



Howard County 2017 Priority Letter Public Input Survey

Survey Results – April 2016

County Executive Kittleman requested the Office of Transportation seek public input into Howard County's prioritized list of transportation projects needing state support that is sent each April to the Maryland Department of Transportation (MDOT). The Office of Transportation sponsored an on-line survey between February 23rd and March 11th. This document summarizes the results.

The survey was on the SurveyMonkey website (www.surveymonkey.com) between February 23rd and March 11th, 2016. Information publicizing 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 local and state legislative representatives.

There were a total of 1,427 responses to the survey. Of these, 1,319 completed the priority project portion and 311 provided 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. In theory 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. 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.

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

The Office of Transportation would like to thank everyone that participated in the survey. The size of the response and the thoughtfulness of the responses was gratifying. For reasons such as feasibility, impacts, or cost, the Priority Letter cannot include every desirable project, but all recommendations for projects have been recorded for consideration in future priority letters and County capital budgets. Responses to the survey will be kept anonymous.

Results are presented below in four sections:

1. Highlights
2. Detailed Results, by individual project
3. Individual Comments - provided verbatim with the exception of deletions of personal information (names, email addresses, phone numbers). Comments were also reviewed for abusive speech (none were received that warranted removal).
4. Survey Instrument

1. Highlights

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 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:

- MD 175 Corridor – Evaluate an additional access point to Columbia Gateway
- Pedestrian/ bicycle access, safety and ADA improvements
- MD 175 Corridor – Traffic modeling for MD 175 intersections at I-95 and US 1
- US 29 Corridor between Broken Land Parkway and MD 175 – access and capacity improvements
- I-70 / US 29 Interchange – Design and implement interchange capacity enhancements
- I-70 Corridor – Widen I-70 between US 29 and US 40; reconstruct I-70/Marriottsville Rd interchange
- MD 175 Corridor – Design and engineer upgrades to US 1/MD 175 interchange

Figure 1 compares the average ranking score for each project in the survey. The top ranked projects are shaded in a red hue for easy recognition; the darker the shade the higher the average score. 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. Figure 2 shows the breakdown for the top 7 ranked projects and how many indications of support each received in each priority category. For example, approximately 45% of all respondents viewed the third access point into Columbia Gateway as a high priority transportation need in the County.

Figure 1 – Public Priority Rankings

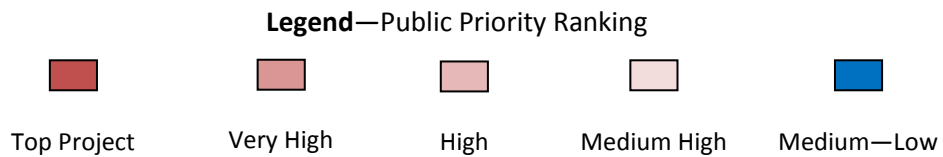
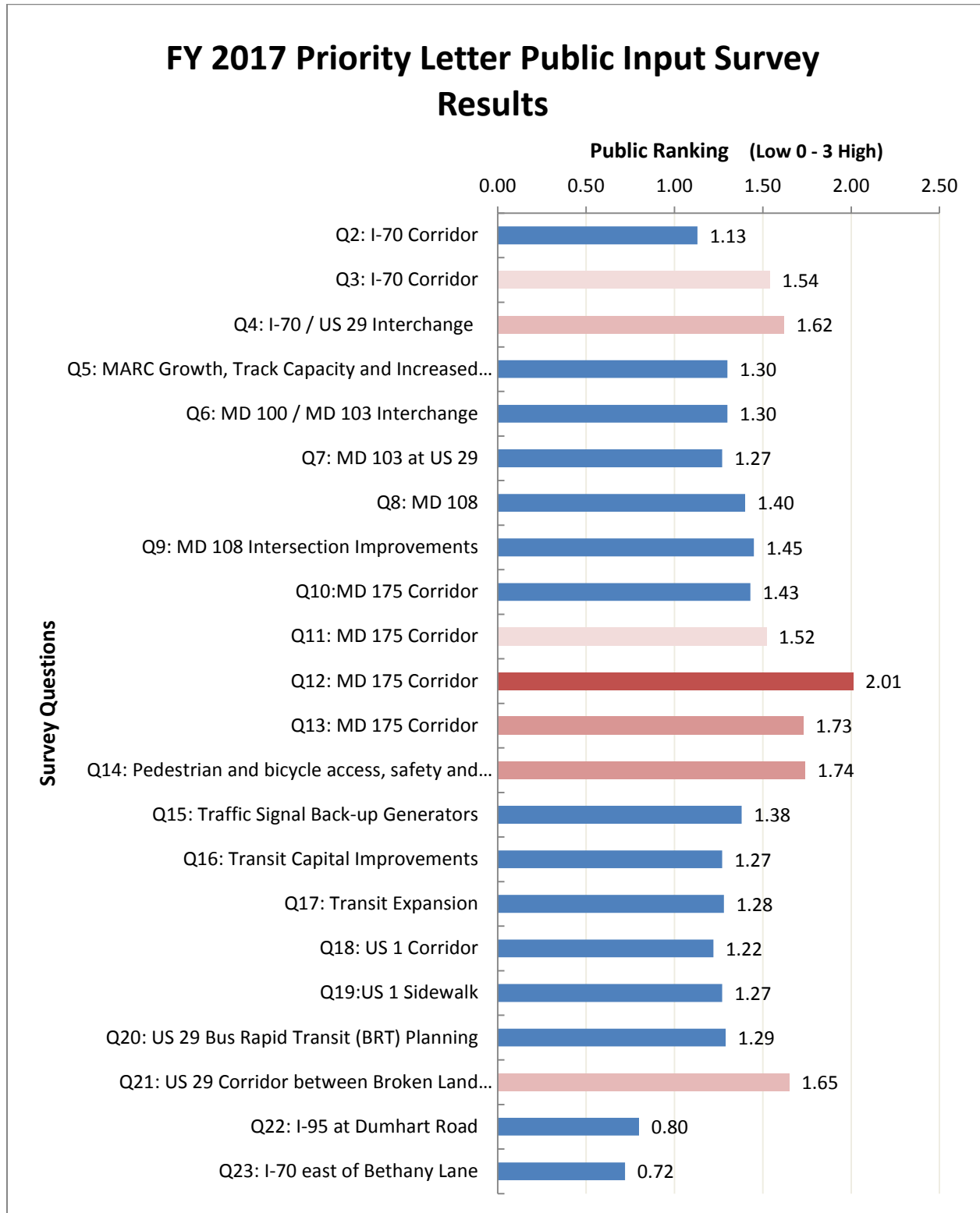


Figure 2 - Top public ranked priority transportation projects

Survey Questions	Number of votes					Rating
Q12. MD 175 Corridor						
Answer Options	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Rating Average	
Evaluate a potential extension of MD 108 through MD 175 into Columbia Gateway Drive, creating a third access point to Columbia Gateway.	591	269	340	119	2.01	
Q14. Pedestrian access, bicycle access, and safety improvements commensurate with the Americans with Disabilities Act (ADA)						
Answer Options	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Rating Average	
Design and construct sidewalks, pedestrian safety improvements, bicycle safety improvements, and final design and construction of the Bicycle Master Plan (BikeHoward) short term	493	268	284	274	1.74	
Q13. MD 175 Corridor						
Answer Options	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Rating Average	
Conduct traffic modeling and develop design alternatives to respond to the impacts of the I-95/MD 175 and US 1/MD 175 interchange projects.	390	420	270	239	1.73	
Q21. US 29 Corridor between Broken Land Parkway and MD 175						
Answer Options	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Rating Average	
Plan access and capacity improvements for pedestrians, bicycles, automobiles and public transit, including a potential transit bridge connecting Downtown Columbia with Oakland Mills.	411	310	319	279	1.65	
Q4. I-70 / US 29 Interchange						
Answer Options	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Rating Average	
Design and implement interchange capacity enhancements.	350	410	271	288	1.62	
Q3. I-70 Corridor						
Answer Options	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Rating Average	
Widen I-70 by one lane in each direction from US 29 to US 40 and reconstruct the I-70/Marriottsville Rd interchange.	348	342	300	329	1.54	
Q11. MD 175 Corridor						
Answer Options	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Rating Average	
Design and engineer upgrades to the US 1/MD 175 interchange.	291	379	380	269	1.52	

Highlights from Comments

The survey garnered approximately 300 individual comments. Many comments stressed support for one project or another while others proposed increasing their breadth. Some expressed support for reducing or removing projects from the County's transportation priorities. Comments addressed the following topics: Transit, Bike/Ped, Intersections, Bridge Columbia, Columbia Gateway, Noise Walls, Paving, Sidewalks, Roadway widening, I-70, Downtown Columbia, MD 108, Fort Meade, MD 32, and US 29. There were also some thank you statements, and complaints.

The three most commented topics were: Columbia Gateway, Pedestrian /Bicycle Access, and Transit. Each of these garnered approximately 50 comments meaning that nearly 50% of all comments were related to these three topics.

Almost all of the comments on Columbia Gateway were in support of creating a third access point by evaluating an extension of MD 108 through MD 175 into Columbia Gateway. Most of the comments for pedestrian /bicycle access were in support of evaluating and constructing more sidewalks/ pathways and safer access improvements. Only a few comments expressed opposition to such projects. The comments on transit were wide ranging some expressing support for expansion and improved capital investment, others suggesting that funding should not be allocated to transit.

Some comments suggested projects that were not included on the survey, such as noise walls, and interchange or intersection improvements. Other comments were opposed to currently funded transportation projects, or addressed details about expansion and future planning beyond the short term six year Consolidated Transportation Program.

2. Detailed Results

Q1 Contact information. (Optional)

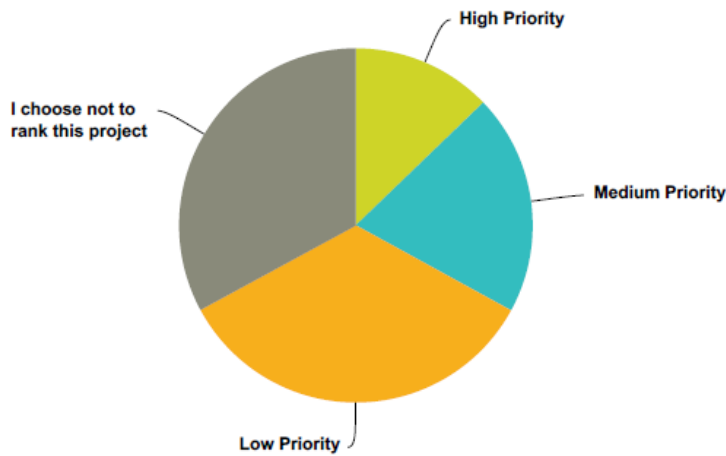
Answered: 873 Skipped: 554

Answer Choices	Responses	
Name	81.10%	708
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address*	97.71%	853
Phone Number	0.00%	0

As noted above, responses to the survey will be kept anonymous.

Q2 I-70 Corridor

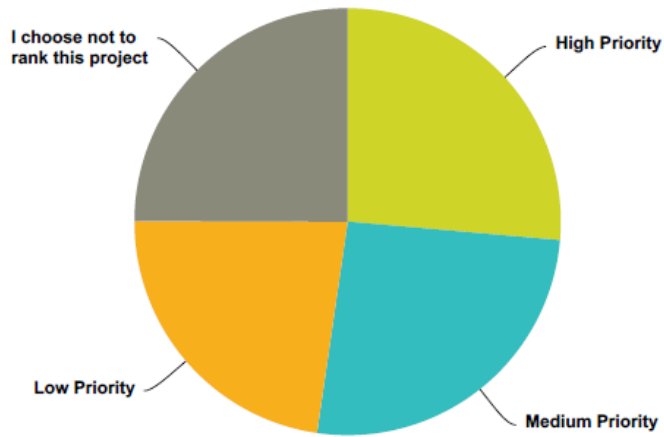
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Construct a new wider bridge over I-70 to allow widening of Marriottsville Road north to MD 99 and and south to US 40.	12.81% 169	20.17% 266	34.12% 450	32.90% 434	1,319	1.13

Q3 I-70 Corridor

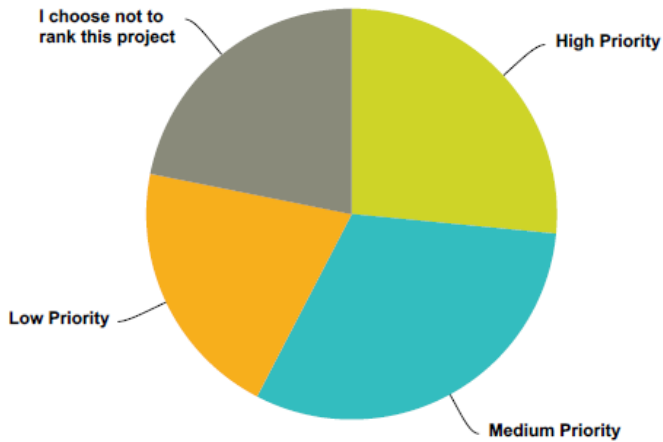
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Widen I-70 by one lane in each direction from US 29 to US 40 and reconstruct the I-70/Marriottsville Rd interchange.	26.38% 348	25.93% 342	22.74% 300	24.94% 329	1,319	1.54

Q4 I-70 / US 29 Interchange

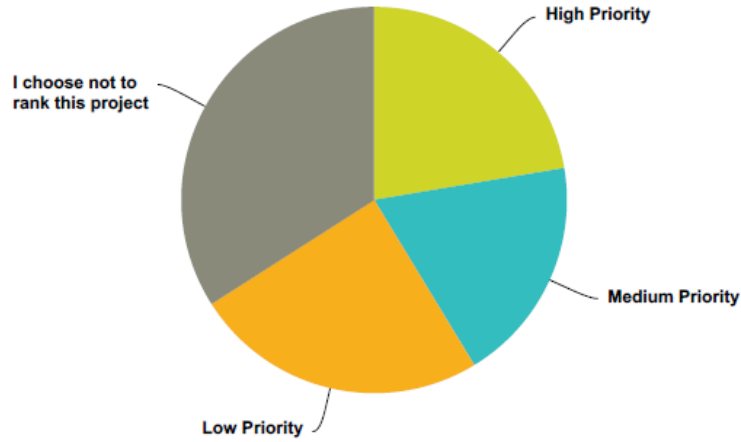
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Design and implement interchange capacity enhancements.	26.54% 350	31.08% 410	20.55% 271	21.83% 288	1,319	1.62

Q5 MARC Growth and Investment Plan, Camden Line, Track Capacity and Increased Service

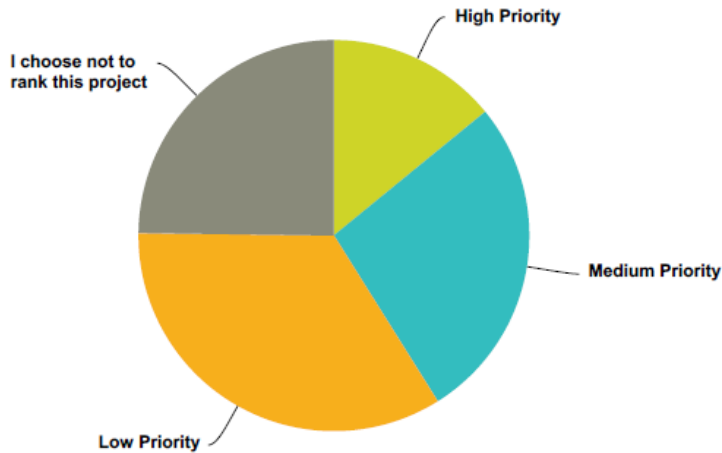
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Add an additional mainline track and sidings to provide for three mainline tracks from Savage to Jessup MARC stations, weekend service on the Camden Line, and increased weekday commuter service of at least two weekday round trips.	22.37% 295	18.95% 250	24.64% 325	34.04% 449	1,319	1.30

Q6 MD 100 / MD 103 Interchange

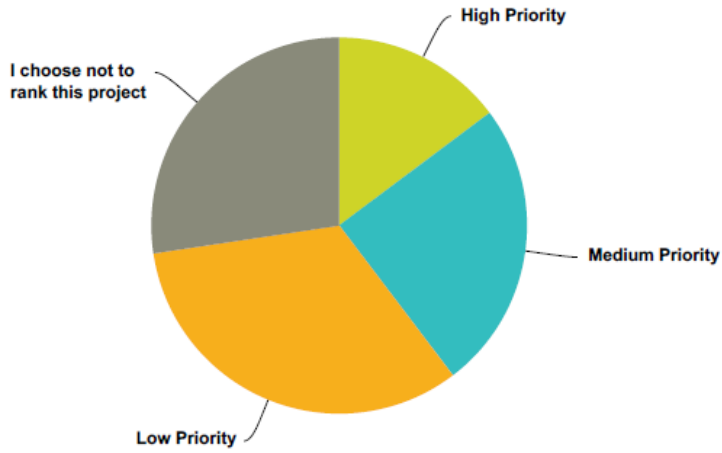
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Replace the existing interchange with a new design to better accommodate projected future traffic.	14.10% 186	26.99% 356	34.12% 450	24.79% 327	1,319	1.30

Q7 MD 103 at US 29

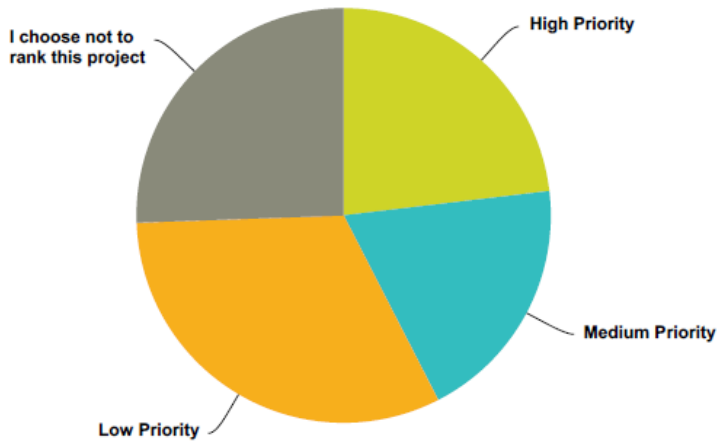
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Expand and add a third lane along MD 103 onto the ramp towards US 29 northbound.	14.78% 195	24.87% 328	32.98% 435	27.37% 361	1,319	1.27

Q8 MD 108

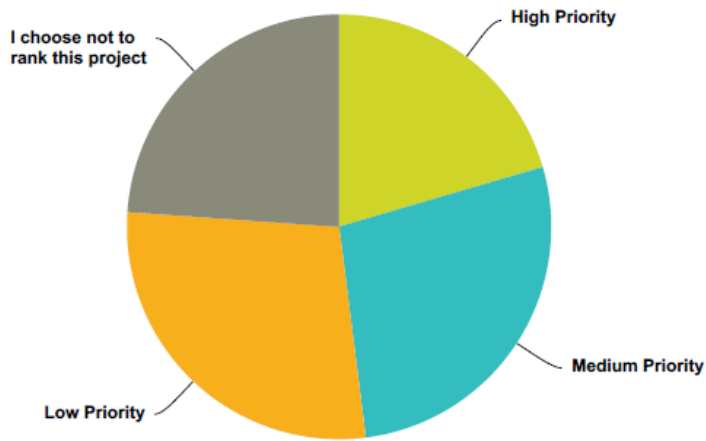
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Design and construct pedestrian, bicycle, automobile, and streetscape improvements on MD 108 from Gullford Road to Trotter Road.	23.12% 305	19.33% 255	31.99% 422	25.55% 337	1,319	1.40

Q9 MD 108 Intersection Improvements

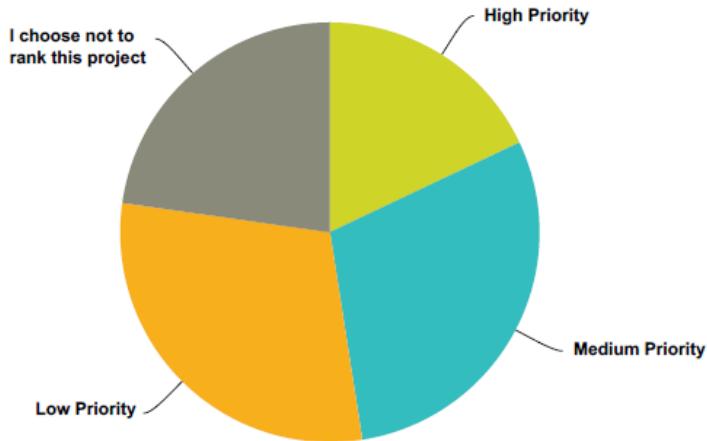
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Construct intersection improvements for MD 108 at Centennial Lane and MD 108 at Ten Mills Road.	20.47% 270	27.52% 363	28.13% 371	23.88% 315	1,319	1.45

Q10 MD 175 Corridor

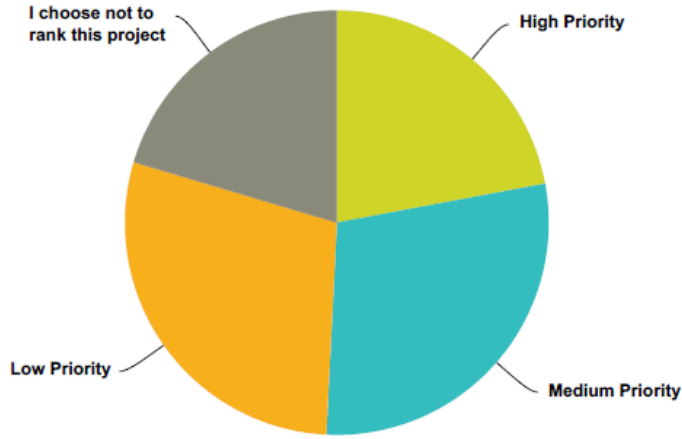
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Widen and reconstruct MD 175 from US 1 to Dorsey Run Road.	17.97% 237	29.57% 390	29.72% 392	22.74% 300	1,319	1.43

Q11 MD 175 Corridor

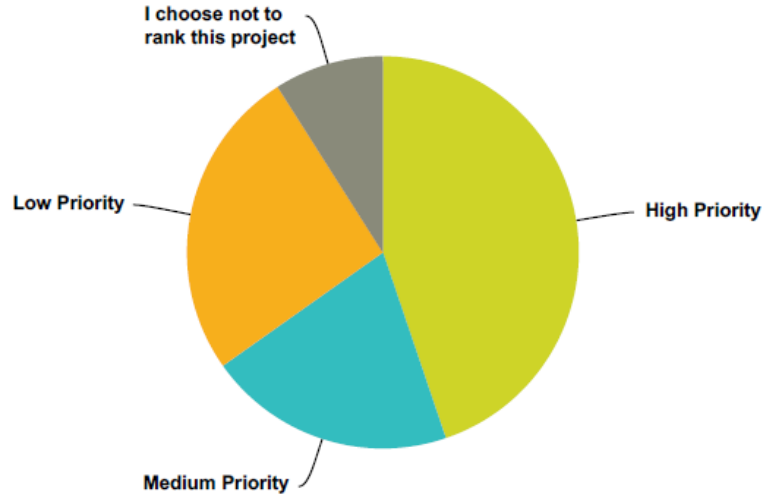
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Design and engineer upgrades to the US 1/MD 175 interchange.	22.06% 291	28.73% 379	28.81% 380	20.39% 269	1,319	1.52

Q12 MD 175 Corridor

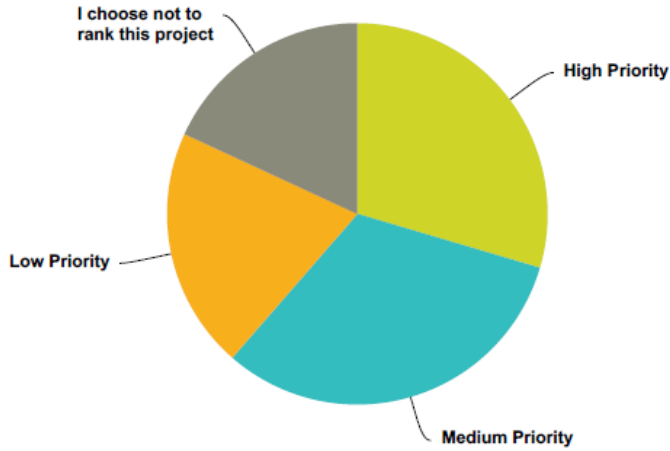
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Evaluate a potential extension of MD 108 through MD 175 into Columbia Gateway Drive, creating a third access point to Columbia Gateway.	44.81% 591	20.39% 269	25.78% 340	9.02% 119	1,319	2.01

Q13 MD 175 Corridor

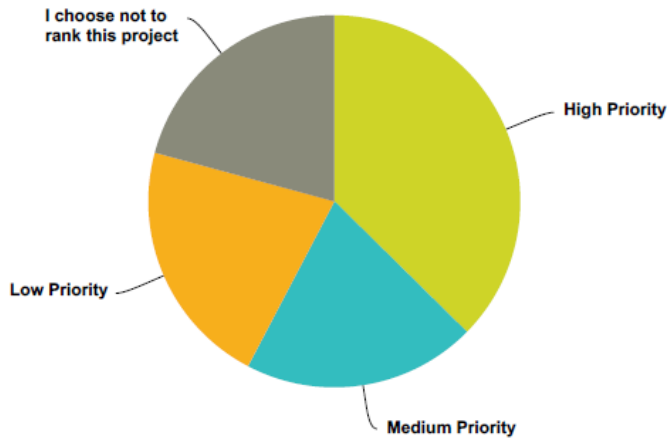
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Conduct traffic modeling and develop design alternatives to respond to the impacts of the I-95/MD 175 and US 1/MD 175 interchange projects.	29.57% 390	31.84% 420	20.47% 270	18.12% 239	1,319	1.73

Q14 Pedestrian access, bicycle access, and safety improvements commensurate with the Americans with Disabilities Act (ADA) improvements of 1990

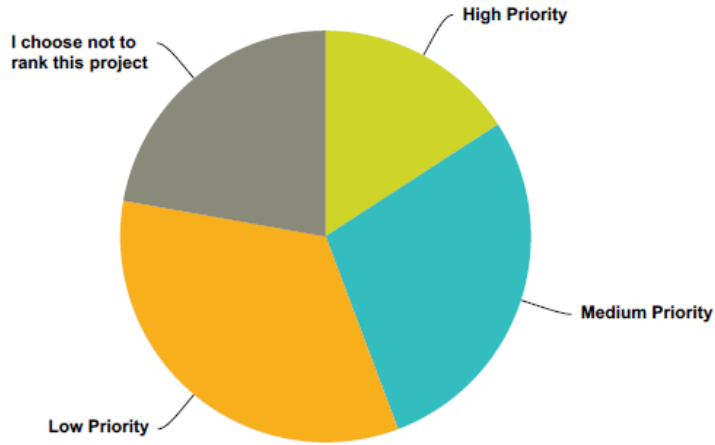
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Design and construct sidewalks, pedestrian safety improvements, bicycle safety improvements, and final design and construction of the Bicycle Master Plan (BikeHoward) short term network projects.	37.38% 493	20.32% 268	21.53% 284	20.77% 274	1,319	1.74

Q15 Traffic Signal Back-up Generators

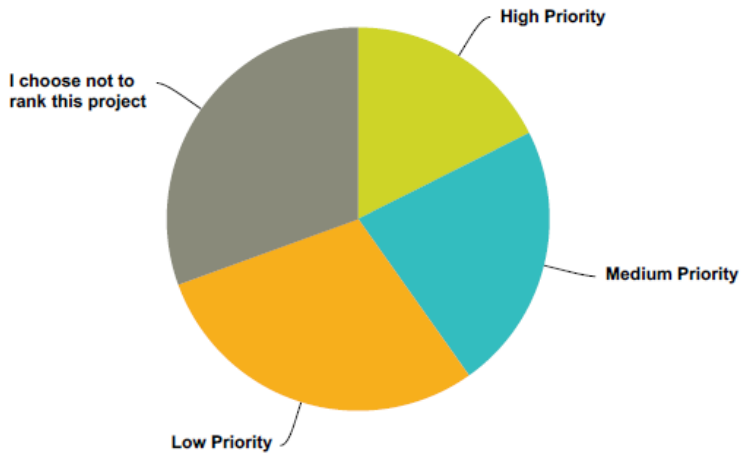
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Evaluate and plan a system for developing a back up generator installment program at key state highway traffic signals in the County.	15.85% 209	28.43% 375	33.51% 442	22.21% 293	1,319	1.38

Q16 Transit Capital Improvements

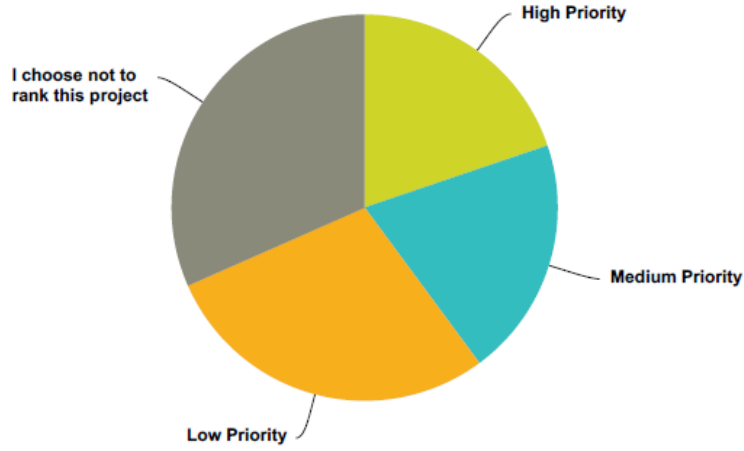
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Purchase 40 new transit buses and related equipment over the next 6 years for the Regional Transit Agency (RTA) system.	17.59% 232	22.59% 298	29.26% 386	30.55% 403	1,319	1.27

Q17 Transit Expansion

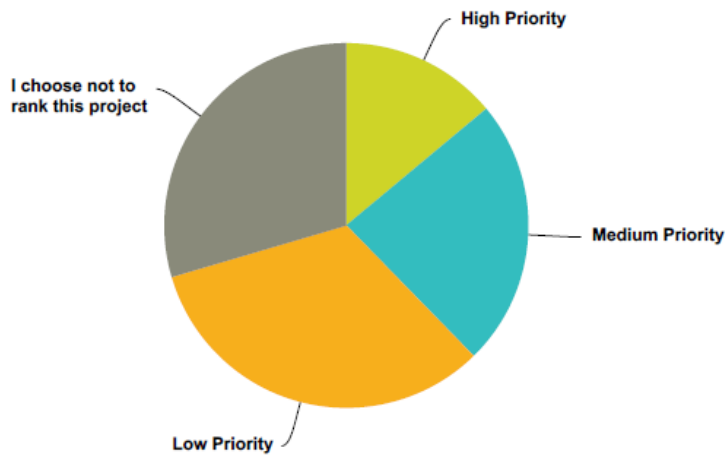
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Expand operating assistance to increase RTA bus service by at least 30% on a number of the most traveled routes, e.g., 406 (Red), 401 (Green), 501 (Silver) and 503 (E).	19.79% 261	20.09% 265	28.51% 376	31.61% 417	1,319	1.28

Q18 US 1 Corridor

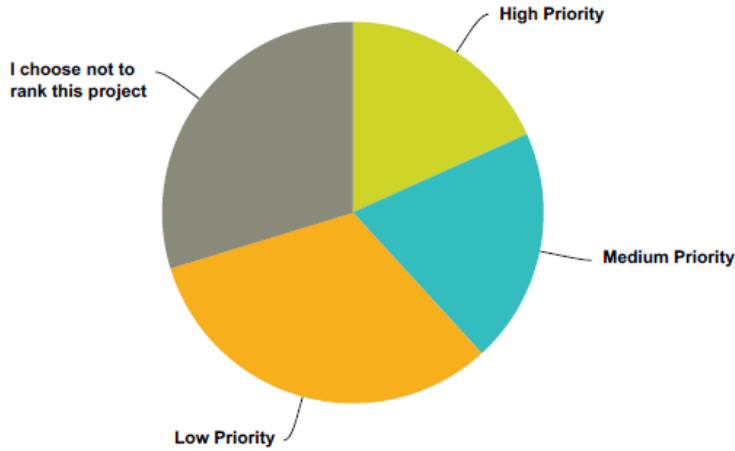
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Highway reconstruction including pedestrian, transit and streetscape improvements between MD 175 to just north of Montevideo Road.	13.95% 184	23.73% 313	32.75% 432	29.57% 390	1,319	1.22

Q19 US 1 Sidewalk

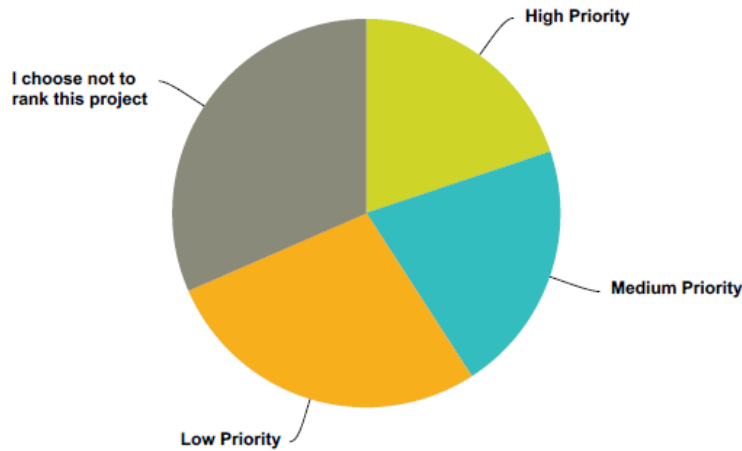
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Construct sidewalk along US 1 southbound in the median between North Laurel Road and the County line.	18.27% 241	19.94% 263	32.07% 423	29.72% 392	1,319	1.27

Q20 US 29 Bus Rapid Transit (BRT) Planning

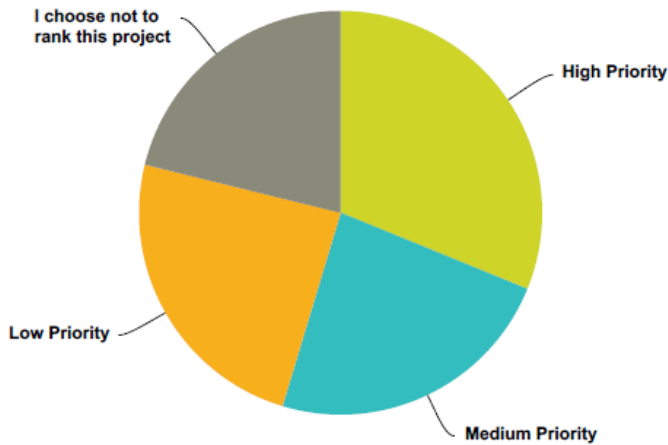
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Increase express bus service to Silver Spring along the US 29 BRT corridor, and plan interim express bus service for a future Broken Land Parkway BRT Corridor.	19.86% 262	21.00% 277	27.60% 364	31.54% 416	1,319	1.29

Q21 US 29 Corridor between Broken Land Parkway and MD 175

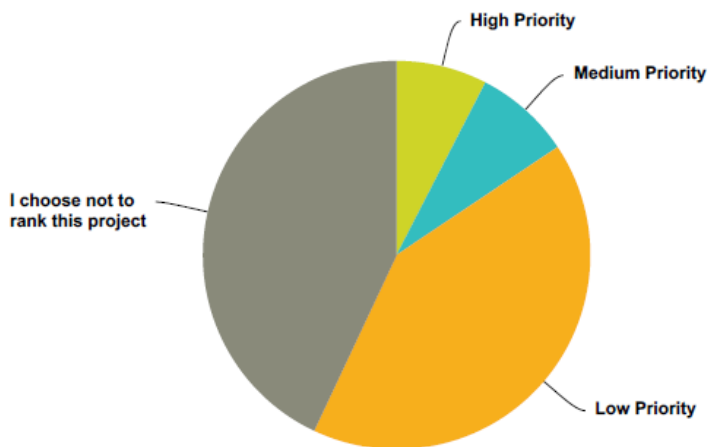
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Plan access and capacity improvements for pedestrians, bicycles, automobiles and public transit, including a potential transit bridge connecting Downtown Columbia with Oakland Mills.	31.16% 411	23.50% 310	24.18% 319	21.15% 279	1,319	1.65

Q22 I-95 at Dumhart Road

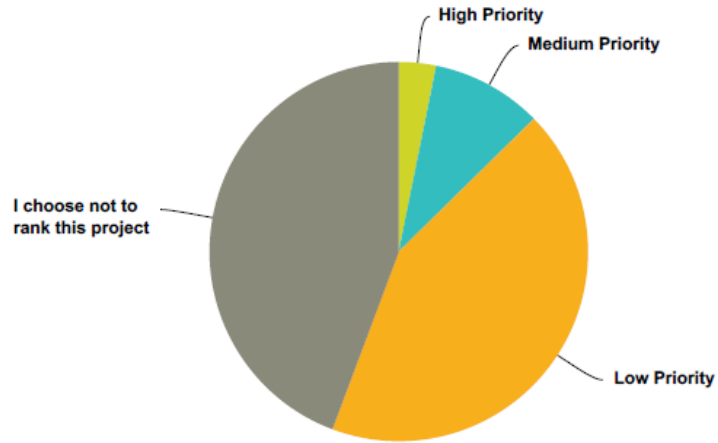
Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Evaluate, design and construct a noise wall for Dumhart Road – SE corner of I-95 and MD 216 Interchange	7.58% 100	8.04% 106	41.39% 546	42.99% 567	1,319	0.80

Q23 I-70 east of Bethany Lane

Answered: 1,319 Skipped: 108



	High Priority	Medium Priority	Low Priority	I choose not to rank this project	Total	Weighted Average
Evaluate, design and construct a noise wall for Beth Gate – South side of I-70 just east of Bethany Lane	3.18% 42	9.48% 125	43.06% 568	44.28% 584	1,319	0.72

3. Q24. Individual Comments

This was an optional question. 311 respondents answered this question. As noted above, responses to the survey will be kept anonymous. Comments are provided verbatim with the exception of deletions of personal information (names, email addresses, phone numbers).

Number	Response Text
1	I am a Realtor and from a professional point of view, constructing the noise walls would substantially increase the property values of communities where this current noise is a negative for prospective buyers
2	No bridge is necessary in Columbia. The one we have is fine.
3	Please pave Ilchester road between 103 and wharf. The road was poorly paved after sewage line work last fall and is in severe disrepair.
4	Rt. 175 bridges at Columbia Gateway Dr.: under bridges needs to be cleaned. Entrance to Columbia Gateway is dated. Consider refreshing. Thank you.
5	Add sidewalks to Samuel Morris Drive, people are walking in the street.
6	Please consider building a sound wall off Dumhart RD. on the west side of 95. There is a wall on the east side; therefore, there is a tremendous need for the same sound wall on the other side. My backyard is near Stansfield RD and the noise is so loud we cannot hold a conversation because of the noise, as a result of the traffic on 95. Thank you.
7	The following is adjacent to the issues considered in "MD 103 at MD29" and "MD 100 / MD 103 Interchange". I would like to propose to extend the side walk from the bridge over MD 29 across the frontage of 4100 Saint Johns Lane (The Church of Jesus Christ of Latter-day Saints), the western end of MD 103. Many people walk this route and would benefit from a side walk and associated walk signals at the entrance ramp to MD 29S - the path is well worn. There is also an erosion issue on the east side of the parking lot entrance to 4100 Saint Johns Lane - the street pavement is steadily crumbling there. All these issues could be dealt with in one project. From the signage on Saint Johns Lane, the majority of this work would take place on state property, MD 103, adjacent to MD 29.
8	To further facilitate the aging population strategy, improve mass transit options, and reduce parking problems, we should begin the process of what an autonomous bus system would look like or a hybrid system such as the one proposed at http://www.next-future-mobility.com/
9	Can you add a traffic light or traffic circle where Columbia Gateway Dr meets Robert Fulton Dr? At least 4 people I work with have been involved in major accidents at that intersection.
10	Can you add a traffic light or traffic circle where Columbia Gateway Dr meets Robert Fulton Dr? It is the source of many accidents.
11	Can you add a traffic light or traffic circle where Columbia Gateway Dr meets Robert Fulton Dr? At least 4 people I work with have been involved in major accidents at that intersection.
12	Please consider adding a third access to point to Columbia Gateway Drive from MD 108!

Number	Response Text
13	I am employed by the owner of the building at xxx Benjamin Franklin Rd in the Columbia Gateway. Strengthening access to this Gateway park would allow the Gateway to compete more effectively.
14	Bike safety is a big concern for me. I'd like to see more programs encouraging Biking in Howard county and safer routes.
15	295 and 695 need widening as well. Way too much traffic on both beltways.
16	Concrete and signs on Columbia Gateway Drive are down or broken.
17	The need for changes to 70 EB between Rt 40 and Marriottsville Rd are paramount. This stretch becomes immobile for hours at a time during the morning rush hour. The same can be said for 70 WB during the afternoon. There is an increasing amount of commuters from Frederick and Carroll counties that find 70 unusable after a certain time. Alternate routes are, at times, no faster (Rts 144 and 40). The situation should be considered a top priority. Thank you.
18	The intersection of Little Patuxent Parkway and Gov Warfield. There is a horrific backup of traffic from 3:30 to 6:00 pm. The traffic generated from The Mall exit onto Gov Warfield going east, the traffic coming down the hill from Twin Rivers, and the traffic coming from Windstream Dr turning left onto Gov Warfield creates a serious traffic conflict, which gets worse as the Mall area expands. Little Patuxent Parkway from the South Entrance Rd to beyond The I95 bridge needs to be extended by an additional lane.
19	The conditions under the 175 bridges leading into the Columbia Gateway Business Park and the dated entrance to the park need an overhaul. Trash, debris, downed trees and signs, as well as snow plow damages to the curbs is unappealing to tenants and future tenants who bring economic value to Howard County.
20	Rail/train system which will connect to Baltimore City is critical. Entire Baltimore region is lacking in sufficient rail service for commuters. Without rail service, traffic will continue to be heavy.
21	Interchange at Rt 108 and Ten Oaks in Clarksville - it is very difficult to turn left from NB 108 onto Ten Oaks. Sometimes I see people go through the church/school lot to avoid the left turn.
22	I believe the higher priority projects should be ones that affect the most traffic / people, such as I-70 widening. I work in Columbia Gateway Business Park, a thriving business community, but the traffic issues in the park for ingress/egress are terrible. Another access point would greatly benefit the business park and allow for future growth. Thank you.
23	If you extend MD 108 into Columbia Gateway Drive make it an overpass over MD 175 just like you did on MD 175 and Snowden River many years ago. I see way to many accidents at that intersection.
24	General increase in bike lanes.
25	We desperately need to clean up the entrance to the Columbia Gateway Park off of 175 under the two 175 bridges leading into the park. No one appears to have maintained this area for years so it is full of overgrown trees, trash, boards, sheetrock, etc.... The entrance to this park is an embarrassment to the owners of property in the park who do not own the land but are paying the price for it's lack of maintenance. Before we add more projects that will stretch our maintenance budgets lets make sure we can take care of what we have. We do not need a one time clean up. We need a maintenance program put in place to manage this

Number	Response Text
	condition long term. I'm sure the Columbia Gateway Owners Association would assist in someway. They have a lot at stake.
26	The intersection of 108 and 175 is horrible, lots of accidents, cars trying to get across 4 lanes of traffic to with short lane to cross and lots of traffic. I witness an accident there every week leaving work off of Columbia Gateway Drive. I believe this should be top priority.
27	Please get a large sign for the exit for Snowden River Parkway heading west on 175. There's too many potential accidents waiting to happen because people do not read the signs and they jump over and cut people.
28	Without doubt, the wisest way to spend public money is to enhance the public transportations in our county. Expanding roads seem to end up bringing in more traffic.
29	A third access point to the Columbia Gateway Business Park would make travel safer and a lot less risky during peak hours. Working in the area, I have witnessed enormous back ups and many near missed accidents because of the traffic coming off of Columbia Gateway Dr that is trying to merge all the way to the left lane to make the left on 108 in the evenings. This project would reduce traffic build up and accidents.
30	Please finish 29 asap and pressure those in charge of 295 to fix the potholes.
31	I hope that funds will only be used for projects with significant positive impact on the broadest range of citizens. Recently speed "chokers" were installed on Doves Fly Way , due to the pressure from a highly vocal minority, when no incidents or accidents or other evidence of any problem existed. I resent having tax money wasted on such examples.
32	No new roads! Stop cutting trees for sound barriers!!
33	Please consider Bridge Columbia a priority as it is vital to the "regeneration" of some of the older Columbia villages.
34	Sound Barrier is much needed on 95 near Dumhart road. Our neighborhood "Cardinal Forest" is overdue in having a sound barrier along I95. Very High Priority! Thankyou.
35	A major objective of all projects should be the easing of traffic congestion and safety, including pedestrians, taking into consideration the increasing number of bicycle riders. Of importance, the proposed additional link from Town Center (west) Columbia to Oakland mills, along the path of the existing pedestrian foot bridge crossing Rt. 29 at about mile 18.5, should be of the highest priority as it would result in great benefits by providing additional, much needed, access between west and east Columbia by linking Oakland Mills to Columbia Town Center thereby easing traffic congestion at Rt 29 and 175. The deployment of "smart" traffic signals at all county intersections, and at all times, would also go a long way. Finally, any plans to open a link between River Hill and West Columbia should be addressed. Have no idea as to why this matter remains without a proposed solution.
36	Better pedestrian & bicycle bridge/tunnel over/ under 29 between Columbia and Oakland Mills or better bike lanes on 108 or 175 or Broken Lands Parkway
37	Highest Priority is the Sound Barriers which parallel Dumhardt at I-95/216 exchange. Sound barriers that were constructed on the other side of I-95 years ago have amplified the traffic noise now going the direction where there are currently no sound barriers. The proposed sound barriers would have a very positive impact.
38	I am strongly in favor of the rapid bus transit system, especially into DC, but also to NSA and other parts of the county.

Number	Response Text
39	Intersection changes and upgrades must include safety lanes and considerations for bicyclists. Bike lanes stopping suddenly are dangerous.
40	Please we desperately need the noise wall along I-95 at Dumhart. Thank you.
41	I support Clarksville Rt 108 traffic flow improvements, but DO NOT support cosmetic changes under consideration.
42	the traffic noise in Cardinal Forest increased dramatically when the sound wall on the north bound side of I95 was installed years ago. Please fund the southbound wall at Dumhart.
43	The noise from Rt 95 since they put a noise barrier on the east side of Rt. 95 (Northbound) by Dumhart Rd increased the noise 10 fold just from the sound bouncing off a hard surface, this is why it's mandatory to add a noise barrier on the Dumhart location (opposite to the Northbound) \.
44	Downtown Columbia needs a road system to accommodate rapid growth of city center.
45	In regard to expansion of 108 into Columbia Gateway Drive, for those of us who work in this office park, if we have to get over to 108 from CGW Drive, it is a treacherous endeavor. Whoever designed this pattern in the first place must have never of thought that anyone would need to get to that road. You truly take your life and those of others into your hands if you want to turn left at that light. This should not be a consideration, it should be a given. If it already hasn't happened, someone will be killed trying to cross over to make a left at that light. I pray that it doesn't happen to anyone reading this or their loved ones because you could have made a difference. Please just come and watch during rush hour to see what we are saying. Thank you!
46	<p>The project that makes the most sense is traffic abatement on US29 South between I-70 and MD-108 for morning rush. The easiest and cheapest way to do this would be to close the SB onramp at MD-103 (St. Johns Lane) during rush hour and also close the MD-108 offramp during rush hour. Closing the St. Johns onramp will prevent people from driving through residential neighborhoods to avoid US 29 traffic at US40. A traffic flow restriction light should be placed on the MD-100 ramp to US-29 SB since the left hand entrance impedes flow in the fast lane and causes people to traverse three lanes of traffic to exit at MD-108. This would significantly reduce the traffic problem in the mornings which is worse than even DC traffic.</p> <p>Another worthy project would be to widen MD-100 at I-95 and widen the onramp to I-95 South to two lanes instead of one. Traffic there on MD-100 could also be mitigated by improving the flow on the offramp from I-95 to MD-175.</p> <p>Another good project would be to widen US-29 across the Patuxent River all the way up to MD-216 and eliminate the the turn lane just up the hill north from the river. Eliminating more lights from US-29 (like the MD-198 project a couple of years ago) would also be beneficial - especially the one on SB US-29. People on that side road should be allowed to turn right (south) but not left.</p> <p>Also, some sort of traffic abatement for Long Gate Pkwy should be a high priority especially at MD-103 signal.</p>

Number	Response Text
	<p>The projects listed are mostly a waste of money not likely to improve traffic in the county significantly compared to the cost.</p>
47	<p>A noise barrier along the western side of I-95 from 216 to Dumhart should have been done years ago when the zoning was changed allowing for additional housing to be constructed near the 216/All Saints Road intersection. Why a noise barrier was erected on the eastern side of I-95, but not the western side is beyond me. Having the sound barrier only on the eastern side exacerbates the problem by reflecting noise and has made the ambient noise level in out neighborhood so loud as to have a negative impact on our community.</p>
48	<p>I added my support for the Rt 108/Columbia Gateway Drive project and last night (March 9th) was a prime example of why this is needed. I work in the Columbia Gateway business park. When I left last night at 5:30pm, there was an accident on Rt 175 that shut down the entire park. I sat in my building's parking lot for 30 minutes [watching people drive over curbs and go the wrong way on one way roads to get out] before I could access an alternate route to get to the other exit of the business park, which took another 20 minutes due to everyone trying to access that route. If there had been a serious emergency in the business park, it could have been disastrous for someone trying to get help.</p> <p>Additional areas for transportation improvement are on northbound Broken Land Parkway and the westbound Rt 32 ramp coming onto the parkway. Drivers from westbound Rt 32 do not yield at the Yield sign but drive straight through onto Broken Land Parkway, causing dangerous situations and accidents as drivers on Broken Land Parkway attempt to make a right onto Snowden River Parkway. A year ago, I saw the results of two accidents on the same morning on that short stretch. At another time, I veered around an accident there and then saw a handwritten sign asking for help regarding a hit and run at that same turn.</p> <p>Lastly, I believe the ramp coming from Snowden River Parkway/Rt 175 onto Columbia Gateway Drive [the northern access point] is a dangerous situation that needs to be addressed. Not only is that ramp steep, resulting in many accidents or cars going off the road in wet or icy conditions. But coming down that ramp is dangerous to get over two lanes in order to make a left turn at the light into the 6711 Columbia Gateway Drive building quad. This is a dangerous area that results in many accidents every year and should be addressed as a safety hazard.</p>
49	<p>I chose low priority for sound barriers because if the developers are greedy enough and the buyers dumb enough to buy homes next to highways deal with the noise.</p>
50	<p>The widening of I70 in both directions from US29 to the US40 split should be, BY FAR, the</p>

Number	Response Text
	highest priority project.
51	Please help with the huge traffic volume FROM 175 and Columbia Gateway Dr TO the 95 exits.
52	There are 9000 more people moving here, to work at CyberCom at Ft. Meade. 9000. 175 and Rte 32 need to be expanded. I-95 needs to have another lane in this area. Where are these people going to drive?
53	Evaluate a potential extension of MD 108 through MD 175 into Columbia Gateway Drive, creating a third access point to Columbia Gateway should be a very high priority.
54	More pathways along roads with no shoulder or sidewalk, especially roads that link neighborhoods to shopping and schools.
55	Traffic coming into Columbia Gateway Drive in the morning and leaving in the evening is just terrible. Something needs to be done, and soon! I work late every night, even when I don't need to do so, just to try to avoid some of the wall-to-wall traffic.
56	A way to get out of the gateway loop across 175 is badly needed. The current exit to get onto 108 is deadly. Even a Ped/Bike bridge to make a way to safely cross would be an improvement. More mass transit, ped/bike transit is better than building/expanding roads.
57	<p>Although there have been significant improvements to Route 32 between MD 108 and I-70, this is still a gigantic bottleneck.</p> <p>Also, I live in Western Howard County where many recreational bicyclists like to ride. It creates a lot of traffic hazards on the roads where no shoulders exist. It would be great to clearly identify bike routes in the area to help guide cyclists to safer routes where there is less danger of accidents.</p>
58	Many cyclists, myself included, utilize the inner loop of Columbia Gateway Drive as a safe, traffic limited place to ride. Currently, most traffic on Columbia Gateway drive turns left at the light back onto Columbia Gateway to head towards 175. Adding this connection would increase right-turning traffic, causing contention between cyclists and cars. Please consider adding a bike lane near this intersection and along the portion of Columbia Gateway Drive from the intersection to the 108 access point.
59	The access to and from Columbia Gateway from 175 is problematic. Additional access and traffic flow improvement is imperative for motorists and commuter safety..
60	Last year, there was a major accident on I-95, around Rt. 175. Lanes were closed, and traffic from I-95 was diverted onto Rt. 175. I work in the Columbia Gateway Business Park. Traffic all around Columbia Gateway drive and Robert Fulton Drive was between a standstill and a crawl, both directions for well over two hours. This was frightening. There was no way out. What if there is a civil emergency? We are all trapped here. Pushing Rt. 108 through to Col. Gateway Dr. might help, although it will cause more congestion in other ways, I'm sure. (How about stop jamming high-density housing and businesses where the roads cannot handle the extra traffic?)
61	The current entrance between Columbia Gateway Drive and 175 is very dangerous. When going towards Columbia Gateway Drive from I-95 North, I have to cross over 4 lanes of heavy traffic on 175 to make it to the Columbia Gateway Drive off-ramp. In the winter, the off-ramp from 175 to Columbia Gateway drive tends to have an ice strip form on it from melt water, an overflowing storm drain, and an incorrectly sloped road. This is in a section

Number	Response Text
	<p>of the off-ramp where you are forced to drive while turning in a circle. You just get used to being very close to the inside of the turn so that when (not if) you slide, it is not into the next lane. And leaving Columbia Gateway Drive towards I-95 is no better. If I want to do any shopping at Lowes or Costco, I normally take my business to Montgomery County instead of trying to make the left onto 108 through 4 lanes of heavy traffic. The continuation of 108 to Columbia Gateway Drive would make all of this much safer, and would allow those working on Columbia Gateway Drive to have much easier access to the shopping center.</p>
62	<p>Possible other projects:</p> <p>Improve grading and curvature of MD 97 between Old Frederick Road and the Carroll County line, if possible, to improve traffic flow (high priority).</p> <p>I don't know if Carroll County has a similar survey, but:</p> <p>Study ways to improve traffic flow and capacity on MD 97 between the Howard/Carroll County Line and MD-26 (medium priority).</p> <p>Possibly upgrade MD 97 between MD 26 and Westminster to a Super Two freeway to eliminate traffic slowdowns at Bartholow Road and Nicodemus Road (medium priority).</p>
63	<p>Transit around the MD-175/MD-108 intersection is currently very unsafe at rush hour.</p>
64	<p>I propose an outlet/extension of 108 into Columbia Gateway. The traffic in this area is horrible and it is very dangerous coming off from Columbia Gateway onto Rt 175 to Rt 108 crossing 4 lanes of on coming traffic.</p> <p>It might also help the congestion on Columbia Gateway from Rt 175 and 108 with the steep curves this area is very dangerous during ice, snow and wet road conditions.</p>
65	<p>I appreciate the opportunity to provide feedback!</p>
66	<p>Please either build the noise walls at I-95 and Dumhart Road or request additional police patrols to stop the high speed motorcycles which destroy the enjoyment of leaving my windows open in the evening. EVERY evening from Spring through Fall.</p>
67	<p>Reduce the amount of time it takes to complete a construction project. Some of them seem to drag on forever.</p>
68	<p>What needs to be on this list is expanding route 32 going east from Linden Church road to 108.</p>
69	<p>The Bridge project is a waste of money that could be spent on other urgent projects.</p>
70	<p>There is always so much traffic leaving Columbia gateway to get on 175, anything to assist would be great. Thanks!</p>
71	<p>I think some analysis should happen to figure out a better way to get the westbound route 32 traffic to merge onto Brokenland Parkway and Snowden River Parkway. Maybe split the Snowden River Pkwy and Broken Land Pkwy traffic up on the exit and have the Broken Land Pkwy traffic wait in front of the light before making the right turn onto Broken Land Pkwy. If there is enough room that should prevent the dual merge that is happening right there.</p>

Number	Response Text
	<p>Also, you should evaluate approaches to make the merging of traffic from Broken Land Parkway onto route 32 better since during heavy traffic I often feel it is rather unsafe (you either stop with almost no way of getting onto route 32 or you pray that you can merge in time).</p>
72	<p>Making the pedestrian bridge over US29 anything more than a pedestrian bridge is a waste of funds. Improve the appearance of the existing bridge and forget about adding a transit option. The cost/benefit of any transit option makes those options unnecessary. Costs include loss of green space and damage to the environment as well as dollars to build AND dollars to fund buses, drivers, and maintenance. Say NO to Bridge Columbia.</p>
73	<p>The present bike/pedestrian bridge over US 29 should be fixed up with a Columbia logo, new cage and a resurfaced bridge deck. New and improved pathway connections are needed on the east side of the bridge.</p>
74	<p>Many thanks to County Executive Kittleman and to Howard County administration for the opportunity to weigh in on the 2017 transportation priorities via the survey. I am very grateful to see the MD 103 Route 100 interchange on the list and want to assert that it is a high priority.</p> <p>Two serious safety and traffic flow priorities to consider in that area as well:</p> <p>Route 100 at I-95 – road surface improvement, bridge widening and interchange improvement – especially the merge lane – or lack of it – from 100 to I-95 Southbound</p> <p>MD 103 at Wesley Lane/Old Stockbridge – I know your office and the state have studied this issues and have assured our community that a traffic signal in the works. I am grateful for communication from all parties regarding delays – but in the year that we were all hopeful that the project would be completed I am aware of at least three more accidents that may have been prevented by a properly indicated traffic flow and a signal, crosswalks, etc.</p> <p>As a resident and a commuter – and one that has the upmost respect for our infrastructure overall and those who take care of us in Howard County and in MD, I truly believe all three of the above projects together are the only solution to mitigating serious current and future safety and congestion issues in this area of the county.</p> <p>Many thanks for your consideration</p>
75	<p>I am very excited about the east-west bicycle path that is being built along Little Patuxent Parkway. Thank you. I hope that bicycle dedicated routes from Columbia north to Ellicott City are also being considered.</p>
76	<p>Pedestrian Safety should be a HIGHEST PRIORITY and the PRIMARY CONSIDERRATION of any project.</p> <p>Bus transportation is terrible throughout the County. The County Exec, his staff, and all County Employees should ride the bus for one month to all DAYTIME and EVENING meetings -- NO CARS ALLOWED!. Try getting home from evening meetings --</p>

Number	Response Text
	IMPOSSIBLE!
77	I'm worried Bridge Columbia would be too expensive, and disruptive to the only good existing bike connection between East and West Columbia. I'd like to see the connection made between Broken Land Parkway and downtown, along the Little Patuxent river - instead of, or as a precursor to, Bridge Columbia.
78	Any project to improve widening roads used by cyclists would be greatly welcomed.
79	Instead of the Bridge Columbia connection across US 29, study the provision of a third grade separated interchange at that location for vehicular access into Town Center and possibly Oakland Mills and include the ped/transit connection the Bridge Columbia people want as part of that improvement.
80	Just yesterday there was another accident at rush hour in the 108/175 intersection. Extending 108 into Gateway could better control the traffic and lead to fewer accidents.
81	Please please please open a third entrance into Columbia Gateway.
82	I would also like to see a new bridge between east and west Columbia.
83	Whenever a road is resurfaced the county should make sure there is sufficient shoulder for cyclists and pedestrians. There have been lots of instances where it would have been very easy to increase the shoulder room during a repaving/resurfacing but they kept the shoulders very narrow or non-existent. This would gradually make many more roads cyclist and pedestrian friendly.
84	<p>My comment is on buses in Howard County:</p> <p>Every day there appears to be more and more buses of all kinds on main roads. This increase in bus traffic is causing delays, back-ups and halting of traffic patterns. This problem will, no doubt, increase with all of the new buildings going up in Columbia, bringing in more drivers and bus riders.</p> <p>Please find a better way for school and transit buses (uses only maybe flashers while stopped and makes sudden stops at times) to pick-up and drop-off children and adults so that they do not have to stop traffic or use the right hand lane on main roads (usually a turning lane).</p> <p>This creates tremendous back-ups, especially during rush hour, for traffic flowing off of major highway ramps attempting to access adjoining main roads.</p> <p>Of course, in the case of school buses with yellow/red flashing lights, there is some warning and it is the law to stop in all lanes coming and going (even though frequently these lights are dangerously ignored by impatient drivers). 20+ students have been noted boarding school buses in the mornings during rush hour, in many areas of Columbia, while completely stopping traffic in both directions.</p> <p>If it would be mandatory for buses to turn off of main roads onto secondary roads to pick-up/drop-off riders it would certainly be safer for bus riders and also help to maintain the flow</p>

Number	Response Text
	of traffic.
85	Be aware and plan for improved traffic in downtown Columbia.
86	I prefer that all funding and projects focus on alternatives to car transportation.
87	Howard County has some of the best roads in the Country. We are fortunate to live in such a fine County. It would be nice if we had better public transit but with the limited size of our population it will be hard to justify.
88	I think expanding a light rail line from Columbia to the MARC train would benefit the many individuals that travel to DC and Baltimore daily. A light rail or even shuttles from the existing park and ride locations to the train stations would reduce traffic on the main highway arteries. Improvements to our roads is, of course important, but reducing the number of cars could reduce the amount of money spend to continuously upgrade road capacity.
89	I have noted a number of places where, when a road is repaved the shoulder (as defined by the white line) has shrunk. This makes no sense as it increases the risk for both cyclists and pedestrians. It makes more sense to make sure that whenever a road is resurfaced there is sufficient shoulder for safe passage by cyclists and pedestrians. Thank you.
90	Bicycle safety is becoming a greater concern. Drivers are less and less attentive. HC has a large population of cyclists. Any improvement to help us be safe should receive a high priority.
91	Highest priority is evaluating a potential extension of MD 108 through MD 175 into Columbia Gateway Drive.
92	<p>Highest priority: Expand US-29 Northbound to 3 lanes south of Highway 32. All the expansion currently happening on US-29 will not be as effective unless the bottleneck at River's Edge and 32 traffic merging onto US-29 is resolved.</p> <p>Second priority: Intersection of 175 and 108. 108 should continue through to Columbia Gateway. The current intersection of 175, Columbia Gateway and 108 is dangerous.</p>
93	Single most important project would be to WIDER MD Rt 32 to THREE LANES between BW Parkway and I-95 !!!! This would relieve major delays and back-ups that occur daily in relation to Ft. Mead traffic.
94	<p>My husband is in his 70s. He decided to ride the bus from the BWI train station to the Columbia Mall.</p> <p>He said he did not feel safe on the bus. The bus was overcrowded and there was standing room only. People were shoving to squeeze into the bus at the airport bus stop. The passengers also shouted profanities at the bus driver and continued to use inappropriate language for the entire ride. It also appeared that some of the passengers were heavily under the influence of alcohol and/or other substances. He said he would absolutely not want me or my adult daughter to attempt to ride the bus and that he would never attempt it again. I have had other friends and colleagues tell me that they have not felt safe using the buses in</p>

Number	Response Text
	Columbia either. Until residents can feel like they will not be threatened or harassed on public transportation, it is not a viable option for those who are most vulnerable--the elderly and women traveling alone. In addition, I have observed that the bus stops in our neighborhood in Columbia are often littered with trash, including fast food wrappers, cigarettes, cigar butts with white plastic tips and discarded mini-bottles of alcoholic beverages. This has definitely led to areas in our neighborhood being less attractive. I am concerned that when we sell our house, that the presence of bus stops in the neighborhood will negatively impact the market value of the house.
95	Highway capacity is not going to save us from congestion; we need a transition towards more public transit and more walkability and bikeability to accommodate increased density in Columbia Town Center and surrounding areas.
96	A selling point of this park's growth has to be ease of access. We've got the proximity, let's add the accessibility!
97	Planning for the future growth of areas is so important; we are already behind on this and traffic moves so sluggish at peak times; we need to keep adding new lanes, overpasses and doing things to help people move along / quality of life is impacted when we have to crawl along in traffic during peak times.
98	absolutely opposed to widening 32 north of 108 - this will only benefit Carroll County residents who want to speed through Howard and bring additional development and congestion to Howard and degrade our quality of life. Funds should be spent on additional commuter buses and other public transit options instead.
99	<p>Worst traffic light in my area is Rt. 40--making the left onto Rt. 144 near the baseball fields. Merge lanes are horrible--especially when traffic is turning into the ball fields.</p> <p>Traffic circles in Western Howard county are extremely helpful. Would love to have one at Rt. 144 and Folly Quarter--the light there is awful--drivers are never sure what they are doing! Corner is very prone to ice as well.</p>
100	Intersection of MD 108 and Snowdon Pkwy needs some type of traffic solution. Traffic sometimes backs up to MD 100.
101	Regarding 108 extension to Gateway Drive. This is more of a problem in the evening than the mornings. Even if it were one way out to merge onto 175 East from Gateway Drive, it would be a big help to reduce traffic at the current Gateway Drive to 175 East merge.
102	Living in Western Howard County, none of the mass transit services make it out to me. That's why my marks for mass transit are low. I also dislike the sound walls along the highways. It makes our highways look like a prison. Having good bicycle support can help eliminate all these issues. In addition to bike pathways and lanes, money should be invested in infrastructure to support bike destinations. People can't ride their bikes if there isn't a secure place to store the bike at their destination. Shower facilities and other amenities would help encourage bike use. Money should be used in these ways. I'm opposed to the project and disappointed that there was support to expand rt32 from 108 to Carroll County. My fear is that the transportation improvements to increase capacity will encourage sprawl in western Howard County. I would love to hear how these projects are assessing the problem of sprawl.
103	Priorities for me are primarily town center improvements for cyclists and pedestrians and

Number	Response Text
	highway/interstate improvements between 29 and 40. Bus or other public transportation should be a very, very low priority. Very low.
104	Global warming has to be treated as a game changer. We cannot afford to continue expanding our automobile infrastructure. Public transit and projects that support walking and biking must take priority.
105	I would like a bus route to and from Washington, DC and Baltimore from Columbia on week-ends. Since we do not have a train going through Columbia, a bus, similar to the Monday-Friday bus (Dillon), would be great. Thanks.
106	H.C. definitely needs more buses on bus routes to decrease waiting time at the bus stops.
107	Sound wall needed in Huntington neighborhood of Kings Contrivence backed onto 95. When this neighborhood was created the noise level from 95 was nothing like it is now. Also need to create a pedestrian sidewalk across the bridge coming from the park and ride towards Guilford road on Broken Land Parkway. Extremely dangerous for people on foot.
108	improve safety at intersection crossings for pedestrians and cyclists. (e.g. Cedar lane and LPP, near hospital). Finish path from Hospital to Blandair Park and up to Harpers Farm Road.
109	Wish we had light rail from route 29 to Bathesda
110	Thank you for soliciting input via survey. You have a difficult job to do.
111	As an employment generator Columbia Gateway should be considered a high priority area.
112	Increase the county's walkability and bikability to help with traffic congestion.
113	Noise wall from 216 north to Vollmerhausen Very noisy! Getting worse with nonstop congestion.
114	Pedestrian crossing at the intersection of 108 and Snowder River Dr. This would accommodate foot traffic from the surrounding neighborhoods to the businesses nearby.
115	A wall is needed along I-95 to block increased noise by the Huntington community (Vollmerhausen Road). It used to be that the winter was bad without leaves but now we can't open our windows at night with all the traffic, down-shifting trucks, motorcycles and emergency vehicles. The noise has dramatically increased over the years and concerns about low resale of property are now an issue.
116	The need for a Noise wall on South bound 95 between Rt 32 and 216 is of VERY high priority to a large community in Columbia (Huntington). Due to the increase in traffic, high rate of speed and most importantly the Rest area location. The truck downshift to get into the rest area and the noise is VERY loud. We have tried to get a study done for years. Please help us keep our neighborhood an enjoyable place to live.
117	Please Construct a noise wall on Southbound 95 between 32 and the Rest Stop North of 2016
118	Leaving Gateway at 5:00 and getting onto I-95 can take 30 minutes
119	Street painting for parking and bike paths. This has not been done for a number of years and many of the lines are obliterated.
120	#1 Priorities should be the new access road to columbia gateway, and improved bicycle infrastructure throughout the county.
121	It would be great to expand bike lanes to support bike commuting in Howard County.
122	Not one item on the agenda involves improving roads in the western part of the county. The west is where so many bicycle riders come to ride. I'm fine with sharing the road but we live here and cannot access any major roads without navigating around scores of cyclists on a

Number	Response Text
	daily basis. It's a safety issue.
123	Please find a better solution for the Columbia Gateway access to 175 and 108. A third access point is very much needed. The current solution to get to Columbia Gateway Drive from Eastbound 175 is horrible and very dangerous.
124	The traffic impact on the commute in and out of Columbia Gateway Drive based on the traffic on MD 175 and US 95 is very extensive. I would like to see significant consideration and improvement in this area. Further if improvement is considered or granted it would be good to see consideration made to do any improvements or construction during hours that DO NOT impact rush hour commutes. Thank you.
125	The potholes on US 1 from Laurel to Elkridge are excessive, if some resources could be devoted there, it would be a huge improvement
126	An improvement to the area near Columbia Gateway is urgently needed. I've worked on the Gateway for 8 years and I've seen a steady increase in traffic, accidents, and reckless driving as a direct result of the current design. There has been visible business growth in the area, but zero improvement to infrastructure to support that growth. Without this needed support from the county/state the growth we've seen will only be temporary.
127	I work in the Columbia Gateway office park. I spend 20 minutes driving north to get onto Rt 175 to get to 95 South, through a ton of traffic... then i drive right past my office on 95 going South. Anything that makes the traffic less would be great... up to and including its own exit onto 95
128	I really don't know enough about the other projects, but I drive Rt. 1 between Gorman Road and College Park nearly every day and see pedestrians trying to navigate the shoulder of Rt. 1 all the time - esp in snow. Just 2 weeks ago, a pedestrian was struck and killed in this area - I'm sure because of the lack of a sidewalk.
129	Finish the 3 lanes North for Rte 29 project ASAP. Traffic continues to be horrendous traveling northbound from Broken Land to Rte 175.
130	Desperately need a traffic signal at Foundry Street (Bollman Bridge) & Gorman Road in Savage. With over 1200 new homes in the Emerson area, you cannot safely get out of Savage.
131	There are several developments including mine-Clarks Crossing which would suffer great consequences if traffic from 29 was dumped practically at the door of Old Columbia Rd and Rocy creek Drive. Already there is more traffic getting off at Johns Hopkins and Gorman Road heading north. There is a protected two lane bridge which now courtesies of allowing cars from other sides to pass. Cars are being aggressive and passing each other on a two lane road. There are several school bus roots are along the way. How much thought or planning went into the safety and quality of life? Time is of the essence.
132	My priorities are for improvements to Route 29 and Route 32. Most of the new projects listed in this document appear to be just ones that someone develops that does not drive around much. Most of the problems that are suggested to be fixed are minor in my view and are just the normal part of driving. The problems are very transitory in nature -maybe lasting 30 minutes at certain high traffic times. I am certainly strongly against expanding the walking bridge over Route 29 to allow for vehicle traffic to the library and mall area.

Number	Response Text
133	<p>While keeping our roads in good shape with a high value placed on safety in very important, continually expanding the road network to accommodate commuters is shortsighted. We need to be looking at mass transit options: BRT and/or fixed rail. When people can be transported in a predictable and affordable manner between home and jobs throughout the Baltimore-Washington Corridor, our ability to attract and keep employers with good paying jobs will be very strong!!!</p>
134	<p>Dependable transit along 29 will allow us to get out of our cars and access the DC metro public transit system. We need to think "out of the box" of single occupancy automobiles so we don't build dysfunctional infrastructure and then have to play "catch up" like neighboring jurisdictions are doing.</p> <p>All new development needs to improve bike access along adjacent major thoroughfares; for instance even the downtown development is not adding a bike lane on Broken Land from Wilde Lake to Hickory Ridge, which is a major access route for bikes.</p> <p>We have an epidemic of inactivity and need more active transport facilities that are safe, useful and attractive. Even public transit trips, before you sit on the bus, you always start by foot or bike.</p>
135	<p>MARC must be expanded for Columbia to compete as sprawl increases we must remain connected with our mother cities there is no better way than by train. It is the single biggest difference in the relationship DC has with MoCo compared to HoCo and Baltimore. I urge the council to remain aware of the long term future and growth potential Howard County has now and will continue to have for years to come. We must connect our worlds.</p>
136	<p>The I-70 interchange at Marriottsville Road is very dangerous. Approval for Turf Valley's expansion was predicated upon DPZ testimony that the road/bridge was going to be widened 5 years ago. The road is now 4-5 lanes but the bridge remains at 2 with frequent accidents. I-70 also needs to be expanded between Routes 29 and 40.</p>
137	<p>High priority need for Route 108 from Old Columbia Road heading west to Harper's Farm Rd. for widening of highway.</p>
138	<p>Please expand public transportation in Howard County and increase reliability. I have a car but would love to not take it everywhere. My previous experiences using the bus have been that it's late or never shows up.</p>
139	<p>Do not meddle with the existing pedestrian/bike bridge over Rt 29 that links East and West Columbia and Mall.</p>
140	<p>I appreciate being able to give input.</p>
141	<p>EXPAND 32 FROM ROUTE 1 UP AND INTO WESTMINSTER.</p>
142	<p>Snowden River Parkway... the traffic is ridiculous on this road. So many new businesses have gone in since we moved here 18 years ago and now there's so much traffic when we leave our neighborhood which puts us right on SRP. Need more lanes....and sidewalks and a crosswalk across Snowden at the light at Carved Stone.</p>
143	<p>We will never solve the problem of heavy traffic without addressing the fact that there are just too many people and cars. Transit systems should be the priority.</p>

Number	Response Text
144	Of course there should be pedestrian and bicycle improvements along 29 from Broken Land to 175, but this "upgrading" the existing bike bridge to a "transit bridge" is ridiculous. It will not improve business in Oakland Mills, it will cost a fortune, and it will destroy the one non-motor-vehicle connector between East and West Columbia. I'm disappointed to see such a controversial and expensive project lumped with other projects. Let the buses use the existing motor ways, and let us keep our dedicated bike/pedestrian bridge.
145	3rd lane Northbound on US29 from Middle Patuxent River to Columbia is vitally needed. Backs up every evening rush hour.
146	I support improvements to US 29 between I-70 and Silver Spring. We need at least three lanes in each direction.
147	<p>Key priorities:</p> <ol style="list-style-type: none"> 1. Improving 32 between Rt. 1 and 95. During the morning and evening high traffic times there are great slow downs although there is no reason for it once you get on the road. It is especially bad on 32 Westbound. 2. Improving public bus system for users to include additional buses/more frequent routes and more routes to reduce wait times.
148	Improvements that increase bicycle access to Town Center from Broken Parkway from Snowden River Parkway/Lake Elkhorn. Preferably a bike lane...I understand that the road between Stevens Forest Rd to Merriweather Post Pavilion will be a challenge.
149	The intersection of North Ridge Road and Route 40 West desperately needs to be re-designed before someone is killed or seriously injured. Why has this dangerous area been overlooked??
150	I don't and won't use rta buses, but get some new ones, I constantly see them on the side of the road with hazards on, see them in the road traveling at a speed so far below the rest of traffic as to be a hazard, and their diesel exhaust is worse than most dumptrucks and construction equipment I encounter. For the record I live in Savage and have walked rather than take the bus.
151	There is a dire need for better bike access along 175. There should not be any "improvements" to 175 that do not result in it being a viable bike corridor.
152	The enormous expansion of downtown Columbia's residential and office space is going to make 175 and its intersections near the mall even more of a traffic nightmare than they can be now. Without significant and immediate action to increase the scope and frequency of mass transit through that area, and connections to DC and Baltimore, this could be the undoing of Columbia. I know dozens of people who won't go near the Mall already because of the parking.
153	Do thinks that preserve land, improve service and support increased density in Columbia, Laurel and up and down the 95, Rt 1 and Rt 29 corridors.
154	I-70 widening is WAY past due...the same road vs 25-30 years ago, while every other major road located in the County has been improved/widened.
155	In general, I place much-much greater priority on improving existing areas (Rt. 1 Corridor for example), than projects that make it easier for even more expansion just leading to more

Number	Response Text
	problems. Make existing areas places where people want to stay and live: better roads, shopping, sidewalks, parks, bike/running paths, historic areas preservation, programs for kids/adults, county services, sound barriers, etc.
156	<p>I am particularly excited by the Camden line improvement possibilities. That said, i realize that one possible consequence of these improvements would be a move towards charging for parking at Marc stations as development plans should make those areas increasingly desirable. If achieving these improvements and realizing the potential of Marc stops as hubs for walkable communities requires a parking cost to be imposed on commuters such as myself, I would still vigorously support them.</p> <p>Two other pet projects:</p> <p>1) Improving bike connections to Marc stations. As the crow flies, Dorsey Marc station is close to my house but it is not an appealing prospect on a bicycle and if there is a good route to take I haven't figured it out.</p> <p>2) I'm told the Applied Physics Lab is Howard's largest employer. Improving transit connections could be a great boon, a natural next step might be exploiting the proximity to Maple Lawn Park and Ride.</p>
157	<p>People need to be able to walk, bike, and use affordable public transportation to travel.</p> <p>Fossil fuels are killing us.</p>
158	Mass transit and bicycle highways are the future. We need to focus on those and not suburban street sprawl.
159	I think NO new road projects should be undertaken. We need a rapid transit system between Baltimore and Washington, routed through Columbia. A real rapid transit system, like Boston, Philadelphia, Washington, and almost every other large city in the civilized world has. I wish all legislators at all levels could be required to travel to Europe and see that such systems are not intrusive and are a benefit to citizens at all economic levels.
160	if funding is available, then time should not be wasted delaying most of these proposed actions to improve transportation and mass transit. It's needed to keep Howard County growing and competitive!
161	Thank you for seeking public comment!
162	Traffic volume and safety at Rt 175 and Columbia Gateway need to addressed.
163	We need more mass transit, more pedestrian walkways and sidewalks and more bike lanes.
164	First I am happy that these things are being addressed. It is about time. While I think that the idea of public transportation in theory is good, people simply don't do it unless they have to. In other words owning and driving a car would have to be more painful than taking public transportation and no one really wants that. Even if there was a massive increase in public transportation, buses still use the same roads as cars and we must take care of the bridges that connect our communities.
165	What is the status of the Middle Patuxant River walkway or path along Carlinda Avenue in Allview Estates? The path is being put in after Sewage upgrades were installed which ruined the elevation to the point that drainage is blocked and stagnant water is pooling on properties

Number	Response Text
	that back to the river. This must be corrected or will become environmentally unsafe (moquitos, zika virus, etc) . What is the plan going forward?
166	thanks for askng
167	Instead of the piecemeal widening of 32 why not do it all at once?
168	Northbound Marriottsville Road traffic flow at US 40 might also benefit by the installation of a right turn lane to eastbound Rt. 40.
169	I live in North Laurel and I feel like we are the ugly duckling of howard county. There are several improvements needed with regard to transportation in North Laurel. Notably, Whiskey Bottom and Rte 1. I can't get out of my court at times because traffic is so backed up. In Emerson Corporate Commons, with more and more people working in the business, I've seen numerous instances where people were about to collide. Lastly, we need more sidewalks along route one to safely walk to the numerous businesses that we have there (between whiskey bottom and PG County line).
170	The Oakland Mills area has been a neglected corner of Columbia for too long.
171	I feel that auto traffic is given too much attention in our area - to the detriment of pedestrian and bicycle traffic. I want to see a greater emphasis placed design that focuses on making biking, walking, and user friendly/timely bus system. I would truly love to see Howard county put in one of the nation's first protected intersections and bike ways. We can not keep widening roads and intersections for cars forever - let's start focusing more on public transit that works and car-free modes of transportation.
172	Please erect a noise wall along I-95 near Emerson. I live in Emerson (west side) and would be willing to pay an increased millage to pay for such a wall.
173	The 2 lane bridge on 100 over I-95 needs to be widened!
174	Consideration for a noise barrier along southeast corner of route 29 and 216. Recent development of 55+ condominiums along route 29 and Ice Crystal Drive and continued truck traffic to/from dairy and long 29 generates loud noises for the greatest part of the day
175	Would like to see some daily bus service from Columbia/Ellicott City to NYC.
176	A train station through Columbia Town Center would greatly relieve traffic to either DC or Baltimore, especially given that many people live within walking distance. Maybe near Merriweather Post? That would also help with traffic during events there and potentially even reduce drunk driving incidences.
177	Please expand 32 to 3 lanes all the way to 97
178	The bike master plan calls for many miles of added bike lanes on rural and scenic roads. The stormwater impact of implementation of that plan for the sole purpose of recreational riding is a very poor use of resources. New development projects should not be required to provide the widening until a complete system is in the budget for a road. Piecemeal widening is dangerous and destroys rural roads that will likely never be a safe placer to bike.
179	Safety for pedestrians with more sidewalks and bus transportation is a very high priority. We have had two pedestrian deaths near whiskey bottom on rt 1.
180	I know there are plans to widen Snowden River Parkway. Please do not do that. There is so many nice trees in the median and taking those down to add another lane to accommodate traffic is not worth the cost.
181	Overall, I am pleased with the traffic projects currently taking place in Howard County, and thank everyone involved for their hard work in maintaining such a smooth operating traffic

Number	Response Text
	situation. In the future (5-10 year timespan), having a rapid bus transit that heads south to intersect with the future Purple Line would be a good idea, though this will depend on the Purple Line's completion and location of stops.
182	Sent an email requesting that the possibility of expanding the Yellow Line to come down Centennial Lane be considered.
183	The I-95 at Dumhart Road Sound Barrier (noise wall) has been long overdue. Thanks for including us in the survey.
184	The intersection at Marriotsville Road needs a new solution.
185	We also need more normal maintenance for bumpy roads and potholes.
186	Noise Walls on RT 29 at RT 216 (North side of RT 29)
187	Wondering if there is any study to bring transit down to southern Howard county, (Maple Lawn/Scaggsville/Laurel area), allowing better access to Columbia or perhaps into Montgomery County (non-peak, non-BRT)? Also wonder if "extended" service for BRT into Silver Spring is part of the funding? Quite frankly, current BRT does not take into account "second" trips that often preclude parents from riding (for example, elementary schools start after 8:15 do not allow commuting parents the opportunity to take transit because the last pick-up is about that time, and no sometimes before-care is full, further restricts timing). Just curious (from a former transportation planner)
188	I know that additional lanes and on/off ramps are under construction at various places along rte. 29 from the Montgomery Co. line north, perhaps to routes 40/70. I travel this route frequently and am hopeful that when this construction is completed the awful commuter jams will be greatly alleviated. Also, since moving in Jan. 2016 to a condo in the Legacy section of Cherry Tree Park, I feel that a noise abatement wall is badly needed along that stretch of rte. 29.
189	<p>Bus service is in great need for Ice Crystal Drive Residents. There are hundreds of homes bordering Ice Crystal Drive including 10 buildings housing 160 units for senior citizens. At least one bus stop placed on Ice Crystal drive would allow citizens access to all of the various venues and services available in Howard County. It would be a huge asset for our senior citizens, many of which can no longer drive.</p> <p>Also it would be wonderful if the sound wall on Route 29 could be extended south of the Route 216 interchange on the east side bordering Ice Crystal Drive. Since the widening and building of the Route 216 interchange the road noise emanating from Route 29 in this area is untenable.</p>
190	I've sent a separate email, but would like to see projects to improve traffic flow on US-1 around MD-32 and south toward Laurel. Specifically, improve the MD-32/US-1 interchanges (eliminating two lights if possible), reduce the lights on US-1 in general, and create an east-west corridor near Whiskey Bottom/MD-216/MD-198 for access to I-95.

Number	Response Text
191	<p>I would like to see an electronic sign/bulletin board on 29 North prior to the intersection of Rt #40 that will let people know if there are accidents or other major backups on Rt #70 East, especially of unusual kinds. This way we can opt to take a different way.</p> <p>I see too many people make illegal turns at the emergency vehicle turn around areas.</p> <p>I also want to see a noise prevention wall put up on 29 in Oakland Mills for Stevens Forest area.</p>
193	<p>Rte 108 heading westbound from Centennial Park to Homewood Rd needs to be widened. Too much backed up traffic and very dangerous for walkers and cyclists.</p>
194	<p>Noise wall on Rt. 29 at 216 is needed as a high priority.</p>
195	<p>A Noise Wall is needed on north 29, just south of Rt 216, for the Cherry Tree Park neighborhood. The traffic noise is unbearable!!</p> <p>Thank you for your consideration.</p>
196	<p>I would like to see the sound barrier walls erected along US 29 that runs next to Ice Crystal Drive. New development is here and the traffic noise is bothersome.</p>
197	<p>I would like to see a noise wall south of the 216 and 29 intersection. Due to the new construction of the 55 and over condos close to 29, a noise barrier would be very welcome for the 160 condos bordering the east side of 29.</p>
198	<p>Ice Crystal Drive , and Maple lawn area in laurel do not have any kind of commuting at all.</p> <p>It would be nice to have a commuting line thru those areas,to connect with columbia and other areas.</p> <p>Thank you</p>
199	<p>I see there is no plans to evaluate noise abatement on North bound RT 29 from the area North of Rocky Gorge to MD RT 216. This needs to be evaluated as the volume of traffic is similar to or more than that of the area now being built beyond RT 32.</p>
200	<p>Is the construction of a noise wall along 29 near 216 under consideration?</p>
201	<p>Consider constructing noise walls along Route 29 around the Fulton/Laurel area.</p>
202	<p>I am located at Rte 29 and Rte 216 in a 55+ community. There are no noise wall blocking the traffic noise from Rte 20. It is difficult to sleep. There are noise walls for single family homes both north and south of my development. Cannot understand why there are no noise wall for our community. They are much needed.</p>
203	<p>Make the intersection of Columbia Road and Hemlock Cone Way/Kings Cup a 4-way stop. People drive along that section of Columbia Road in excess of 50mph while young children are trying to get to their school bus stop. Adding two stop signs is a cheap fix before someone gets killed.</p>
204	<p>Howard County is NOT walk-able and many people cannot or choose not to use bikes. PLEASE make sidewalks a priority over bike paths! PLEASE let us be able to walk to nearby stores or restaurants when we choose to. Even if I wanted to take a bus I'd have to</p>

Number	Response Text
	DRIVE to the closest bus stop or else walk a mile or so...the walking isn't a problem but I'd have to walk in the street!!!
205	There are too many housing projects close to Rt 29 which is making Howard County a very difficult area to live and drive in during the rush hours. The commute to Silver Spring along Rt. 29 takes 50% longer than it did 20 years ago. Consider a monorail system like Disney World's along Rt. 29. Build it in the medium. The stations could be the Scaggsville Park & Ride, the Broken Land Parkway Park & Ride, and the end of Rt. 29 in Ellicott City.
206	It would be fantastic to have high speed transit connecting Howard County to Baltimore and Washington (i.e. MARC). This would be my top priority.
207	<p>1. A noise wall is needed at Route 29 and Route 216 at Cherry Tree Park (Ice Crystal Drive area). Condos there hear the traffic! Noise walls are in position north and south on the same side of Rte. 29, but not in this vicinity.</p> <p>2. Expand lanes for Rte. 32 West to Carroll County line. I would even suggest to Liberty Road.</p> <p>3. Intersection improvements for Leishear Rd. at Gorman Rd. for right and left turns.</p>
208	<p>Transportation needs to have some "out of the box" thinking for new and innovative solutions rather than "we've done it that way for the last 40 years"</p> <p>Why are there not any engineers with a practical working knowledge of transportation issues on a County advisory committee to comment on the feasibility of traffic solutions - seems like only political solutions are presented and become a waste of tax payers money.</p>
209	<p>On the recent APFO-Adequate Public Facilities Ordinance committee the roads were given a very short shrift by the developers and the committee's rules. The developers, in lock step, voted against any road improvement and/or sidewalk amendments at all for Howard County even though the entire rest of the committee saw the need for these improvements. The 103 widening was brought up repeatedly, yet nothing was added to the ordinance except a suggestion to look at the problem. Rt. 100 was put in the wrong place (where it was not planned for) due to a particular politician years ago, and now the whole area is a mess; neighborhoods are cut off, traffic is dumped directly onto inadequate roads, parks have been put in that you cannot get to, and T-bone, as well as head on accidents are the norm in this area. Please consider fixing this dangerous area first. As an aside, 29 was supposed to have been lowered during the expansion by the state 15 years back and that never happened, leaving the noise levels way over legal limits in the surrounding neighborhoods. All of this has created a loss in property values for the residents. At some point, Ellicott City deserves the attention that Columbia always gets.</p>
210	<p>Widen 216 from US 29 to Pindell School road providing left turn lanes into businesses new developments and side streets. Improve intersection of Lime Kiln Rd, Murphy Rd, and Rt 216. You can not continue to approve development in the area without addressing the transportation issue and it is unfair to those who currently live have additional traffic placed on the roads without the roads being improved.</p>
211	<p>Continue the already planned people mover that Jim Rouse started. Access roads already in place in parts of Columbia</p>

Number	Response Text
212	<p>RTA needs MAJOR improvements NOW.... Suggest the County Exec and staff ride the RTA for one month, including Sundays-- no cars! DO THIS NOW! The yellow bus has been unreliable for months!</p> <p>We need more Ellicott City buses and Sunday service.</p>
213	<p>The bridge expansion with transportation in the East side of Columbia is the most important for me. Making the down town Columbia more connected to Oakland Mills, in able to enhance the growth and economical impact to the community. Bringing upscale housing to the East Side for people who will be working in the downtown area. By connection the bridge to downtown, we hope to increase our real estate values in our Community, not have it deteriorate like it has been, don't leave us behind!!! We do not want to be the Ghetto of Columbia</p>
214	<p>US Corridor Between Broken Land Parkway and MD 175 is very important to me</p>
215	<p>Transit is abominable. Poor black and Latin riders are subject to poor local transit to commute while white and other middle class commuters get nice transit buses to Balto and especially DC.</p> <p>I-70 is a parking lot in the PM peak westbound.</p>
216	<p>Route 108 from Guilford Rd to Trotter is a MESS, especially during school days with River Hill High School. The current traffic pattern and flow needs to be changed to accommodate the change in population since the road's creation.</p>
217	<p>The current bike/ped bridge across Rte 29 from Oakland Mills to Lake Kit is in sore need of improvement. Please do not connect repair and improvement of current bridge with an overpriced auto, public transit access bridge which is completely unnecessary. There is adequate roadway connection between East & West of 29 at present. The county could do many things to improve the OM with the millions being proposed for this bridge.</p>
218	<p>Pick up all the litter trash and garbage on 29 and 32 as well as the cloverleaves. Get the SHA to do it. County is becoming disgusting.</p>
219	<p>public transportation needs to be the top priority to make it easier to use</p>
220	<p>I chose not to rank items that I do not know about.</p> <p>I think putting in a traffic light at Quarterstaff and Freetown Road is important now and will be more important as the Hickory Ridge Village Center is redesigned.</p>
221	<p>I meant to mention that the intersection at Route 40 and Marriottsville Road is extremely dangerous. 2 people were just helicoptered to shock trauma on Fri evening 2/26/16.</p>
222	<p>"We cannot BUILD our way out of congestion..." - we have to really enhance alternative transportation modes, convenient transit [redo all the routes to really pick up people and take them to key places like employment, medical conveniently, have 15 minutes headways to really encourage not driving a single occupancy vehicle/ie CAR, app for smartphones for transit, ped and bicycling.</p> <p>It needs to be done NOW, not just "developed" or study - it needs to have feet on the ground.</p>

Number	Response Text
223	<p>Due to improvements already approved for MD 32 between MD 108 and MD 70, there needs to be:</p> <ul style="list-style-type: none"> - an evaluation of need/installation of Noise Walls along MD 32 between Cedar Lane and MD 108; - consideration given to the reconfiguration of the MD 32/MD108 intersection e.g, cloverleaf? - improvements to minimize traffic back-ups onto MD 32 at the Great Star Drive and MD 108 intersections. - improvements along MD 108 in the Clarksville commercial core between Guilford Road and Clarksville Elementary School.
224	<p>Consider opportunity to provide pedestrian and bicycle access from Riverside to Johns Hopkins Road.</p>
225	<p>Always tough to set priorities -- never enough funding. Maryland should follow Virginia's lead and develop other funding sources to support transit. There will never be enough gas tax to provide sufficient transit to ease congestion and support strategic redevelopment projects. Adding more lanes to existing roads will ease congestion temporarily, but ultimately encourages more auto traffic and sprawl.</p>
226	<p>Routes 108, 29, 32 & 70 appear to be the most critical routes needing efficient traffic flow during rush hour. Improving bus service to Silver Spring sounds like another great idea for getting taxpayers to & from work. Improving access to Annapolis from Baltimore, Columbia & the district would help those providing goods & services in these areas. From a broader perspective, our east-west corridors are insufficient & poorly connected. The state loses significant efficiency & economies of scale because of this.</p>
227	<p>Give serious consideration to re-construction a multi-mode bridge over Rt. 29 from Town Center to Oakland Mills noted earlier in the survey.</p>
228	<p>The intersection at Linden Linthicum and RT 108 has become dangerous for cars and pedestrians alike. A light and crosswalk are needed there, along with a realignment of the gas station entrances and exits.</p>
229	<p>A new pedestrian/transit bridge over US 29 is my highest priority!</p>
230	<p>We need to move to much more mass transit and alternative transportation (bike and pedestrian options) and away from cars and roads.</p>
231	<p>The transit plans need to be discussed in more detailed. I don't think the county has the population to support more buses. Also, the BRT to Silver Spring is dead. The MTA commuter buses already own that space. First Transit/Connect-a-ride messed up the connections with Montgomery County but Bus service should be expanded to JHU APL and Maple Lawn.</p>
232	<p>So happy about the widening of Route 32 to I-70. Thank you.</p> <p>I feel very strongly that improvements along the Route 108 corridor in Clarksville take the</p>

Number	Response Text
	highest priority for safety reasons. Most importantly the addition of a traffic signal at the intersection of Route 108 and Linden Linthicum Lane is of the highest priority. The additional improvements to make the area more accessible for pedestrians and bicyclists will positively impact the current traffic congestion in this area.
233	Please evaluate the impact of the Route 32 expansion on noise and traffic in neighboring communities to determine if noise walls and other improvements are necessary.
234	I would prefer the county consider adding infrastructure in the form of convenient public transit - light rail, metro interface, Bridge Columbia, etc. - rather than always opting to widen the roads. We need to encourage people to start considering public transit vs. putting more cars on the road.
235	More bike friendly provisions. Add paths to eliminate dead end cul-de-sac
236	Bridge Columbia is the most awful, cynical waste of money I have seen in my ten years living in the county. I dearly hope some brave official will stand up to the mob mentality of flushing desperately needed funds down the pork barrel drain.
237	A new corridor linking the West and East sides of Columbia is a very important and necessary project.
238	Would like to see widening of 29 at 175 completed someday, to include the sound walls near that interchange.
239	I don't support the idea of a transit/pedestrian only bridge over 29. If that kind of money is going to be invested in a bridge, I would like it to be for use by cars as well. The bridge now is fine for bikes and pedestrians.
240	Need more on demand transportation for senior citizens. Current system is ineffective and costly.
241	In particular, I would like to see bicycle and walking safety improvements throughout the county. Cedar Lane in Columbia should be reviewed for safety for drivers, walkers and bicyclists. The travel lanes are too narrow. It is VERY difficult to see the lane markers during the evening hours when it is raining - cars are weaving all over the road. The left turn lane from Southbound Cedar Lane onto Freetown Road is too narrow to fit a bus or truck. There are two lanes of traffic in each direction passing the vehicle in the left turn lane. The sidewalks start and stop along Cedar Lane. There is a lot of foot traffic - in particular from Little Patuxent Parkway to Harpers Farm Road. Many times people walk in the street in that area causing a hazard - particularly at night.
242	I commute down Rt. 70 every morning to work and it is a MESS! Backed up every morning at Rt.70 and Rt. 40. This has needed expansion for a while now!
243	More buses on all Howard transit routes and overlap with MTA routes
244	I would like to see more bicycle paths and sidewalks on route 40 from route 29 to the west. I ride my bike on the shoulder there and many people make the dark walk at night through the Enchanted forest area. Thanks for listening..
245	Would like to see sidewalks installed on Landing Road connecting Rockburn Branch Park
246	We need a light at 108 and Linden Linthicum Lane! Dangerous intersection during rush

Number	Response Text
	hour and during HS and ES opening and closing times!!!
247	A light is desperately needed at the intersection of 108 and Linden Lithicum Lane. Many people (especially high school kids) speed on 108 making it impossible to turn onto 108 during busy traffic hours. Recently multiple accidents have occurred at this intersection and I fear for people's safety. Thank you.
248	<p>I did not want to comment on proposed changes that do not impact me because of where I typically travel within the County and/or that I am not familiar with - this is not to say they are not important for the folks that are affected in those areas.</p> <p>I see nothing regarding Rt. 32? Is that because it would be a State initiative I assume?</p>
249	Transit projects should be on high priority list.
250	Thank you for accommodating citizen input in this planning process.
251	When looking at Bridge Columbia, it is important to estimate how much it WOULD be used by people who are not yet here. The ability to hop on a circulator-type bus to get to downtown, the college, and the hospital would attract residents from several age groups: empty nesters who want to take non-credit courses at the college without the hassle of parking at HCC; millennials who want to get to the Mall and concerts easily; and moderate-income residents who work at the hospital and don't have a car. Current usage is not a true indication of demand for this project.
252	I appreciate all your efforts to accomodate our immediate as well as future needs.
253	Multiple accident on rt108 in Clarksville this week alone!!
254	Thank you for soliciting our input. I would caution you that everyone filling out this survey does not fully understand the projects and cost. Please continue to use your good judgement and expertise as you make these decisions. You are the experts with all the data on true need. Thank you for your service.
255	<p>I don't know if you mentioned the adding lanes to route 108 in either direction. I live off 108 by Great Star. I only have rt 32 or 108 to get north and east. I can get on rt 32 and go out of my way west to get on rt 70 to go northeast. Or I go on rt 108 east and then rt 29 to go northeast.</p> <p>Rt 108 needs additional driving lanes or partial lanes not just bike lanes. There is too much large truck, bus, and small truck traffic to travel at the speed limit most of the time. Thank you.</p>
256	I would like to see more restrictions on the zoning that creates the traffic congestion in the first place. People who bought property here didn't come here because we wanted to live in a congested urban environment. Howard County is losing its character and being blighted with high-density concrete canyons. We are actually thinking about moving out because of it.
257	The trash on our routes (e.g. most of Rte 32 between the 108 intersection and to 295) is plentiful and quite embarrassing. Is it practical to use people being detained in county lock-up and also able bodied, healthy adults who are not working and obtaining financial assistance from the state/county to periodically clean up the routes and collect trash as a public service?
258	Improve and expand public transportation and bus service expand service for disabled Rta paratrasit service expansion most important.

Number	Response Text
259	High Priority--Pedestrian and bike lane on route 108 where it passes over route 29.
260	Need geometry and drainage improvements on Route 216 from Reservoir HS to Lime Kiln Rd. Need drainage and roadway rehabilitation on Lime Kiln Rd from Route 216 to Reservoir Rd. These areas persistently flood during heavy rains and leave silt and debris on the roadway. The County recently put up "flood area" signs and added some rip rap, but this does not resolve this very concerning safety hazard.
261	Thank you for seeking input from the drivers & pedestrians.
262	I would like to see more alternating right of ways instead of one lane merging into another wherever possible.
263	<p>-- Redesign of I70/29 interchange should include removing the 29N left turn onto 70W that inhibits 29S traffic due to the stoplight there that is contrary to the goal of removing traffic lights on 29.</p> <p>-- Improve flow on Centennial Ln North through Frederick Rd and Rte 40 intersections.</p> <p>-- Widen 32E at I95.</p>
264	The widening of US 29 from 32 to 175 is painfully slow
265	Please don't expand and upzone along Rt. 32 in Howard County. This area has most of our last remaining Tier 2 streams (healthy streams) and development will irrevocably degrade them no matter what BMP's are used due to land clearing and subsequent stream warming.
266	Can we get more lighting on 70 west and on 32 north and south from 70 to 108??
267	Please consider adding bicycle lanes and/or wider shoulders for cyclists on all new upgrading and construction of roads in Howard County.
268	<p>Why is Route 32 being opened into Western Howard County without public hearings? No more development is needed there in the west.</p> <p>If Route 32 is widened, then sound barriers should be installed along currently existing 4 lane route 32 because the widening of route 32 will lead to an intolerable amount of increased traffic noise and decrease property values. But, of course, the Republican Governor and Republican County Executive have caved-in to special business interests in this and don't care about the people who have elected them. Want to bet they don't live along Route 32?</p>
269	Thx
270	<p>Over 25 years ago we kept hearing the red line would be in Columbia</p> <p>I feel like if this were to happen many traffic issues would be lessened</p>
271	Please build the upgrades to Route 32 to Route 26!
272	There needs to be a light at 108 and Linden Linthicum Road. This is a major intersection and there are near accidents in the morning and the afternoon/evening every day. This is the main way out of the neighborhood and there is a high school right around the corner as well as a hill where traffic comes speeding along and it is hard to see as they approach. There were 2 accidents the other day and I fear when my children begin to drive. Please consider adding a light to the intersection of 108 and Linden Linthicum Road in Clarksville, MD.

Number	Response Text
273	<p>Of all the high priority items I selected, the most crucial is the work on Rt 108 through Clarksville, MD.</p> <p>This area has been so miss-managed over the last 20 years, we've been left with sidewalks that just end with little or no connections. Crossing Rt 108 is "a death wish waiting to happen", with over 20,000 cars passing through the corridor on a daily basis. Please help fund the Streets cape plan that will soon be part of the zoning plan.</p>
274	<p>it would have been helpful if approximate costs for each project were included for both the County and State. Also info on what HoCo can reasonably expect on an Annual Basis. That would help in informing priorities by citizens.</p>
275	<p>This comment relates to Howard County (and adjacent counties) funded projects. RTA needs to expand to increase frequency in highly travelled corridors and to provide at least some service to areas of the county currently without any service - North Laurel west of I95, Fulton/Maple Lawn, Western Howard County. This would serve the needs of senior citizens and lower income residents.</p>
276	<p>You're not being clear on the rating options. Does "I do not choose to rank" mean "I have no opinion" or "I am opposed to this project"?</p> <p>Let's be ambitious: How about a new MARC line in the middle or western part of the county? Extending Metro to Howard County?</p> <p>And what's going on with the current project widening and Rt 29 between Broken Land and 175? Why is it taking so long?</p> <p>Thanks for the opportunity to provide input.</p>
277	<p>US Route 1 should be widened at the CSX bridge. The road is too narrow at this point. When there are heavy rains, the right lanes flood. Last year, my car was hit by a rock that fell off the CSX overpass, causing the windshield to break. This bridge needs to be replaced and made safer.</p>
278	<p>Bike transit and sidewalks should be a priority to enhance community options and liveability of Howard County!</p>
279	<p>widen 108 from Columbia Rd to Harpers Farm Rd</p>
280	<p>I strongly support replacing the only (!) existing pathway bridge across Rte 29 with a new bridge capable of safely accommodating pedestrians, bicycles and transit as proposed by Bridge Columbia. Such a bridge would provide an environmentally friendly route to connect east and west Columbia, reducing traffic congestion and parking problems which will increase with the further development of downtown Columbia. I am vehemently opposed to the alternative proposal to construct a "third interchange" (which would involve removing trees, etc) to provide an additional route for automobile traffic and be less safe and attractive to pedestrians and cyclists.</p>
281	<p>I live in Courtyards of Waverly Woods off Marriottsville Rd., so my responses mainly relate to route 70 West and Marriottsville road needs. I can clearly see the need for those projects.</p>

Number	Response Text
	<p>Aging in Howard county will be more difficult due to less than adequate disability and aging transportation. I am glad to see your request for more buses.</p> <p>I used to ride my bike but stopped doing so as the traffic is too dangerous in the more populated areas of the county. The bike ways in Columbia never felt safe either.</p> <p>Thank you for asking and for your service to our community.</p>
282	True bus rapid transit with dedicated bus lanes, automated traffic signal Chang between the County and Silver Spring.
283	Please add more access for pedestrian, cyclist, and public transportation to enable public to decrease the use of vehicles. In the long run this will induce people to choose wisely, save environment, and makes citizens healthier.
284	Appreciate the opportunity to give input to the decision makers
285	Bike/walking path along New Cut Road. It's too dangerous to walk there and it's right next to over 55 community.
286	<p>Please implement bus service between Savage Mill and the Savage MARC station. When the Annapolis Junction Town Center opens in 2017, the already-problematic traffic congestion near Dorsey Run Rd. and Junction Dr. will only increase, as will competition for parking spaces in the garage. Establishing this bus link would allow commuters in Savage--both residents and those with jobs in the area--the valuable option of keeping their personal vehicles off the road when they commute.</p> <p>This change benefits everyone in the community, is inexpensive, and is a straightforward implementation. It's as simple as rerouting the northbound Purple Bus so that it turns left from US-1 onto Gorman Rd., then right onto Foundry St., and stops at the existing Route E stop on Foundry St. at Washington St. After that, the bus would turn right onto Baltimore St., which continues as Howard St. and then crosses US-1 as Corridor Rd. At this point, the added segment reconnects with the existing route. Changes to the southbound route are simply the reverse of the northbound adjustments (follow Corridor/Howard St. across US-1; this becomes Baltimore St.; turn left at Foundry St.; stop at Foundry St. and Washington St.; continue up to Gorman Rd. and turn left; turn right at US-1). Thank you.</p>
287	Re Md 103 at US 29: I highly support this project ONLY if connecting sidewalks are constructed between Long Gate Pkwy and Old Columbia Pike. There is also a promised(SHA) lighted crosswalk at the 103 entry to Long Gate Shopping Center. These would provide safe pedestrian traffic, not just for residents living on that section of 103, but for residents across the Rt 29 bridge and off of Old Columbia Pike. I know that the sidewalks are the responsibility of Howard County and that the County is waiting for SHA.
288	<p>Please look at creating a bicycle lane on Marriottsville Rd north of Rt 99 or at least creating a 2-3ft shoulder to allow bicycles to get out of the lane of traffic!</p> <p>Please look at connecting the two sections of Henryton Rd to alleviate some of the traffic on Marriottsville Rd, or widening Marriottsville Rd north of Rt 99. Too much traffic backs up on Marriottsville as Sykesville/Eldersburg gets built up and more people are commuting from there to Rt 70.</p>

Number	Response Text
289	Implement as much of the bike master plan as possible.
290	Improve pedestrian and bicycle lanes
291	Let's see a big push for the bike master plan. Columbia and surrounding areas are so close yet so inaccessible more than 50% of the time because traffic is gradually worsening.
292	we need more sidewalks everywhere, in particular on Old Columbia Pike, from 103 to Old Ellicott City.
293	speed bumps needed on Cradlerock South intersection with Dockside lane. Most cars fail to stop for pedestrians at crosswalk.
294	Sound walls along Route 32 Columbia/Clarksville with widening of Route 32 West of Clarksville to accomodate increaased noise from increased traffic volume.
295	It seems unfocused to plan for BRT, MARC and other improvements to transit without having a ROBUST plan for INTEGRATING transit into the ongoing (meaning this planning is way behind the need for it) development of downtown Columbia. How does transit facilitate a ped/bike friendly Columbia town center? How will Columbia be connected (really connected) to DC Metro? to Baltimore Metro? What is Howard County doing to lean forward to get a stop in Columbia on the plans now advancing for a DC-Baltimore maglev line??? Where will the transit hub be for Columbia? This hub will (in ten, twenty, fifty or one hundred years) serve as the transit hub for Howard County. Why is it not being reserved and planned for now?
296	<p>a light at Linden-Linthicum Lane would help alleviate near-accident fears. Also, many folks would not have to use Day Long Lane to by-pass that left turn exiting LL Lane onto Rt.108. ..hence decrease traffic and need for speed bumps on Day Long too!</p> <p>Is the adding of another lane in East and West Rt. 32 from 108 to 70 going to dump more traffic quicker into the soup when approaching Shaker Dr? Just a concern..I know how busy 32 gets twice a day beginning at Rt.29. I AM in favor though of widening Rt. 32 from 108 to 70. thanks for your work!</p>
297	Fabulous idea. The challenge even for me is to prioritize fixing the problems I see, with promoting more sustainable and less car intensive solutions.
298	<p>Before launching expensive projects ALL other creative ideas should be exhausted such as.....</p> <p>Smart connected traffic signals, signal that communicate with with aps to suggest speed adjustments.</p> <p>Slow traffic keep right enforced on ALL highways.</p> <p>Monitoring traffic to stop bunching (driving in convoys).</p> <p>Signage that promotes traffic to encourage "closing the gap) Re: Route 32 from 108-I 70</p> <p>Enforce traffic rules RE: using turn signals to communicate your intentions ALL the time.</p>

Number	Response Text
299	I-95 and Route 100 interchange needs VAST improvement, ESPECIALLY onto southbound I-95. ALWAYS congested there, many accidents there on a weekly basis. Perhaps widen I-95 (add another merge lane on the right from Route 100 onto I-95 Southbound) between Route 100 and Route 175 to allow for smoother merge with less accidents. I have seen way too many accidents there and heard about them on the radio way too often.
300	Please help install a traffic light between Linden Linthicum Lane and Clarksville Pike. Thanks.
301	No mention was made of widening and/or adding bicycle lanes on Homewood Road and Folly Quarter Road. These roads are heavily traveled by cyclists, and the addition of a dedicated bike lane would greatly improve traffic and safety along these roads.
302	Another high priority project should be the completion of three lanes in each direction on US 29 in Howard County.
303	My neighbors and I would like to have a better understanding of how the county prioritizes paving and chip sealing roads in western HoCo. Roads in our area don't seem to be doing well with chip sealing and would benefit from an occasional grind/pave approach.
304	Had I the opportunity to rank these projects I would place the Route 1 sidewalk project at the very top! Thanks for the opportunity to provide input.
305	There needs to be a much greater focus on public transportation within Howard County, as well as Howard County to the surrounding areas (Baltimore / DC / Annapolis / Frederick). We have enough roads - we do not have enough ways to get around without cars, which is only creating increased congestion. Noise abatement is another concern major concern because it impacts the quality of life. I live in North Laurel near the intersection of Rt 216 and I-95; straight line distance is approximately .6 mile. Straight line distance from my home on Susini Drive to Stansfield/Dumhart Road is approximately .7 mile. The noise in my backyard is sometimes so high it's not pleasant to be outside. The proposed wall at I-95 and Dumhart Road on the Southbound side would go a long way toward helping with that problem. However, I do hope that the proposed wall will cover the same length and area as the wall on the Northbound side at that same location, because there is no question that reflected sound contributes greatly to the excessive highway noise in my neighborhood. It should also extend to the access road from Rt. 216 to I-95.
306	How can you not have Rt 32 widening on this survey. You have stalled this project out for a decade. It took a Republican Governor to get this approved and Howard County should get this project done immediate, not in 10 more years. Rt 32/70 to Clarksville and Rt 29/70 traffic congestion are the only serious traffic problems in the entire county and they have been ignored for a decade. You should also have included a request for feedback on Kittleman's plans to allow the sale of every farm in western Howard county for development, which every resident in the western part of the county except the developers oppose.

Number	Response Text
307	I believe it is time to look into the traffic situation on Snowden River Parkway and Broken Land Parkway. The traffic lights at Minstrel Way and Carved Stone are major reason for tremendous back up on a daily basis on both Snowden River and Broken Land.
308	No need for full-size busses in areas where there is only one or two people on the bus. I see an empty full-size bus in my neighborhood all the time at different times of the day and evening.. A small van would save taxpayer money. Bike paths are extremely dangerous and too expensive. Bad weather is not conducive for people riding their bikes to work. Adding all those bike lanes are way too expensive and too dangerous for the motorist and the biker. America is not like Europe. Bike lanes are a big waste of taxpayer money and very confusing. An example is on Route 108 and Snowden River Parkway near the Eggspectation restaurant and the big medical/office buildings. Whomever designed this bike lane must have not been the top student in his engineering class.
309	I think much needs to be done in the way of pedestrian and bicycle improvements. People want to walk and bike and they need to be able to get around the county easier and safely. Also, if our mass transit system was better (reliable, frequent, convenient), I'd use a bus to get around Columbia. Much improvement needed here.
310	Please address the back up on Snowden River Parkway.
311	Prioritize northeastern side of the county (Elkridge/Jessup area) where there is a higher population and more problems. Sidewalks in neglected parts of the county like Elkridge/Jessup would be a major benefit for community revitalization and increase access for local trips by walking and biking.

4. Survey Instrument



Public Input - 2017 Howard County Priority Letter to the Maryland Department of Transportation

Welcome!

Your input is important. Please take some time to 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 2017 - 2022 Consolidated Transportation Program.

Howard County plans to send the Fiscal Year 2017 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 2016-2021 Consolidated Transportation Program

Survey Purpose

The purpose of this survey is to gauge the public support for projects under consideration for the FY 2017 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 be automatically included in the FY 2017 Priority Letter to indicate the desire for continued support.

These projects are as follows:

- US 29. Middle Patuxent River to Seneca Drive; widen northbound US 29 to three mainline lanes.
- MD 32. MD 108 to I-70 safety improvements including additional lanes; MD 32/Route 144 interchange and access management improvements; evaluate MD 32 north of I-70 to Carroll County for widening.
- US 1 at Kit Kat Road. Design and implement intersection enhancements.

Important Dates

*Start of Public Input Survey - **February 23, 2016***

*End of Public Input Survey - **March 11, 2016 at 5:00 PM***

Please fill-in your contact information below and complete the survey beginning on the next page.

Contact information. (Optional)

Name

Email Address*

*Your email address will only be used for communicating updates about this process.

Public Input - 2017 Howard County Priority Letter to the Maryland Department of Transportation

Welcome to the 2017 Howard County Priority Letter Public Input Survey

Below is the current list of proposed projects for the Howard County FY 2017 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 presented in alphabetical order and 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 410-313-3130 or via email at jpmiller@howardcountymd.gov

* I-70 Corridor

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Construct a new wider bridge over I-70 to allow widening of Marriottsville Road north to MD 99 and and south to US 40.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* I-70 Corridor

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Widen I-70 by one lane in each direction from US 29 to US 40 and reconstruct the I-70/Marriottsville Rd interchange.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **I-70 / US 29 Interchange**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Design and implement interchange capacity enhancements.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MARC Growth and Investment Plan, Camden Line, Track Capacity and Increased Service**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Add an additional mainline track and sidings to provide for three mainline tracks from Savage to Jessup MARC stations, weekend service on the Camden Line, and increased weekday commuter service of at least two weekday round trips.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 100 / MD 103 Interchange**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Replace the existing interchange with a new design to better accommodate projected future traffic.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 103 at US 29**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Expand and add a third lane along MD 103 onto the ramp towards US 29 northbound.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 108**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Design and construct pedestrian, bicycle, automobile, and streetscape improvements on MD 108 from Guilford Road to Trotter Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 108 Intersection Improvements**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Construct intersection improvements for MD 108 at Centennial Lane and MD 108 at Ten Mills Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 175 Corridor**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Widen and reconstruct MD 175 from US 1 to Dorsey Run Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 175 Corridor**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Design and engineer upgrades to the US 1/MD 175 interchange.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 175 Corridor**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Evaluate a potential extension of MD 108 through MD 175 into Columbia Gateway Drive, creating a third access point to Columbia Gateway.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* **MD 175 Corridor**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Conduct traffic modeling and develop design alternatives to respond to the impacts of the I-95/MD 175 and US 1/MD 175 interchange projects.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*** Pedestrian access, bicycle access, and safety improvements commensurate with the Americans with Disabilities Act (ADA) improvements of 1990**

High Priority Medium Priority Low Priority I choose not to rank this project

Design and construct sidewalks, pedestrian safety improvements, bicycle safety improvements, and final design and construction of the Bicycle Master Plan (BikeHoward) short term network projects.

*** Traffic Signal Back-up Generators**

High Priority Medium Priority Low Priority I choose not to rank this project

Evaluate and plan a system for developing a back up generator installment program at key state highway traffic signals in the County.

*** Transit Capital Improvements**

High Priority Medium Priority Low Priority I choose not to rank this project

Purchase 40 new transit buses and related equipment over the next 6 years for the Regional Transit Agency (RTA) system.

*** Transit Expansion**

High Priority Medium Priority Low Priority I choose not to rank this project

Expand operating assistance to increase RTA bus service by at least 30% on a number of the most traveled routes, e.g., 406 (Red), 401 (Green), 501 (Silver) and 503 (E).

*** US 1 Corridor**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Highway reconstruction including pedestrian, transit and streetscape improvements between MD 175 to just north of Montevideo Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*** US 1 Sidewalk**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Construct sidewalk along US 1 southbound in the median between North Laurel Road and the County line.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*** US 29 Bus Rapid Transit (BRT) Planning**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Increase express bus service to Silver Spring along the US 29 BRT corridor, and plan interim express bus service for a future Broken Land Parkway BRT Corridor.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*** US 29 Corridor between Broken Land Parkway and MD 175**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Plan access and capacity improvements for pedestrians, bicycles, automobiles and public transit, including a potential transit bridge connecting Downtown Columbia with Oakland Mills.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Noise Walls

* **I-95 at Dumhart Road**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Evaluate, design and construct a noise wall for Dumhart Road – SE corner of I-95 and MD 216 Interchange	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>


* **I-70 east of Bethany Lane**

	High Priority	Medium Priority	Low Priority	I choose not to rank this project
Evaluate, design and construct a noise wall for Beth Gate – South side of I-70 just east of Bethany Lane	<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 2017 Priority Letter please email a detailed description including the project benefits to jpmiller@howardcountymd.gov or call the Howard County Office of Transportation at 410-313-3130.

Note that the Priority Letter only includes projects needing State support. It does not include projects that would be fully funded by Howard County. If you would like to review State guidance for the priority letter please follow this [link](#).



Public Input - 2017 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 (**March 11, 2016 at 5:00 PM**) the results will be compiled and will serve to guide the development of the final FY 2017 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!