/Ped issues, sidewalks and shared use pathways were identified as core issues 29 times
- Transit was identified as a core issue 26 times
- Intersections and operations at various intersections were identified as core issues nine times
- I70 was identified as a core issue eight times
- MD 99 was identified as a core issue seven times

2. Detailed Public Survey Results by Project

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

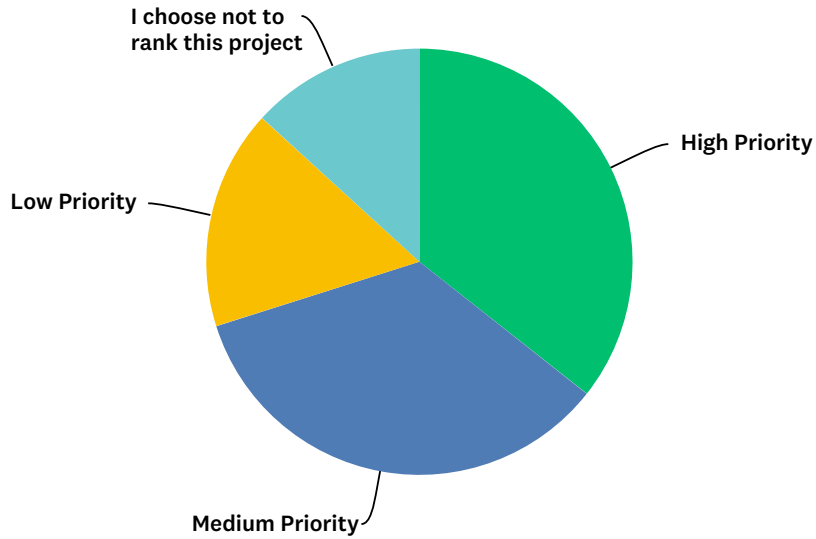
Q1 Contact Information

Answered: 189 Skipped: 0

ANSWER CHOICES	RESPONSES	
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
Company	0.00%	0
Country	0.00%	0
Email Address	100.00%	189
Name	78.84%	149
Phone Number	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	189

Q2 US 29: Middle Patuxent River to Seneca Drive Widening of US 29 from the Middle Patuxent River to Seneca Drive, including improvements to accommodate BRT.

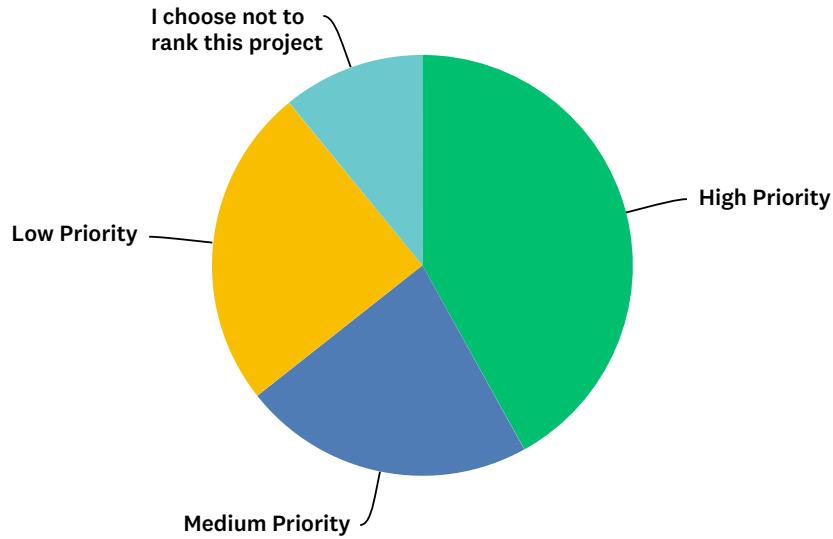
Answered: 174 Skipped: 15



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
35.63%	34.48%	16.67%	13.22%	
62	60	29	23	174

Q3 Transit Capital Improvements Add buses to the RTA fleet. RTA buses are currently in short supply, causing service disruptions when regularly scheduled buses need service.

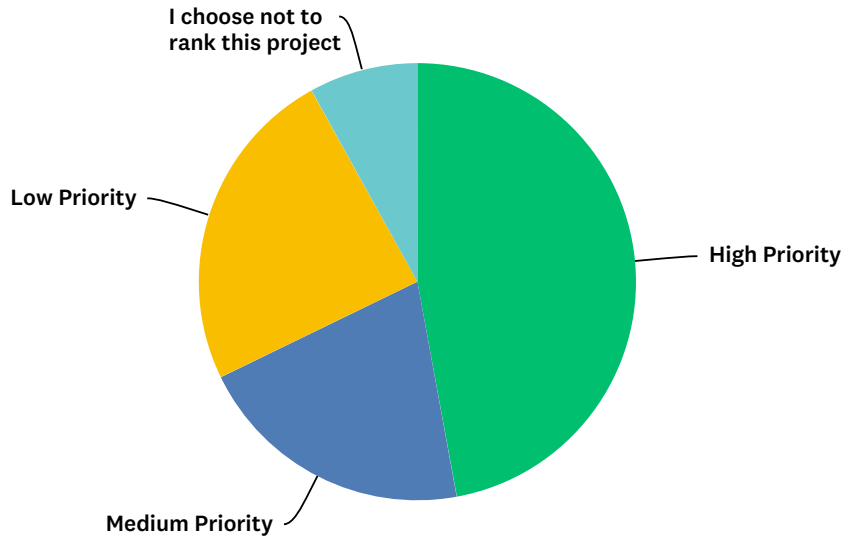
Answered: 174 Skipped: 15



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
41.95%	22.41%	24.71%	10.92%	
73	39	43	19	174

Q4 Transit Capital Improvements Study and design a Bus Rapid Transit system to relieve congestion on busy commuting corridors in Howard County, in particular to the Washington Metro area.

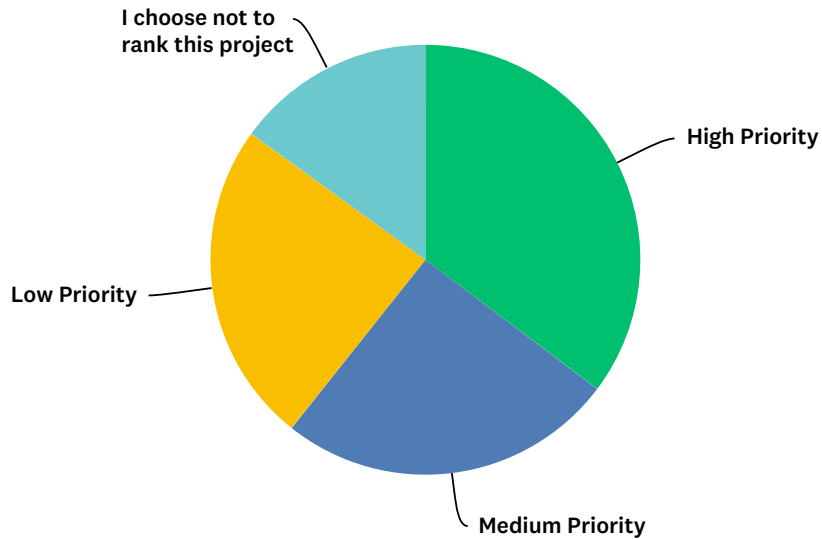
Answered: 174 Skipped: 15



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
47.13%	20.69%	24.14%	8.05%	
82	36	42	14	174

Q5 US 1: Sidewalks from North Laurel to Prince Georges County Line Construct sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line to accommodate and support pedestrian and bicycle traffic along the US 1 corridor.

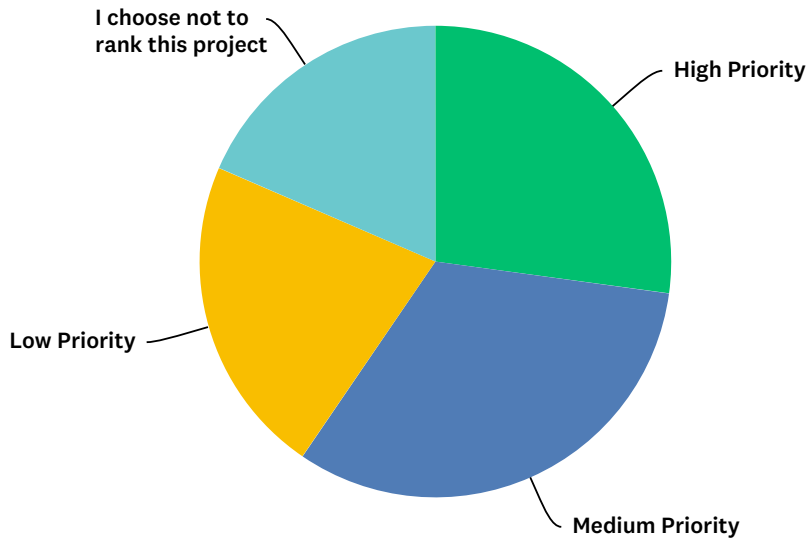
Answered: 173 Skipped: 16



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
35.26%	25.43%	24.28%	15.03%	
61	44	42	26	173

Q6 MD 108: Ten Mills Rd. Intersection This project will provide a single left turn lane at the MD 108/Ten Mills Road intersection. Traffic signals will be replaced and optimized. Bicycle compatibility will be provided through the intersection.

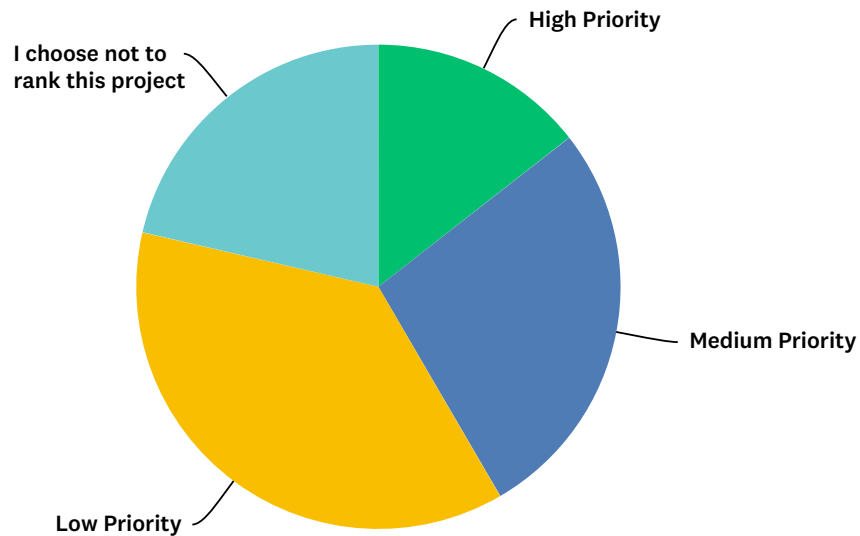
Answered: 173 Skipped: 16



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
27.17%	32.37%	21.97%	18.50%	
47	56	38	32	173

Q7 MD 100 & MD 103 Interchange Howard County is proposing a Diverging Diamond Interchange (DDI) at this location to replace the existing grade-separation. A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway.

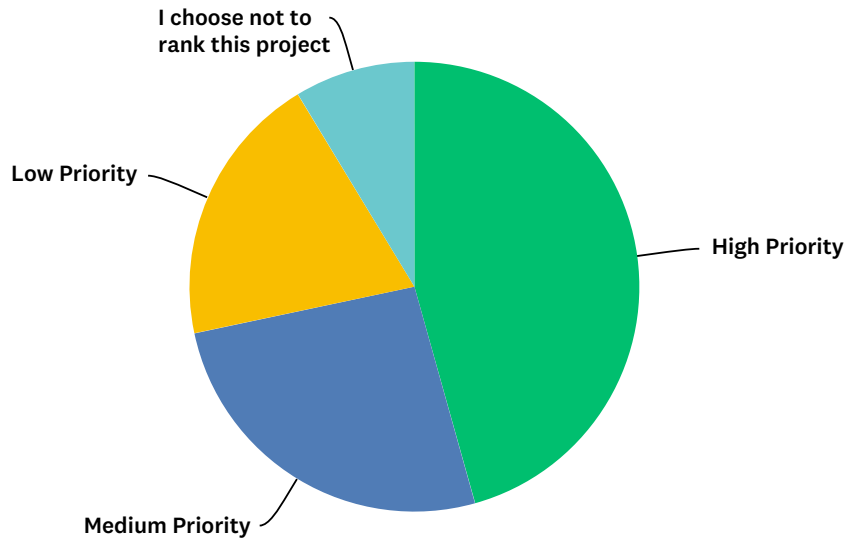
Answered: 173 Skipped: 16



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
14.45%	27.17%	36.99%	21.39%	
25	47	64	37	173

Q8 I- 70 Corridor: US 29 Interchange This project will be to design and implement a new interchange to meet capacity enhancements.

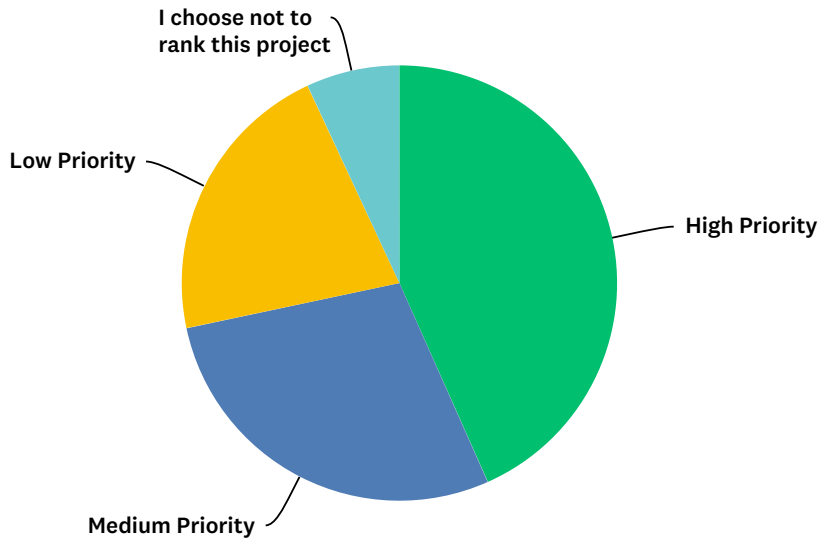
Answered: 173 Skipped: 16



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
45.66%	26.01%	19.65%	8.67%	
79	45	34	15	173

Q9 I- 70 Corridor: US 29 to US 40 This project will provide one additional lane on I-70 (from US 29 to US 40) in both directions.

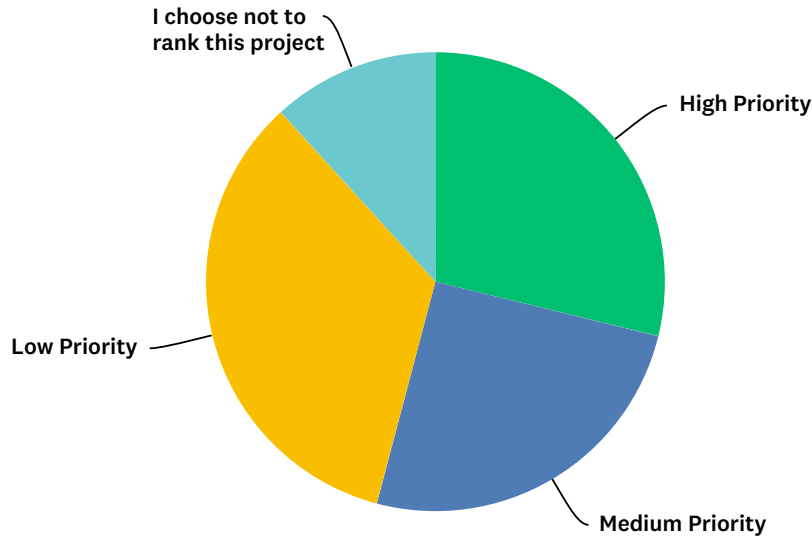
Answered: 173 Skipped: 16



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
43.35%	28.32%	21.39%	6.94%	
75	49	37	12	173

Q10 I- 70 Corridor: Marrittosville Rd. Interchange This project will be to design and implement a new interchange to meet capacity enhancements.

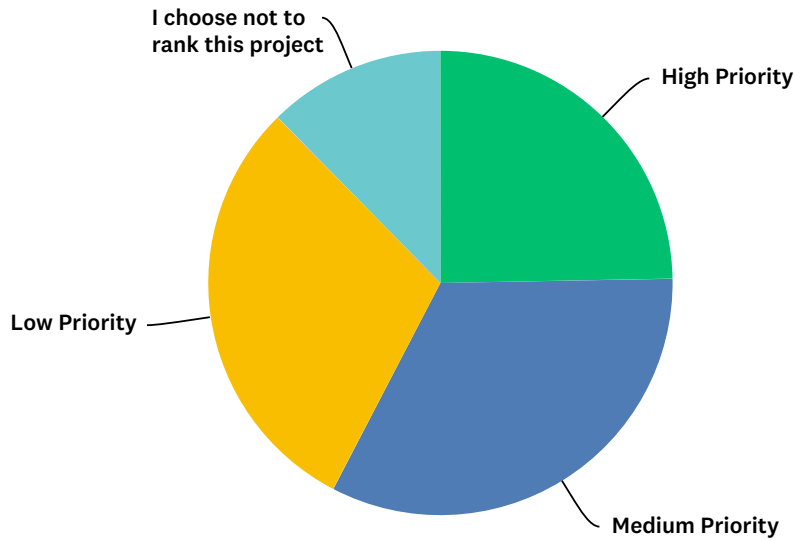
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
28.82%	25.29%	34.12%	11.76%	
49	43	58	20	170

Q11 MD 175 Corridor: Access to Gateway Dr. Evaluate the improvement of existing access points into Columbia Gateway Drive, including a third access point through the potential extension of MD 108 across MD I 75 into Columbia Gateway Drive and direct access to Columbia Gateway Drive from I-95

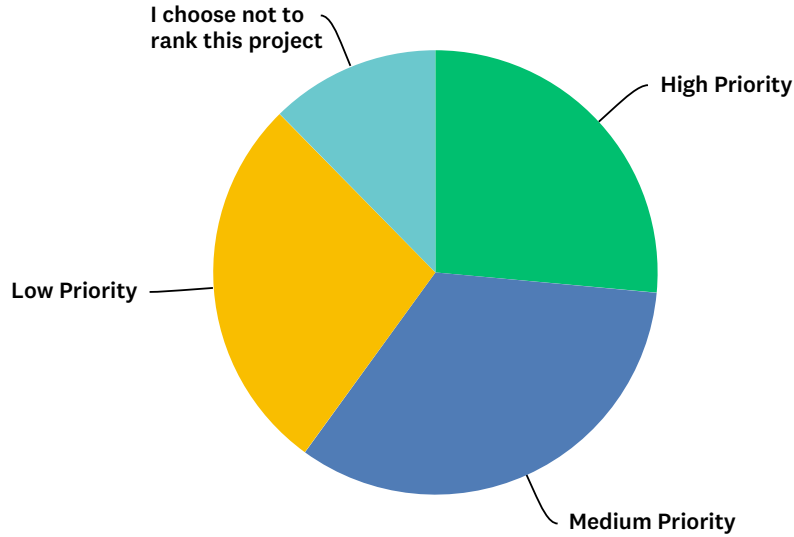
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
24.71%	32.94%	30.00%	12.35%	
42	56	51	21	170

Q12 MD 175 Corridor: Various Intersections Continued comprehensive traffic modeling by SHA and Howard County that will lead to design alternatives including the US 1/ MD 175 and US 1/I-95 interchanges.

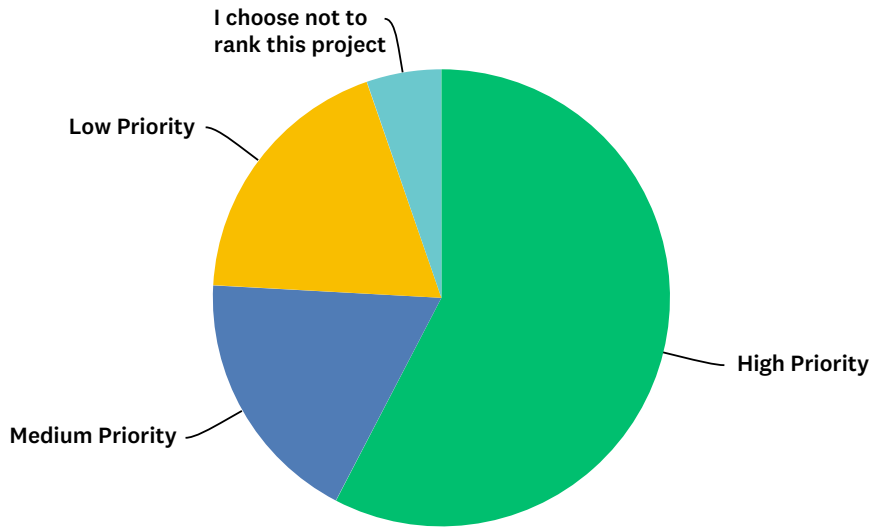
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
26.47%	33.53%	27.65%	12.35%	
45	57	47	21	170

Q13 Pedestrian, Bicycle, and ADA Access and Safety Improvements: Develop countywide bicycle and pedestrian networks to provide safe, comfortable, and convenient transportation for all ages and abilities.

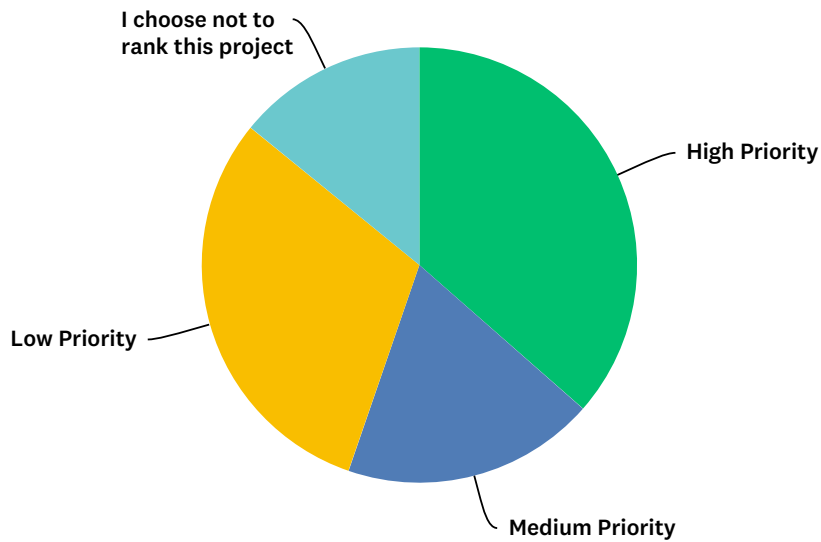
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
57.65%	18.24%	18.82%	5.29%	
98	31	32	9	170

Q14 MD 108: Guilford Rd. to Trotter Rd. The project will provide dedicated shared use pathways, intersection improvements for pedestrians and cyclists, and selected roadway expansions for automobiles and commercial traffic in order to improve safety and accessibility within the project corridor.

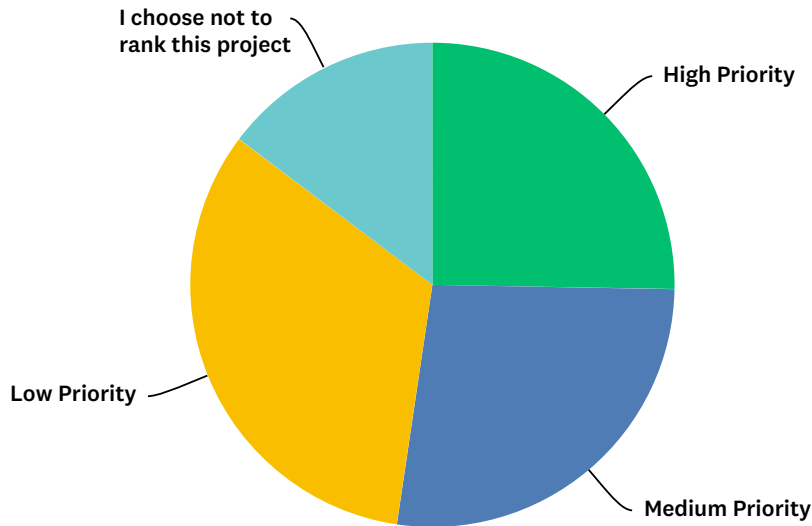
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
36.47%	18.82%	30.59%	14.12%	
62	32	52	24	170

Q15 MD 175: MD 175 @ US 1 Widening and reconstruction including final design and construction of the US I/MD 175 interchange.

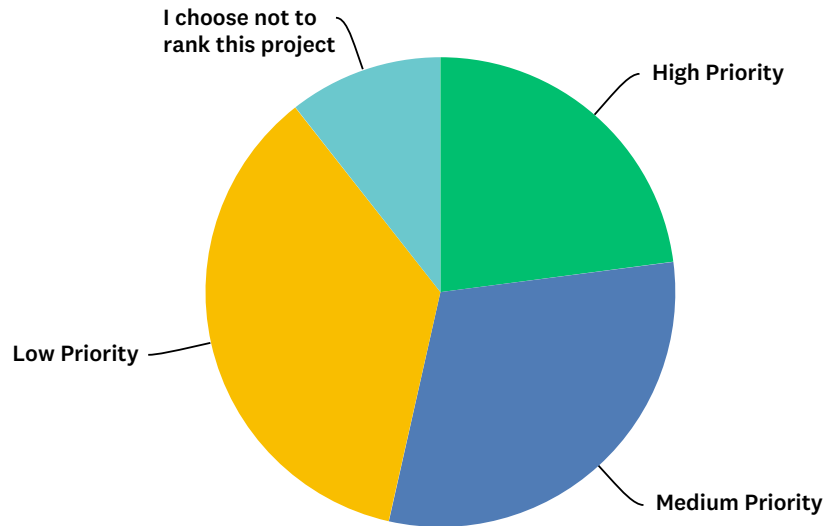
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
25.29%	27.06%	32.94%	14.71%	170
43	46	56	25	

Q16 MD 103 @ US 29 Addition of a third lane along MD 103 onto ramp towards US 29 northbound.

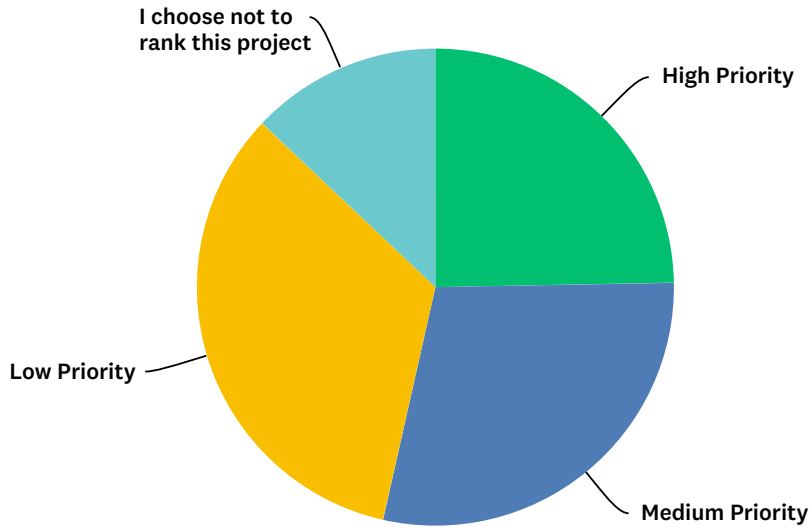
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
22.94%	30.59%	35.88%	10.59%	170
39	52	61	18	

Q17 Traffic Signal Back-up Generators Evaluate and plan a system for developing a back-up generator installation program at key state highway traffic signals within Howard County.

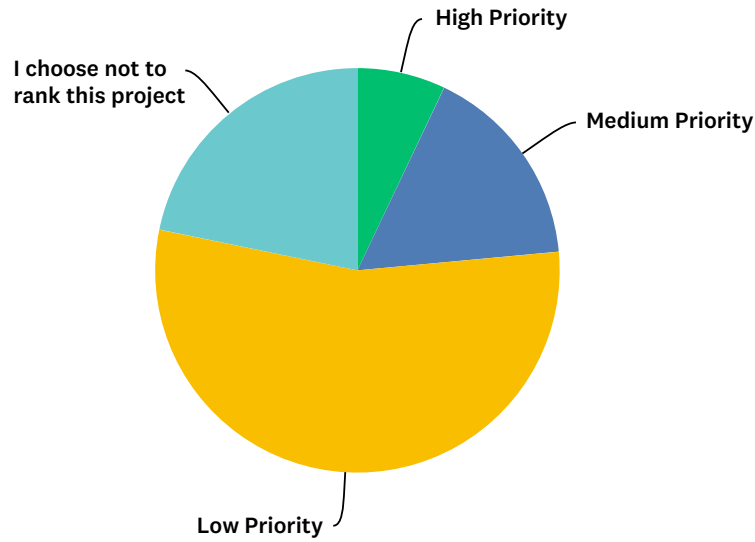
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
24.71%	28.82%	33.53%	12.94%	
42	49	57	22	170

Q18 Noise Walls Evaluate, design, and construct noise walls at Dumhart Road, at the southwest corner of I-95 and the MD 216 interchange.

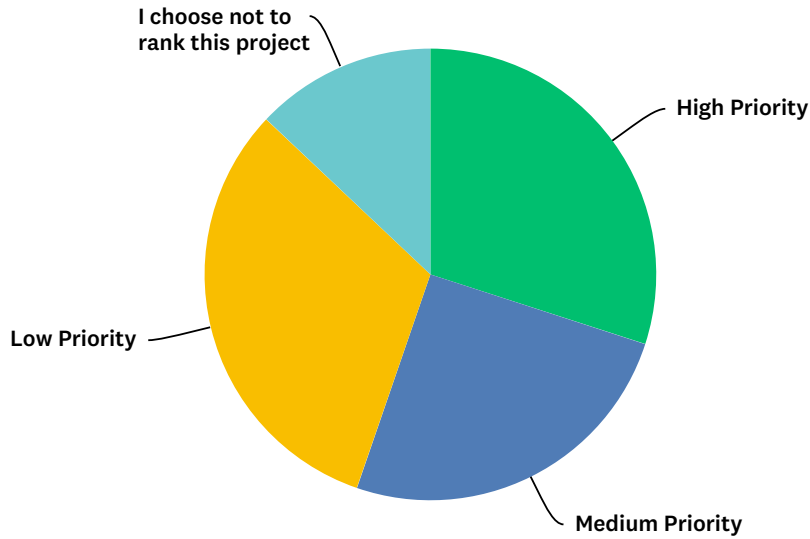
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
7.06%	16.47%	54.71%	21.76%	
12	28	93	37	170

Q19 MD 99: US 29 to Marriottsville Rd. Investigating safety and congestion issues in the MD 99 corridor between Marriottsville Road and US 29/MD 99 intersection.

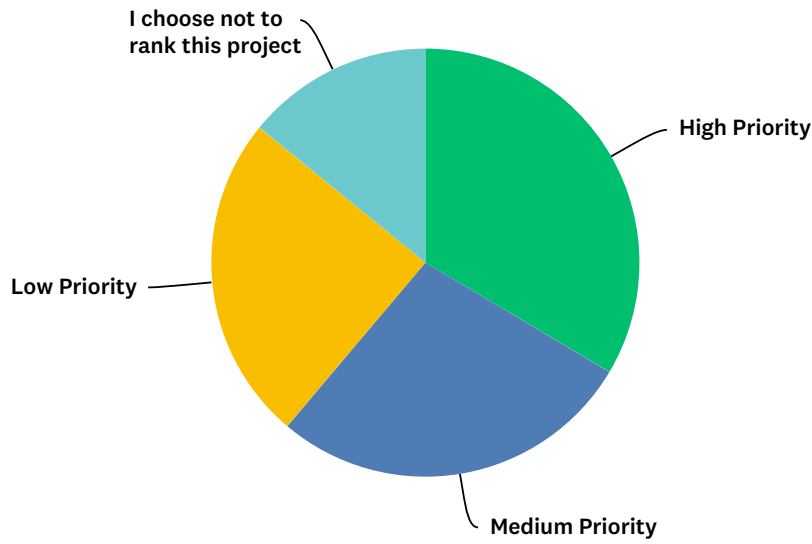
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
30.00%	25.29%	31.76%	12.94%	
51	43	54	22	170

Q20 US 1 Corridor Development of a safety audit for US 1 Corridor.

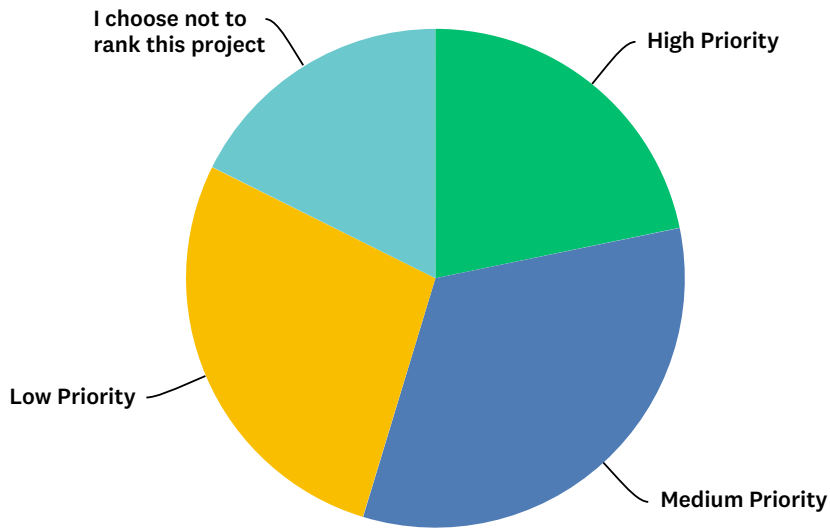
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
33.53%	27.65%	24.71%	14.12%	
57	47	42	24	170

Q21 US 1 Corridor: MD 175 to Montevideo Rd. MD 175 to just north of Montevideo Road; phased arterial highway reconstruction including pedestrian, transit and streetscape improvements.

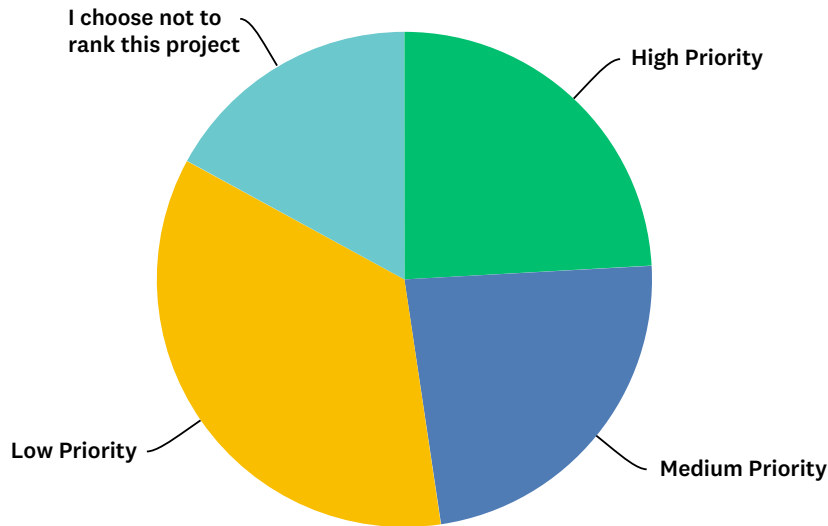
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
21.76%	32.94%	27.65%	17.65%	
37	56	47	30	170

Q22 US 1 Corridor: US 1 @ Meadowridge Rd. Construct intersection improvements along US 1 at MD 103 (Meadowridge Road).

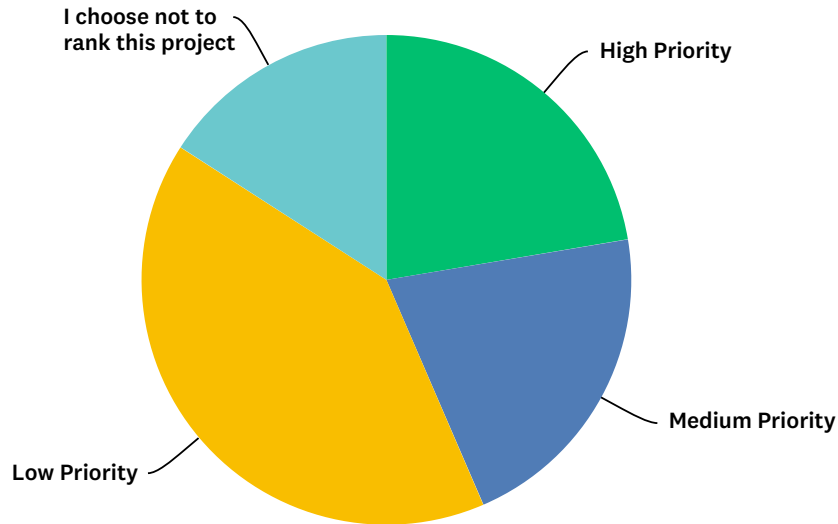
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
24.12%	23.53%	35.29%	17.06%	
41	40	60	29	170

Q23 I-70 Corridor: Marriottsville Rd. Bridge Widening of the Marriottsville Road Bridge over 1-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40.

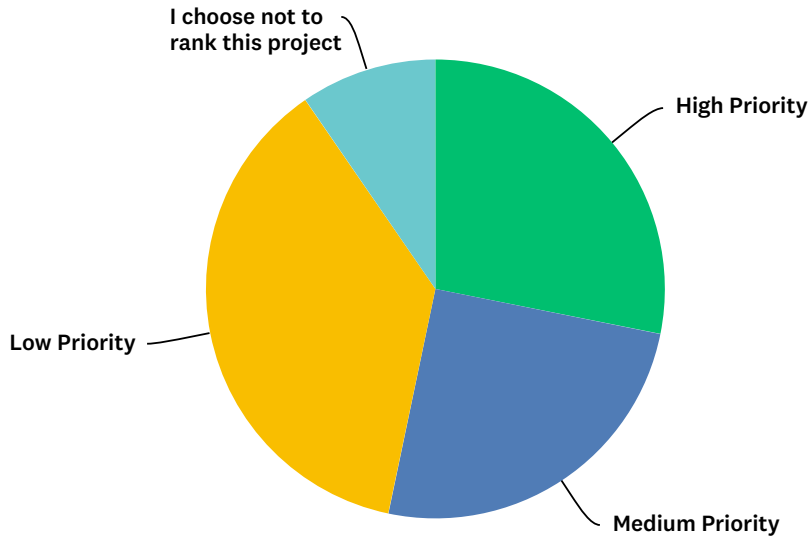
Answered: 170 Skipped: 19



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
22.35%	21.18%	40.59%	15.88%	
38	36	69	27	170

Q24 Downtown Columbia Pedestrian Bridge Construction of safety and aesthetic improvements to the existing pedestrian-bicycle bridge over US 29 between Downtown Columbia and Oakland Mills.

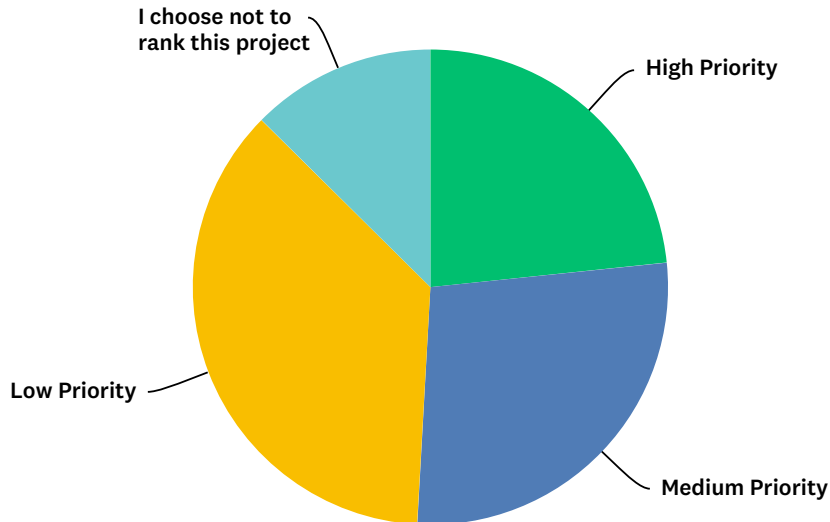
Answered: 167 Skipped: 22



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
28.14%	25.15%	37.13%	9.58%	
47	42	62	16	167

Q25 Downtown Columbia Transitway Study of a potential transitway that would connect Downtown Columbia; Oakland Mills, and Columbia Gateway Office Park, including a possible transit bridge over US 29.

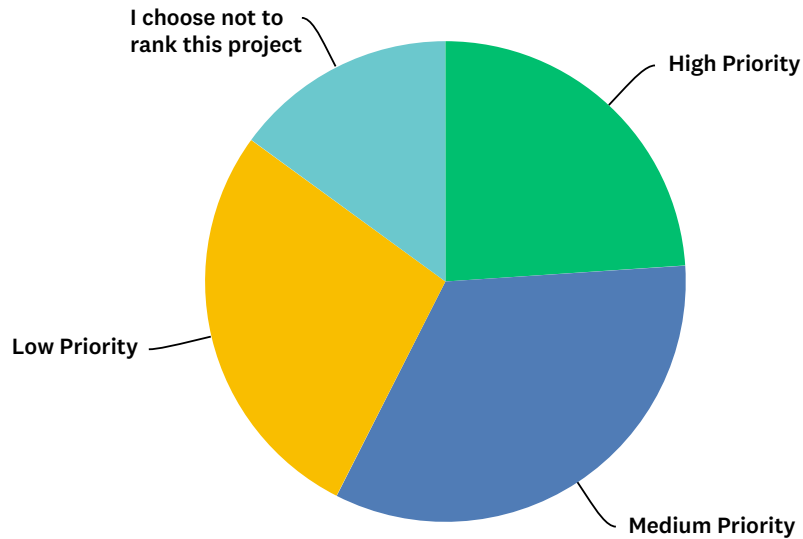
Answered: 167 Skipped: 22



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
23.35%	27.54%	36.53%	12.57%	
39	46	61	21	167

Q26 Downtown Columbia Connector/North South Connector/Jug Handle:
a major collector planned to connect the US 29/Broken Land Parkway interchange to Little Patuxent Parkway, including a spur off the existing northbound US 29 off-ramp pursuant to the Downtown Columbia Plan.

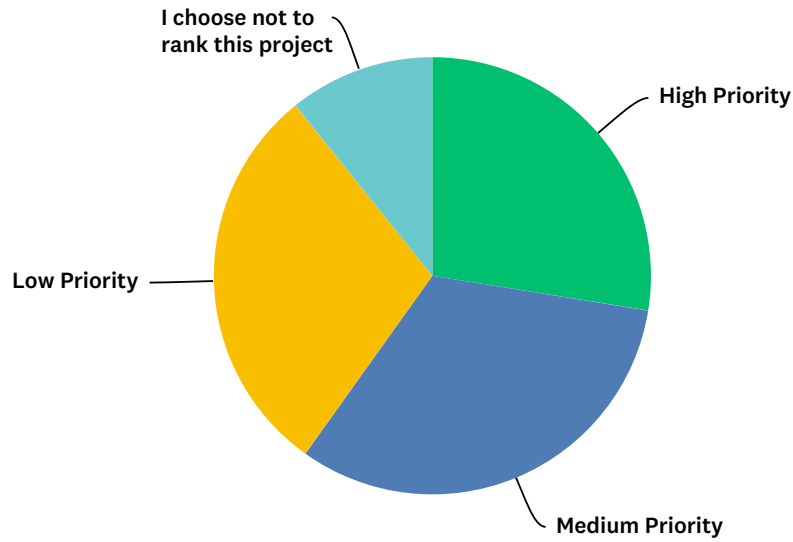
Answered: 167 Skipped: 22



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
23.95%	33.53%	27.54%	14.97%	
40	56	46	25	167

Q27 MD 108: Centennial Lane Intersection Construct intersection improvements along MD 108 at Centennial Lane.

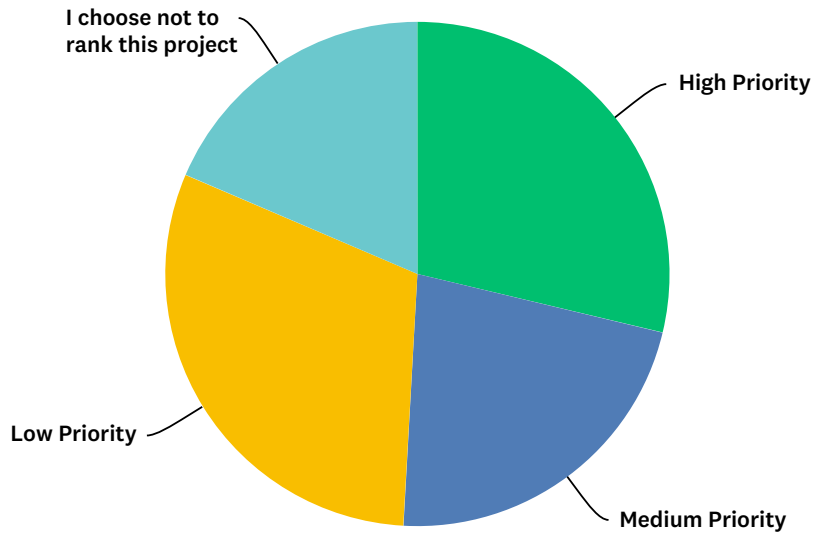
Answered: 167 Skipped: 22



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
27.54%	32.34%	29.34%	10.78%	
46	54	49	18	167

Q28 Downtown Columbia Designating Downtown Columbia as a Transit Oriented Development.

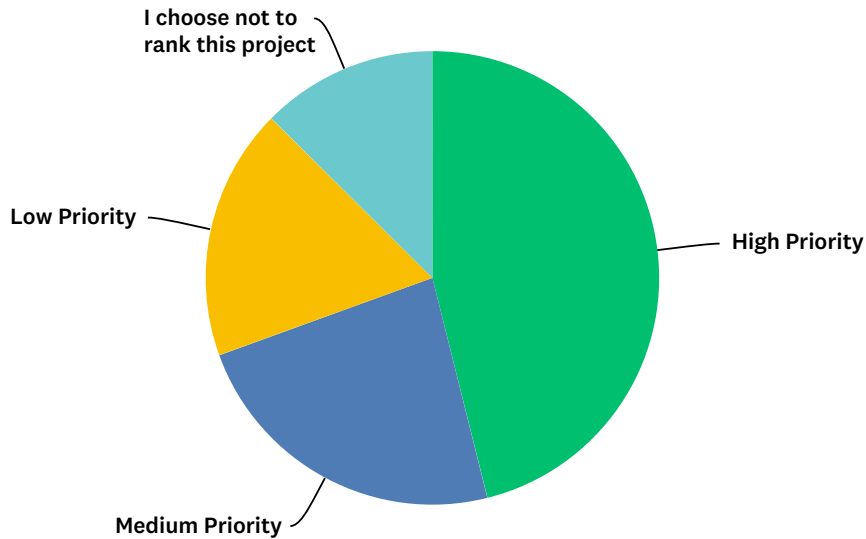
Answered: 167 Skipped: 22



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
28.74%	22.16%	30.54%	18.56%	
48	37	51	31	167

Q29 MDOT's MARC Growth and Investment Plan Howard County urges the state to fully fund and implement MDOT's MARC Growth and Investment Plan improvements on the Camden Line, including track improvements, rolling stock and additional service.

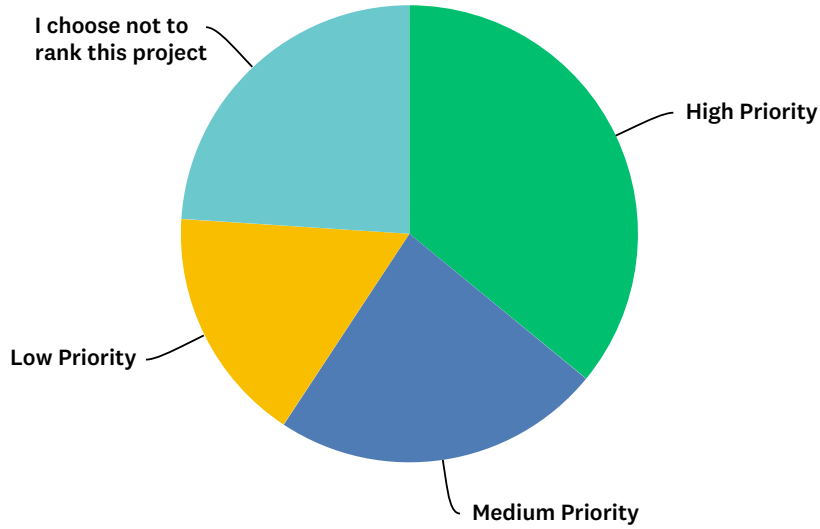
Answered: 167 Skipped: 22



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
46.11%	23.35%	17.96%	12.57%	
77	39	30	21	167

Q30 I-95 The County fully supports the SHA 's I-95 Active Traffic Management project. We urge the MDOT to continue to advance it.

Answered: 167 Skipped: 22



HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	I CHOOSE NOT TO RANK THIS PROJECT	TOTAL
35.93%	23.35%	16.77%	23.95%	
60	39	28	40	167

3. Individual Comments

Individual Comments

87 individual or organizations provided comments via the survey or directly to the Office of Transportation. Comments are provided verbatim, with the exception of redacting personally identifying information from individuals. The names of organizations were not redacted.

Comment Number	Comment	How the Comment was Received
1	1. Why is the US 29 Ped Bridge still on list? Move off list to make room for other requests. 2. Neighbors along MD 99 are like small islands that you can't get to unless you have a car. How about sidewalks and bike lanes the full length? 3. Can the Marriottsville bridge be moved above both the Us: MD175 Montevideo Rd and US1: US1@ MD103 intersection projects? I think this is a more reasonable priority. 4. Re: #2 a sidewalk from Wetherburn to Bethany La would be most beneficial because that would get a person to Valley Mede neighborhood roads to the commercial business on US 40.	Public Meeting Feedback
2	Continued traffic dangers and high congestion along Routes 99, 29, 40 due to insufficient traffic flow onto RT 70. Even for minor neighborhood Rds. within Valley Mead are becoming increasingly dangerous and busy. These roads need relief by bumping the proposal to build Marriottsville Rd interchange and widening Rt 70. RT 99 is quickly and irresponsibly being built up with high density housing, most for 55+ seniors plus schools. Mixing students and seniors is dangerous.	Public Meeting Feedback
3	The Saint Johns Community Association has seen the announcement of the January 24 meeting and are uncertain how to participate best. The first question we had was how the meeting will be run. My impression of a "public participation" meeting is that it is different from a hearing. Will there be testimony, so that we should come prepared with something more formal to say, or will it be similar to some meetings I have attended like the Watershed Master Plan where there are presentations from the county and the public then gives reactions? Both are useful, but we prepare for them differently. The second question we have is what are appropriate projects to suggest for a priority letter to the state of MD. I would think that improving the intersection of Saint John's Lane and Route 29 (a personal concern of mine) or sidewalks along Frederick Road, which is a state road, would certainly be appropriate, but I also looked at last year's letter and saw reference to pedestrian paths along Dobbin and McGaw Roads, which are local roads. Are local roads fair game? Our community has a need for projects like some sidewalks internally and has asked for a pathway on county property connecting Whitehall Road to Saint Johns Lane across from the Mormon church. Are these appropriate requests? We'd appreciate your help so that we can be constructive in our participation.	E-mailed
4	An additional projects in the 2019 Priority Letter/Survey we need to ensure safe crossings of the Patuxent River between Howard/Montgomery/Prince Georges Counties. Currently there are some options, but they lack important safety features that make it harrowing in some cases, and certainly not accessible in all cases. I would like to see off-street, shared-use-path-type accommodations at multiple bridge crossings, including MD-216 in Laurel, US-29, and somewhere a little bit west (MD108 or Browns Bridge).	E-mailed
5	Thanks for conducting the meeting last night. There is one comment I meant to leave, but accidentally left off... With regards to the project related to the widening of I-70, I feel strongly that the wording needs to be changed. When the project was in a planning stage at SHA -- back in 2007/8 -- it was non-prescriptive with regards to the ultimate design, i.e. the number of lanes was left open at '1 or 2 lanes additional in each direction.' At this time the wording for the Priority Letter states "one lane." We do not know that for certain at this point. So I feel that this wording needs to be changed. Perhaps, "widen I-70 to sufficiently serve current and projected traffic volumes" would be sufficient. In the past, possibly in an earlier Priority Letter (2015?), I believe I saw wording from the County Executive where I-70 from US29 to about Marriottsville Rd was noted as being a major east-west transit route. Now, with contemplations of Amazon HQ2 just west of us, e.g. Montgomery County, Northern Va., and, possibly, Ohio, it seems rational to assume I-70 could be a very key roadway. [Editorial comment - Possibly it is our failure to have already widened I-70 that prevented Howard County from properly pursuing/being on the coveted list of 20 potential HQ2 locations...recall now that the project was initiated ~ 10 years ago.] Also -- and I think this does need to be said -- stating "one lane" IS a political statement. We all know that Elm Street wishes to develop Bethany Glen along I-70 and, probably, one lane additions to I-70 would have limited impact to the housing development, but going to two lanes of addition in either one or both directions might have more serious consequences for Elm Street. I would hate for Bethany Glen to get in the way of something like an Amazon HQ2 or other choice business opportunity, so let's change the wording in the Priority Letter and make it possible for I-70 to get what truly makes sense.	E-mailed
6	The intersection at Rt 40 and Ridge Rd -- has 6 or 7 branches, including a ramp to 70 (who on earth designed this...), with signs for turning and lights that need to be changed. Also, there are no crosswalks, so people (some old folks, some with baby carriages and/or many shopping bags), run to get across parts this dangerous intersection -- which does not service the great influx of people in the area. Of course, this area needs paths and walkways to make it truly a people-oriented place. At the moment, it's a forgotten place in Howard County.	E-mailed
7	I plan to stop by the open house on Tuesday. I know the topic is MD99, but there looked to be a fairly serious accident on Bethany Ln. at Postwick Rd. last night. I subsequently heard a helicopter hovering overhead -- life flight?. This is an intersection of repeated accidents (i.e. I can't tell you how many times I have come upon the aftermath of an accident there. Last night, the HCFR had Bethany Ln. blocked from Postwick to MD99 and we were re-routed through Valley Mede.) Since this is "within spitting distance" of the proposed ingress/egress for Bethany Glen, I would really like to have some idea of what happened. Could you at least share preliminary info on what occurred? I would really appreciate it, I'm sure other community members would be interested, and this is also a reminder of Lisa Soto's point at the January meeting -- "What input do the police/fire& rescue have to the Transportation Priority Letter process?" http://safedrive99.com/photos	E-mailed
8	Dear County Executive Kittleman, On behalf of the Central Maryland Transportation Alliance I am sending the attached letter as comments on the FY 2019 Priority Letter for transportation projects. We sincerely appreciate the opportunity to provide public comment on this document and applaud your efforts to make the priority letter process more open and transparent. Thank you very much for your consideration.	E-mailed- Central Maryland Transportation Alliance

Comment Number	Comment	How the Comment was Received
9	<p>Dear County Executive Kittleman: Friends of Bridge Columbia enthusiastically supports the inclusion of the construction of the Downtown Columbia Transitway as a high priority in the Howard County Transportation Priority Letter to the Maryland Department of Transportation (MDOT)'s FY 2019-2024 Consolidated Transportation Program. We have long supported connecting east and west Columbia by means of a pedestrian, bicycle, and transitway with the bridge across US 29 between Downtown Columbia and the Village of Oakland Mills as a linchpin. We applaud the improvements that have been made to the pathway and the attractive upgrades to the bridge, but there is still much work to be done in the area of transit. We envision an efficient and attractive 21st Century active-transit corridor right through the heart of Columbia. It would encourage users by connecting key activity centers between Columbia Gateway and Howard County General Hospital, including Downtown Columbia, Howard Community College, Blandair Park, and several village centers. This proposed transit corridor could take advantage of rights-of-way planned by Columbia's developers a half century ago for such a transit system. This existing infrastructure could form the basis for a truly unique and cost-effective opportunity for development of an effective and efficient transitway through the heart of Columbia. This project would meet many needs, including: 1. Relieving traffic congestion and the need for parking in Downtown Columbia by providing alternate means of transportation for workers, shoppers, and people attending events. Connecting workers with Gateway Center jobs. The County's plans to make the corporate park into an economic driver with new businesses should be accompanied by a plan to efficiently and quickly transport people to the job center. 2. Helping to relieve congestion on Routes 29 and 175. 3. Making other major destinations, such as several village centers with relatively high density along the transitway, accessible to those without cars and those who choose not to use their cars to get around town. 4. Helping to attract investment in older village centers such as Long Reach and Oakland Mills. 5. Improving safety and security on the US 29 pedestrian and bicycle bridge if the transit shares a bridge with other users or is in close proximity to the pedestrian/bicycle bridge. 6. Reducing energy consumption and greenhouse gases by increasing the number of residents using alternate modes of transportation. We believe the proposed transitway should be assessed for more than just its economic benefits. American tastes are changing. Millennials, Baby Boomers and others want communities that are less car-dependent and offer mixed-use, compact, amenity-rich, and transit-accessible neighborhoods and walkable places. Accordingly, the feasibility of the new transitway cannot be evaluated solely on the basis of economic impact, nor can it be evaluated on guesses about future transit ridership. Policy makers must also consider how it would promote livability and connectedness, taking into account economic, transportation, public safety, environmental, community development, and other benefits that promote and enhance the quality of life in Columbia.</p>	E-mailed
10	<p>Thanks for taking the time to talk with me Wednesday night at the transportation project meeting. I'm the guy who brought up flooding in the Valley Mede neighborhood and the culvert that runs under Route 40. You probably recall some of this, but in case you don't, here's the background. When downtown Ellicott City flooded on July 30, 2016, my neighborhood flooded, too. My basement flooded to the ceiling and we even got some water in the garage. Many other homes in the neighborhood flooded, too. It was the second time this decade, so Howard County decided to do a drainage study for Valley Mede and nearby areas. The study determined that a series of projects could greatly reduce flooding along the Plumtree Branch, one of two creeks in Valley Mede that carry lots of storm water. One of the key projects was the State Highway Administration upgrading that culvert. SHA had a couple representatives at a meeting in November where the results of the study were presented. The SHA personnel at the meeting said that, because the culvert is structurally sound, they see no reason to do anything to it. That tells me that SHA is looking for reasons not to upgrade the culvert. At the transportation meeting on Wednesday, Dave Cookson mentioned that some transportation projects need to be in the letter because Howard County is applying for grant money. I think this project is similar in that sense. If it's not in the letter, SHA will say that Howard County must not think it's that important and they'll continue to refuse to do anything. The transportation priority letter describes each project in a sentence or two. I would describe this project as follows: SHA upgrade the Plumtree Branch culvert under Route 40 to pass the 100-year storm and work with Howard County to reduce flooding in Valley Mede. If you have any questions or would like more background, I'd be happy to help.</p>	E-mailed
11	<p>It is regrettable that even well into the 21st century, there is very little CONCRETE plans for anything other than more highways or investment in highways. Columbia is choking in traffic, and so is most of eastern Howard County (I don't know the rest that well). (There is one possible improved bicycle bridge, but no mention of having bicycle routes being an important source of transit in a way that they are protected (!) from the highways. Our roads are too wide and dangerous, and people drive too quickly. To talk about improving US 29 south of US 32 in the absence of any CONCRETE (that word, again) plans for good, reliable public transit seems especially unfortunate. What it will mean in practice is that the road will be widened, and then there will be opposition to taking space away for BRT or whatever is planned. In conclusion: just more traffic. If there are all-day connections between Burtonsville and the DC metro system, why is that not being done right now here? People travel to DC (one of the 2-4 most important urban centers in the US) all day, every day. (On the basis of my own experiences, it would seem that a connection to Wheaton or Glenmont would avoid a great deal of traffic which we now have on US 29 at and south of New Hampshire Ave., so these stations might be a better fit than Silver Spring. It is unfortunate that the possibility of having the bus route 201 stop at the Broken Land lot is not included or even mentioned. The county has many advantages, but it is an orphan transportation-wise, and that will in time have an obvious harmful effect on quality of life.</p>	Survey
12	<p>Improve transit options (more routes, more frequent). Make 216 pedestrian /bike friendly, and widen Murray Hill Rd to accommodate bikers. I am always seeing people biking along these roads while I drive my commute to Laurel. It is dangerous. I worry someday a person will be hit there. It would also be nice to have non-driving options between Columbus and Laurel. It would be environmentally friendly and awesome to have healthy options to walk/bike there. On Route 1 in Elkridge, I see people running across between the car wash and the shopping center with Green Valley grocery/snowball stand. A pedestrian bridge might help. Sometimes they run across in the dark. This is very dangerous. Additionally, Montgomery Road has a need to be widened for walking safely between where the sidewalk ends west of Rt. 1 by the church and the Montgomery Woods development. Kids run across the road because of the schools here (even though there are bus routes), especially during after school activity times or when they go to play on the baseball fields and basketball court in the evening. It is dangerous with cars coming quickly around the turn, a metal shoulder giving them no room to walk along the side and no crosswalk or light for crossing.</p>	Survey
13	<p>Frederick road has increasing become congested with many car traffic and become much more dangerous for pedestrian and bikers. I urge county to consider a plan to construct sidewalk from St Johns Ln to Centennial Ln. It will provide much needed safety to pedestrians, many of them are kids to/from Library from the Dunloggin, Gray rock neighborhoods and Centennial high school kids. As of right now, there is no sidewalk to walk from Dunloggin neighborhood to Library. The road shoulder is very narrow. The narrowest part is only a few feet! It is not safe to walk along the shoulder. Sidewalk only exists in part the Frederic road from Library to Centennial road. It is not safe to students of CHS to walk or bike to School. Adding sidewalk would make the trip to Library and CHS much safer and would benefit the communities along the road a lot. I strongly urge county to start consider this plan. Thanks</p>	Survey
14	<p>Sidewalks EVERYWHERE not just certain areas, then buses. Makes no sense to have to drive in order to get to a bus stop & walking in the street is not only unsafe, it should be illegal as it is in urban & suburban areas of more advanced counties & states!</p>	Survey
15	<p>There should be an additional survey choice of "Do not fund this project"</p>	Survey

Comment Number	Comment	How the Comment was Received
16	I think it is a disgrace that there is no rapid rail line going from Baltimore through Columbia to DC. Many if not most major US and European cities have such lines. Buses are not fast or convenient enough to attract a sufficient number of riders, and the current rail lines are not at convenient or numerous enough locations. The idea that such a line would attract "undesirable" people is ridiculous: any one who has a strong enough motive to come to Columbia will come anyway. What the line would do would be reduce vehicular traffic and time spent getting to work, and increase the accessibility of city jobs to people living in the suburbs, and vice-versa.	Survey
17	Support Howard County Bikeway Improve pedestrian/bicycle access into Troy Hill Business Park and County park from north and east neighborhoods.	Survey
18	Please consider added bicycle and pedestrian lanes along primary and secondary roads in the County west of Columbia, including Route 108, Ten Oaks Road, and Highland Road. This will enhance safety for both recreation and alternate transportation uses. Thank you.	Survey
19	Bicycle and pedestrian improvements in the eastern county and along the Route1 corridor are badly needed. Emphasis needs to be on making what is in place now work, instead of facilitating future growth.	Survey
20	OK, I have a picky complaint about the transit bus system. I am a teacher at Deep Run Elementary School, a Title I school in Elkridge. Many of my students live in one of the few remaining mobile home parks in the county, Deep Run Park. These students walk to school and many (most?) families have only one car. Getting around is a challenge for them. At conferences we tell parents about what a great public library system we have. As the crow flies, the Elkridge branch of the library is very close for our families. However, the only way to get from our community to the library by bus is to take a bus to Columbia Mall and then transfer to another bus that goes down Rt. 1. Why can't we route buses so they pass important community resources, like the library, without requiring transfers.	Survey
21	The priority project list is very Columbia-centric! There is an immediate need for upgrading transportation infrastructure along the Route 1 corridor in the County with all the high-density coming online. Route 1 between 175 and 100 is starting to resemble like College Park minus the pedestrian and bicycle infrastructure. More attention and resources need to be focused on upgrades to roadways, pedestrian and bicycle infrastructure along this corridor.	Survey
22	The current state of the RTA limits people to having a 2 hour commute if they need to have access to other bus lines. Provide more transfer options and increase frequency of bus trips so the system is available for those without cars. Also add sidewalks to both sides of streets so pedestrians do not have to cross streets unsafely. Route 1 is very dangerous and there are fatalities every year because pedestrians are forced to walk through areas with no sidewalks.	Survey
23	A sidewalk is need along highway 216 between All Saints Road and Pilgrim Avenue. Currently pedestrians use the shoulder of the roadway, which creates a safety issue.	Survey
24	My interests are mostly buried down in the short weeds of pedestrian safety improvements, i.e. - retrofitting sidewalks within existing neighborhoods where they are needed. An example is the retrofitting of a sidewalk on the south side of Northfield Road to improve safety for school children walking to Northfield and Dunloggin schools. Experience in 25 years of trying to get sidewalks along Northfield Road to improve pedestrian safety has led me to conclude that, at the end of the day, property condemnation and eminent domain should be used in cases of holdouts who refuse to grant the easements needed for sidewalks to be constructed. For example, if 3 of 4 affected property owners agree to the sidewalk and agree to grant easements, and if it is for the purpose of child safety or other good public purpose, the county should be willing to use property condemnation and eminent domain to get the needed easement(s). In all likelihood, comparatively small slivers of land are what is needed, not a wholesale taking. Unless the county is willing to do this, then a great deal of the talk of retrofitting sidewalks into existing neighborhoods will be just happy talk, and a waste of time, energy and (taxpayer) money.	Survey
25	I would like to see a transportation system in Howard County for Seniors. One which connects to all major 55+ Communities and H.C. 50+ Centers and major retail entertainment in the Eldridge/Columbia/E.C. area. As a retiree I have no idea how I will get around when I decided I don't want to or choose to give up driving. Not accessible is Howard County with public transportation options. As more and more individuals choose to retire here or remain here it seems to be a major concern for many. Thank you for the opportunity to express my thoughts and concerns.	Survey
26	I favor prioritizing funds for transit and alternative transportation (walking, bicycling) over attempts to increase vehicle driver convenience. I favor spending funds for dedicated, stand-alone pedestrian and cycling infrastructure over waiting until there is a road project that it can be added to. We can't build our way out of vehicle congestion. According to US Census data, 89% of HoCo workers commute by car (over 90% of them alone), 6% work at home, and only 1% bicycle or walk. Only 130(!) of us commute by bicycle, even though over 75,000 residents have less than a 25 minute commute and presumably could bike to work if the infrastructure was there. If a city like Minneapolis, in the Great White North, can invest in infrastructure resulting in a cycling commuting rate that is about 50 times greater Howard County's, there is no reason that we can't benefit in the same way. Howard County residents are driven (heh) to use their cars instead of walking or cycling or riding a bus or a train because the alternative facilities are insufficiently convenient or safe. Investing in alternative transportation could ultimately significantly reduce traffic on highways at a far lower cost than adding lanes and intersections here and there, a few at a time. Howard County needs to plan for the major employment center that it is, and take a principled approach to long range planning for and early implementation of alternative transportation infrastructure.	Survey
27	Bike, ped, BRT investments in the east will give the biggest bang for the buck, and help the county win the next large HQ RFP (e.g. Amazon HQ2).	Survey
28	As Columbia grows, and its residents grow older, it is essential that we design and implement a strong, efficient and reliable internal transit system. Utilizing the existing Transitway would connect ALL of Columbia's largest activity centers. The time to begin planning is NOW, before the full build out of Downtown and Gateway!	Survey
29	Route 99 is very congested at school start times for Marriotts Ridge HS and Mount View MS. The two school share a road that has one way in/out. The start times between the two schools are 15 minutes apart. Unlike other schools that have shared campuses (minimum of 30 minutes up to 1 hour). If Mount View MS start time was moved later by 30 - 40 minutes, this would help alleviate much of the bottleneck traffic.	Survey

Comment Number	Comment	How the Comment was Received
30	There are a number of very low cost improvements to increase bicycle safety that should be done on a regular basis. For instance: * Street Clean Centennial lane bike lanes. These bike lanes are now very nice but very dangerous because of accumulating debris. Piles of leaves and pine needles and large sticks cause riders to ride in the automobile lane anyway defeating the purpose of the improvements. If you need me to take pictures I can, but I tell you someone is going to get hurt on your new bike lanes! * Fill and repair road side pot holes and widen shoulders. There are many places where the shoulder has eroded leaving NO space for riders. In these cases there was some room for riders before and now the pot holes cause riders to move from the shoulder into traffic. It is VERY dangerous. Remember bikers only need foot or so. Creating a 6 inches to a foot for a few hundred feet is a huge safety improvement with low cost (LOW HANGING FRUIT). Of course you want long lasting solution but maintenance is required. Here is an example of a ZERO SHOULDER that is very dangerous. Look at street view of 108 east bound at this lat lon: 39.232609, -76.829779. * Saner Road hill south bound. This is another very dangerous situation caused by a high traffic area where the shoulder narrows to zero. I regularly see cars skid to a stop avoiding riders that move from the wide shoulder into the lane. Here is the lat lon: 39.175538, -76.898446 Again I understand that you have a long range solution but what I am asking for is a 1 to 2 feet of shoulder for a few hundred feet. The project to widen the lanes to 12 feet and shoulders to 6 is a great idea that may never happen. Why not use a sort term low cost solution to save lives while you get money for the pie in the sky big project. I see many situations like this throughout the county: vanishing shoulders, dead end bike lanes, pot holes. I am asking that we consider many of these smaller projects. Here is another dead end bike lane/shoulder on 108 east bound:39.208334, -76.797649. Every weekend I have to joke with cars to get past this pinch point. Remember the psychology of a driver is that they own the lane and bikers have no right to move from the shoulder even if it ends.	Survey
31	Please help with the traffic back-ups on Route 40, Route 29, Route 99 & Route 70. We have been neglected and need relief NOW!	Survey
32	BRT in Howard connecting to Montgomery along US29 will only work if there is a fly over for BRT over the Middle Patuxent River. BRT done on the cheap in mixed traffic works poorly. Transit in Howard has very poor headways and is mostly used by the transit dependent with no car available. An East/West transit way from Gateway to DT Columbia using autonomous shuttles should be studied.	Survey
33	What about River's Edge Road, the only light on Rt. 29 in Ho Co? A fly-over with crossing lanes (like a Diverging Diamond Interchange (DDI)?) for folks wanting to go from RER out to NB 29 or from NB 29 in to RER that would allow SB 29 and NB 29 to flow freely underneath? What about widening NB 29 from the Little Patuxent River to Rt. 32? Right now, traffic slows dramatically just after crossing the bridge (the bridge is not the problem, it goes to two lanes _after_ that, then widens for the turn lane to Rivers Edge Road). This could be solved in conjunction with the above; I've got drawings. Fix those two, and Rt. 29 north will flow much more smoothly for all the commuters, whether coming back from DC, Mont. Co., or even just Maple Lawn or APL. For everything other than 95 / 70 / 100 / 29, planning for pedestrian and bike users is critical. If you build it, they will come, whether you build car spaces or bike / walking spaces. What do you want to come? More cars to crowd the car space? Or bikers / walkers to limit congestion, limit consumption, increase health?	Survey
34	Suggest an "on demand" pilot program to evaluate individual transport options like Lyft and Uber for those residents who either can't drive or are seeking more flexible alternatives to the current bus system.	Survey
35	My suggestion for a new project to add to the letter: SHA upgrade the Plumtree Branch culvert under Route 40 to pass the 100-year storm and work with Howard County to reduce flooding in Valley Mede. Note that this idea has already been sent to Dave Cookson.	Survey
36	I70 widening from 40 to 29 is a major issue for Western Howard county and should be addressed as soon as possible in terms of safety and congestion.	Survey
37	Pedestrian walkway improvements (repainting walkways, repaving traffic islands) are needed at MD 108 and Columbia Rd. This is a critical access point for the Dorsey Search shopping center for people living on Columbia Rd south of 108.	Survey
38	Howard County need better public transportation to connect with other jurisdiction. Buses should run every twenty minutes. Howard County need to let the MTA operate more bus schedule time for the public to commute back and forth.	Survey
39	Improve trash pickup along ALL county roadways, including medians and exit/entrance ramps. Promote public education campaign to reduce littering. Enforce existing littering laws. The county looks like a dump and trash impacts pedestrians, cyclists and motorists.	Survey
40	Anything to help the slowdown at 70 and 695. Anything to help morning traffic and evening at 70 and 29	Survey
41	Route 1 needs numerous upgrades for safety and volume.	Survey
42	We live along Route 99 and the congestion is terrible. In addition the county is allowing more development along that route. The county should look at ways to improve the access to Mount Hebron High School along with offsite parking with shuttle service. Transportation for people who live outside Columbia as the population ages. Transportation that services people who are choosing to remain in their homes due to the high cost of living in this county. Retired people travel more than twice a day from their homes so when doing evaluations the county should revise how many trips a retired person makes. People are continuing to remain active in their retirement years. Re-evaluate these studies more often given the rate that housing is built. Advocate for the state to widen I-70 to diminish the amount of traffic that comes off of that road onto 99. There is a steady stream of traffic from I-70 that goes down 99 to well past Marriottsville Road making it difficult to make a left onto 99. This is especially true from 29 going west.	Survey
43	Improved Public Transit rail or Bus rapid Transit with dedicated lanes should be a priority to connect Howard County to both Washington DC and Baltimore.	Survey
44	Bus and Light Rail needs to be implemented to Howard County and Columbia to make it a true urban area.	Survey
45	The current state of Howard County's public transit is abominable. Projects that increase accessibility to high quality public transit services should be top priority.	Survey
46	The budgeted and planned roundabout at Highland Rd and Ten Oaks road should be built as soon as possible, This is a very dangerous intersection.	Survey
47	Add lanes to route 70 to relieve hazardous conditions on state route 99 near terminus of route 29.	Survey
48	There's way too many place without sidewalks, or places with bits and pieces of marooned sidewalk, or streets with sidewalks only on 1 side - fix that ASAP	Survey
49	We need to do improvements HOWEVER, we need to invest in mass transit / bicycle options for Howard. Building more roads means maintaining more roads - at a high cost. There is no magic number here. Like your bills, costs will only increase to match what you throw at it. And the only way to do that is to invest in commuter transit options. Period. Besides, we need to stop shoveling green areas under asphalt.	Survey
50	The following is a major issue that has caused many accidents that could have been easily avoided. The Centennial Lane and Breconshire Road intersection is in need of a DEDICATED left turn signal. It is simply inconvenient and risky with the current yield-only light because the oncoming traffic drives up a masked hill. With a dedicated left turn signal, cars can safely turn onto Breconshire Road safely.	Survey

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51	As someone who has commuted along the US-29 corridor into Montgomery County every day since 2009, I've seen how traffic has actually IMPROVED over the past five (5) years. The large federal employers along this corridor, such as FDA and NOAA, have really improved vanpool and telework options over the past few years. Furthermore, improvements were noted once the ICC/MD-200 interchange was finished. I'm not convinced that Bus Rapid Transit (BRT) is worth the funding anywhere other than closer to downtown Silver Spring without expanding the US-29 bridge over the Patuxent River (Rocky Gorge Reservoir) at the HoCo/MoCo line. Speaking of which, widening of that bridge would be a wish-list item for me.	Survey
52	Clarksville is a mess and will get much worse as the two major developments come on, and with businesses at ten mills (lunacy) and at river hill nursery site also increasing traffic. The CVS and tire store and chick fil a at 108 and ten mills should never have been allowed. I foresee many more fatal accidents at that site as people try to exit the new businesses and go left into Clarksville.	Survey
53	Rt 99 between Marriottsville Rd and Rt 29 is a nightmare. I do not live or commute along that route but I travel there to visit friends. Getting out of side roads where there is no signal can be near impossible and very dangerous at times when the traffic is fast, heavy, and steady. I have had multiple near collisions and have sat for very long periods waiting to get out, especially when trying to turn left on Rt 99.	Survey
54	I think having a road through Hug Park should be discouraged, even a slow moving one. Mixing cars, bikes and people does not work. This idea was implemented in DC on the SW Waterfront and the consensus is that it's confusing and dangerous. An innovative pod system to connect parking areas downtown, Oakland Mills and the MWP district should be studied.	Survey
55	Please prioritize projects related to implement Bike Howard: ADA pedestrian and bicycle paths, including through intersections and crosswalks, as well as completing missing path linkages. The transit bus fleet of vehicles is deserving of more investment, as well as improved routes and the new bus transit center in Columbia. Proposals to widen existing roads should only be done to provide Bus Rapid Transit, or local transit options. NO new car bridge/intersection is needed from Rt 29 spanning over Lake Kittamuqundi in Columbia. Priority should also be given to the health of the trees in the Right of Ways. This includes removing sick trees and planting new ones roadside, and as part of pedestrian and bicycle paths.	Survey
56	Smarter growth happens when communities connect with each other. By having transportation infrastructure that allows people to interact outside of a car, you build stronger bonds in that community. Ideally, biking/pedestrian infrastructure is overall cheaper and has a higher reward/payback to the community. Thanks!	Survey
57	More EV fast charging stations.... especially Western Maryland.	Survey
58	Please request more Marc trains. The commute to dc is getting worse. Over the past 10 years, what was an hour drive is now an hour and a half on average. The Marc train does not run often enough to allow me to use it.	Survey
59	Need increased crosswalks on hickory ridge near HCC	Survey
60	The county/state needs to emphasize transit, bike, and pedestrian planning.	Survey
61	We need a noise reduction wall along I70 due to the high volume of traffic. The walls should run from 29 to marriottsville Rd.	Survey
62	The noise control walls on 95 MUST go from Rt32 to 216! The noise from tracker trailers slowing to get into the rest stop just before 216 is crazy!!!! The walls went up on 29 where there were not even houses. I can throw a stone from my backyard and hit the highway! Please put up this wall!	Survey
63	We need a noise wall off of 95 south of 32	Survey
64	I would like to see some priority given to reducing noise caused by I-32 - in the areas already widened, particularly affecting my neighborhood of River Hill. This has been ignored and discounted based on OLD, outdated data from 20 years ago. I attended a meeting a year ago or so and was disgusted to hear that no one will address this primarily because of noise level data that was obtained MANY years ago. I would also like to ensure these new projects provide substantial consideration and reduction of the noise impact. Thank you!	Survey
65	Stop developing downtown Columbia, it's NOT A CITY. Bringing in more apartments burdens traffic and no amount of money towards roads is going to help it. Stop wasting money on ADA compliance when it can be spent on serving the greater community. Widen 108 between Clarksville and Ellicott City to ease the traffic. Stop wasting money on buses that only serve to bring crime in from Baltimore City.	Survey
66	The most valuable asset Howard County displays to its public community is the natural elements, nature, that stay in existence among its growth and development. Trees, flowers, ponds, etc. are crucial for maintaining a healthy and happy place to live and work in for all of us. Thank you for making this a number one priority!	Survey
67	More consideration is needed for low income pedestrians that have no other means of transportation. There are still too many roads in Howard County near low income housing that do not even have a shoulder to walk on let alone a sidewalk. I propose a study be done that specifically addresses this issues.	Survey
68	Provide better mass transit options for residents who work in the Washington DC metro area by rail or bus. Preferable by expansion of DC Metrorail.	Survey
69	Relocation of Sheppard Lane at 108 in Clarksville	Survey
70	Certain roads in Howard County should have bicycles banned from riding on them. Murray Hill Road and Gorman Road are very narrow with lots of blind spots and curves. With increased traffic in the area it's just a matter of time before a fatal accident occurs. The traffic circles in Fulton along 216 are becoming more dangerous than prior years. Some drivers tend to race into the circles to beat existing cars in the circle. A stop sign should be placed on Ice Crystal Drive where it meets 216. Another stop sign should be placed on Maple Lawn Boulevard where it also meets 216. Bicyclist should be banned from riding on 216 in the Scaggsville / Laurel area. During the afternoon rush hour traffic, bicycles are being rode along the 216 meridian strip and on the whites lines towards the sidewalks. There are wide sidewalks on each side of 216 in the Scaggsville area. The cycles should be risen on the sidewalks in that area.	Survey
71	We would like to add the enlargement of the culverts that carry the Plumtree Branch under Route 40 to the priority list. After two floods in less than 5 years, our home was flooded with 7 1/2 feet of water in our lower level. We were very anxious during this time and prayed the water would not enter our living quarters. We feel the inadequate culverts under Route 40 contributed to a backlash of water as they could not handle the enormous amount of water, thus contributing to the flooding. Every heavy rain brings very anxious moments as we watch helplessly while Plumtree rises and pray it will not back up at Route 40 causing flooding. The flooding of Plumtree has caused erosion of the bank beside our home at 9509 Longview Drive. Howard County is now addressing that problem and work has begun. We would appreciate the Maryland Department of Transportation looking into this problem and adding it to the priority letter as an urgent problem to be taken care of as soon as possible.	Survey
72	It would be interesting if there were express shuttle buses/vans to connect appropriate MDSA Park and Rides with Dorsey and Savage stations. Their schedules should be made to align with the Camden Line. If the discussion of BRT along the US-29 corridor with emphasis on getting to the Washington area involves the creation of a dedicated right-of-way over congested intersections in Montgomery County, it may also be worth also discussing rail instead of BRT to connect Columbia to Silver Spring Station (and perhaps Jessup Station or Penn Station).	Survey
73	It seems that the survey is a bit biased towards bicycle and pedestrian improvement projects as they are typically couched in terms of "safety improvement". Not every one is a cyclist nor should every road be cycle compatible.	Survey

Comment Number	Comment	How the Comment was Received
74	When the county closed the pedestrian/bike bridge over Route 29 for enhancements this winter, they learned that several hundred people actually use the bridge to get to jobs in West Columbia. Since the survey only covered daytime hours, it probably didn't capture residents who work evening shifts and also use the bridge. Bridge Columbia is essential to many of the disadvantaged residents of Oakland Mills.	Survey
75	Traffic issues at Mount view middle and MRHS.	Survey
76	Please focus attention on the significant Traffic Concerns in the Northern part of the County. Rt. 40/Rt. 99/Rt. 29 & Rt. 70. Thank you for including projects for this area on your Survey.	Survey
77	I'd love to see public transportation that would connect HoCo to Montgomery County transportation, the Marc trains, DC metro! And it would be lovely if there were public transportation options along 216 in Scaggsville	Survey
78	Need for comprehensive mass transit plan for Howard county, linking and expanding transportation needs not only within the county but also between Hc and Baltimore.	Survey
79	We believe another project is worthy of consideration. Improve the interchange on Route 29 at the Rivers Edge neighborhood (just south of the 32 and 29 intersection). This light and corresponding neighborhood desperately need improvement.	Survey
80	Widening I70 between Rt29 & Rt 40 is of utmost importance	Survey
81	Hello, 1-70 widening is imperative from Marriottsville Rd where Rt 40 West dumps into Rt 70 and where Rt 29 (off of Rt 99 -Rogers Ave) dumps onto Rt 70 Eastbound & Westbound. The overflow of traffic onto Rt 99 has increased as drivers seek an alternate route off of Rt 70. Bethany Lane is used to handle overflow traffic to access Rt 40 as drivers weave their way onto secondary roads and through neighborhoods. This situation needs to be given top priority, in my opinion. There needs to be a comprehensive study of Rt 99 safety improvement options. Accident rates and speeding are increasing every year. Safer turns onto Rt 99 from Bethany Ln, Green Clover Dr, Litter Dr, Woodstock Rd, and other intersecting roads from Woodstock Rd as far as Melba Road, near Rts. 99 & 29. Also, there needs to be traffic study and reconfiguration of the intersection at Rt 29, Rt 40, and Ridge Road. Traffic exiting 29 South to Ellicott City as it exits past the shopping center is backed up as it attempts to turn left to cross Rt 40 to get to Ridge Road where apartments and the Wal Mart is located. Many people, such as myself, make a right turn, head towards the Post Office, and turn around there. Also, traffic exiting to Rt 29 off of Rt 40 Westbound at Ridge Road backs up consistently, and the merge onto Rt 29 North is not safe. Lastly, the intersection of St. Johns Ln & Rt 40 is atrocious where the Sun Trust Bank is located. There is not enough room to access St. Johns Lane with the businesses located there. With 2 additional businesses, Sprouts and Tuesday Morning, yet to open, this situation will only get worse and the accident rate is sure to rise. Thank you for allowing me the opportunity to participate in this survey. My suggestion is to make people aware of this survey when billing for 4th quarter water/sewer usage. I believe you would have a higher participation rate.	Survey
82	The I-70 and Rt 29 interchange has been a dangerous and congested area for decades. Aggressive development to the west along I-70 continue to increase the volume of commuters passing through this area. Gridlock on both highways leads to increasingly unsafe conditions including thousands of commuters who bail onto local roads like Rt 99 in an attempt to avoid it. This puts impatient commuters onto local roads with no shoulder and poor visibility at the same time that inexperienced student drivers and children walking along roads with no sidewalks are arriving at school. Widening I-70 and improving the 70/29 interchange will not only alleviate the terrible congestion on those highways but it will also help channel commuters back onto the high volume roads they belong on and off of dangerous local roads.	Survey
83	Study widening of 108 from Eliot's Oak to Davidge. Construct alternative access to Clarks Elioak Farm on Centennial to relieve event congestion on 108. (Perhaps not a state issue, but should be considered with proposed intersection improvements and how to widen which will require taking Clarks' frontage). Traffic light preemption for emergency vehicles, buses, BRT, and school buses especially in areas with medians for emergency vehicles to flow through, 175/LPP ambulance route to Howard Hospital, Route 29 into Montgomery for buses, and Route 1 for school buses. Widen 108 to 5 lanes from 32 to Clarksville MS.	Survey
84	Capacity improvements to Route 29 from MD 198 to MD 99 should be the priority. There needs to at least three lanes in both directions. The lane narrowing prior to MD 216 and MD 32 causes unnecessary congestion.	Survey
85	Dear Mr. Kittleman, The Oakland Mills Board of Directors eagerly awaits the official opening of the new bicycle/pedestrian bridge, which we understand will be named "Bridge Columbia." The dramatic new geodesic spiral design with enhanced lighting has energized the corridor from Blandair Park to Howard County General Hospital. The number of users has dramatically increased, and the comments we receive are all positive. As our Board continues to work closely with the Friends of Bridge Columbia, we now ask for your support in taking the next step: including the construction of the Downtown Columbia Transitway as a high priority in the Howard County Transportation Priority Letter to the Maryland Department of Transportation (MDOT)'s FY2019-2024 Consolidated Transportation Program. The development of downtown and the Gateway Business area has strengthened our vision of an efficient and attractive 21st Century active-transit corridor running right through the heart of Columbia. The Transitway would activate the corridor from Howard County General Hospital, alongside the college, through downtown Columbia and several west side and east side villages to the Gateway business area. Including and prioritizing the Transitway in the county's Transp01tation Priority Letter would lead the way for development in the near term, making our county attractive to millennials, baby boomers and others looking for a transit-accessible community, less dependent on cars, to call home. As we learned when the bridge was closed for remodeling, many people already use Bridge Columbia- not just for recreation- but also to get to jobs in West Columbia. We expect that number to increase exponentially after the Bridge officially reopens and is illuminated. The Transitway project is the next logical step and would meet many needs, including: Relieving traffic congestion and the need for parking in Downtown Columbia. Helping relieve traffic congestion on Routes 29 and 175. Making village centers and other destinations accessible to those without cars or for those who prefer to not use their cars to get around. Helping older villages like Oakland Mills and Long Reach attract investment. Reduce energy consumption and greenhouse gases by using alternative modes of transportation. Improving the safety along the pedestrian bridge over 29 with the frequent passage of buses. We implore our policy makers to consider all of the factors that make communities transit accessible for today's riders and most importantly future riders. Creating transit-accessible routes will continue to make our county the number one choice to live, work, and play and will enhance the quality of life for all.	Letter- Oakland Mills Village Board
86	As you know, the intersections of MD 175 with both MD 108 and U.S. 1 are congested and offer a low level of service. Though I am obviously not a highway engineer, this is still of interest to me because MTA and RTA services operate through these intersections. It would be desirable to improve the traffic throughput at these intersections, and in so doing improve the speed and reliability of the transit services that operate there. Therefore, I've taken it upon myself to lay out a possible grade separation at both intersections. I've written up a brief description of what these grade-separated interchanges might look like and how they would function. I've also included spreadsheets that describe the signal phases that could be employed at each. I would be grateful if you would look these over and let me know if you think either or both of these plans would be worth officially pursuing. Thank you.	Email

Comment Number	Comment	How the Comment was Received
87	<p>The Horizon Foundation continues to support biking and walking that is safe, easy and attractive for residents throughout our county as an evidence-based strategy for increasing residents' activity levels and improving public health. In the survey for the County Executive's 2019 Priority Letter to the Maryland Department of Transportation and the FY19 project list, we are heartened by the inclusion of numerous strong bicycle and pedestrian improvements. We hope that these projects, particularly those that are components of the Bikeway, are included in the final letter and elevated to as high a priority as possible. Current community support for such projects runs high. The county has received about 2,000 statements of support for the Bikeway from individuals in the past two years, and letters of support from 34 community institutions, including major employers, developers, civic leaders and real estate professionals.</p>	Email- The Horizon Foundation

4. Survey Instrument

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

Welcome!

Your input is important. Please review the following information before proceeding to the survey.

Background Information

Every year Howard County sends its prioritized list of transportation projects needing state support to the Maryland Department of Transportation (MDOT). The projects must demonstrate a relationship to the long term goals of the Maryland Transportation Plan, the State's Climate Action Plan, and Howard County's land use plans. The County Executive sends the list to MDOT in the form of a Priority Letter that MDOT will consider in its 2019 - 2024 Consolidated Transportation Program.

Howard County plans to send the Fiscal Year 2019 Priority Letter to MDOT around the 1st of April. The County Executive would like to consider public input before sending the letter.

From the Maryland Department of Transportation:

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The CTP contains projects and programs across the Department, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, the Washington Metropolitan Area Transit Authority, the Maryland State Highway Administration, the Maryland Port Administration, and the Maryland Transportation Authority. The CTP includes capital projects that are generally new, expanded or significantly improved facility or service that may involve planning, environmental studies, design, right-of-way acquisition, construction or the purchase of essential equipment related to the facility or service.

Please click [here](#) to review Maryland's FY 2018-2024 Consolidated Transportation Program

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

Survey Purpose

The purpose of this survey is to gauge public support for projects the County is proposing to include in the FY 2019 Priority Letter. If you would like to review previous Priority Letters from Howard County or other jurisdictions, please click [here](#). Some of the projects included in past Priority Letters have received funding or support from MDOT and therefore will automatically be included in the FY 2019 Priority Letter to indicate the desire for continued support until they are completed.

These projects are:

- Widening of US 29 from Seneca Drive to MD 175
- MD 32 Corridor Improvements
 - Phase 1: Dualization of MD 32 from MD 108 to Linden Church Road
 - Phase 2: Linden Church Road to I-70, including MD 32/MD 144 intersection improvements
 - Phase 3: Evaluation of the widening MD 32 north of I-70 to the Carroll County line
- Design and construction improvements at the US 1 and Kit Kat Road Intersection
- US 29: Bus Rapid Transit. Planning for enhanced express bus service to Silver Spring along the US 29 BRT corridor

Important Dates

End of Public Input Survey - February 9, 2018 at 5:00 PM

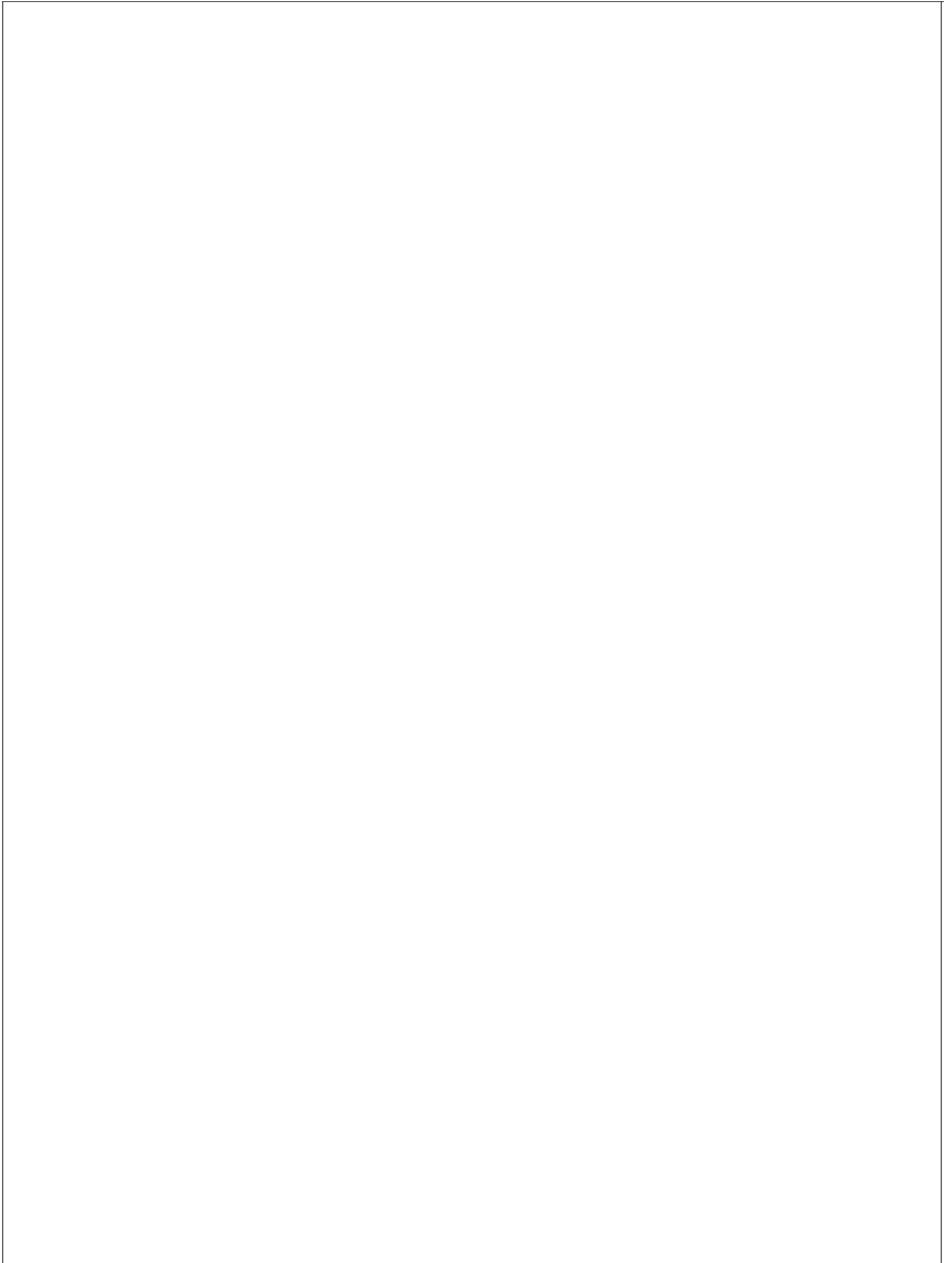
Please fill-in your contact information below and complete the survey beginning on the next page. Your name is optional, but your e-mail address, and zip-code are required. Your e-mail address will only be used for communicating updates about the process.

Contact Information

Name

ZIP/Postal Code

Email Address



Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

Instructions

Below is the current list of proposed projects for the Howard County FY 2019 Priority Letter. Please indicate your level of support for each project by choosing one of four options, i.e. **High Priority, Medium Priority, Low Priority, I choose not to rank this project.**

You also have the option of suggesting new projects. See instructions at the end of the survey.

The projects listed below are not intended to represent their importance or priority.

If you have questions about a specific project, please contact the Howard County Office of Transportation at 410-313-4312 or via email at dcookson@howardcountymd.gov.

The Office of Transportation has also produced an [online interactive map](#), which provides more information for each project.

US 29: Middle Patuxent River to Seneca Drive

Widening of US 29 from the Middle Patuxent River to Seneca Drive, including improvements to accommodate BRT.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Transit Capital Improvements

Add buses to the RTA fleet. RTA buses are currently in short supply, causing service disruptions when regularly scheduled buses need service.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Transit Capital Improvements

Study and design a Bus Rapid Transit system to relieve congestion on busy commuting corridors in Howard County, in particular to the Washington Metro area.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

US 1: Sidewalks from North Laurel to Prince Georges County Line

Construct sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line to accommodate and support pedestrian and bicycle traffic along the US 1 corridor.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 108: Ten Mills Rd. Intersection

This project will provide a single left turn lane at the MD 108/Ten Mills Road intersection. Traffic signals will be replaced and optimized. Bicycle compatibility will be provided through the intersection.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 100 & MD 103 Interchange

Howard County is proposing a Diverging Diamond Interchange (DDI) at this location to replace the existing grade-separation. A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

I- 70 Corridor: US 29 Interchange

This project will be to design and implement a new interchange to meet capacity enhancements.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

I- 70 Corridor: US 29 to US 40

This project will provide one additional lane on I-70 (from US 29 to US 40) in both directions.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

I- 70 Corridor: Marrittosville Rd. Interchange

This project will be to design and implement a new interchange to meet capacity enhancements.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 175 Corridor: Access to Gateway Dr.

Evaluate the improvement of existing access points into Columbia Gateway Drive, including a third access point through the potential extension of MD 108 across MD I 75 into Columbia Gateway Drive and direct access to Columbia Gateway Drive from I-95

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 175 Corridor: Various Intersections

Continued comprehensive traffic modeling by SHA and Howard County that will lead to design alternatives including the US 1/ MD 175 and US 1/I-95 interchanges.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pedestrian, Bicycle, and ADA Access and Safety Improvements:

Develop countywide bicycle and pedestrian networks to provide safe, comfortable, and convenient transportation for all ages and abilities.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 108: Guilford Rd. to Trotter Rd.

The project will provide dedicated shared use pathways, intersection improvements for pedestrians and cyclists, and selected roadway expansions for automobiles and commercial traffic in order to improve safety and accessibility within the project corridor.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

MD 175: MD 175 @ US 1

Widening and reconstruction including final design and construction of the US I/MD 175 interchange.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 103 @ US 29

Addition of a third lane along MD 103 onto ramp towards US 29 northbound.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Traffic Signal Back-up Generators

Evaluate and plan a system for developing a back-up generator installation program at key state highway traffic signals within Howard County.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Noise Walls

Evaluate, design, and construct noise walls at Dumhart Road, at the southwest corner of I-95 and the MD 216 interchange.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 99: US 29 to Marriottsville Rd.

Investigating safety and congestion issues in the MD 99 corridor between Marriottsville Road and US 29/MD 99 intersection.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

US 1 Corridor

Development of a safety audit for US 1 Corridor.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

US 1 Corridor: MD 175 to Montevideo Rd.

MD 175 to just north of Montevideo Road; phased arterial highway reconstruction including pedestrian, transit and streetscape improvements.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

US 1 Corridor: US 1 @ Meadowridge Rd.

Construct intersection improvements along US 1 at MD 103 (Meadowridge Road).

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

I-70 Corridor: Marriottsville Rd. Bridge

Widening of the Marriottsville Road Bridge over 1-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

Downtown Columbia Pedestrian Bridge

Construction of safety and aesthetic improvements to the existing pedestrian-bicycle bridge over US 29 between Downtown Columbia and Oakland Mills.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Downtown Columbia Transitway

Study of a potential transitway that would connect Downtown Columbia; Oakland Mills, and Columbia Gateway Office Park, including a possible transit bridge over US 29.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Downtown Columbia Connector

North South Connector/Jug Handle: a major collector planned to connect the US 29/Broken Land Parkway interchange to Little Patuxent Parkway, including a spur off the existing northbound US 29 off-ramp pursuant to the Downtown Columbia Plan.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MD 108: Centennial Lane Intersection

Construct intersection improvements along MD 108 at Centennial Lane.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Downtown Columbia

Designating Downtown Columbia as a Transit Oriented Development.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MDOT's MARC Growth and Investment Plan

Howard County urges the state to fully fund and implement MDOT's MARC Growth and Investment Plan improvements on the Camden Line, including track improvements, rolling stock and additional service.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

I-95

The County fully supports the SHA 's I-95 Active Traffic Management project. We urge the MDOT to continue to advance it.

High Priority	Medium Priority	Low Priority	I choose not to rank this project
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

New projects

If you would like to recommend additional projects for the FY 2019 Priority Letter please email a detailed description including the project benefits to dcookson@howardcountymd.gov or call the Howard County Office of Transportation at 410-313-4312.

Note that the Priority Letter only includes projects needing State support. If you would like to review State guidance for the priority letter please follow this [link](#).

Public Input- 2019 Howard County Priority Letter to the Maryland Department of Transportation

If you would like to add any additional comments regarding transportation in Howard County please do so below.

Comments:

What happens now

Following the end of the survey (February 9, 2018 at 5:00 PM) the results will be compiled and will serve to guide the development of the final FY 2019 Priority Letter sent to the Maryland Department of Transportation.

The results of the survey will be posted [here](#).

Thank you for taking the time to participate in this survey!