

# **APPENDIX J**

## **Public Input**

US 1 Open House Comments

How do you usually travel in the corridor?	What type of comment do you have?	If a specific location, which one?	Comment Number	What are your comments?	Name	Email	Address
Car	Both	Multiple	19A	19A - no crosswalk. Please add one	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple	19B	19B - if we want to improve safety of bus stop please move to 19C	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple	19D	19D - intersection dangerous! Cannot see either way because of road grade. Also, would like to help do add ons to stop (library etc)	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple	19E	19E Bus Stop Cover	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple	19F	19F Tunnel opened ↑! 😊	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple	19G	19G Cover @ Bus Stop (I think this is where kids wait) no place to sit	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple	19H	19H/19I Crosswalks	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple	19I	19H/19I Crosswalks	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Both	Multiple		General → Bike/Ped Path please!!!! All of Rt. 1	Erin Cassell	erin@rollupndye.com	7167 Water Oak Road
Car	Specific	Main Street, Elkridge	21	Open Tunnel under Railroad Tracks Upgrade sidewalks and light along main street	Dave Grabowski	eaaa11@aol.com	6379 Euclid Ave, Elkridge MD 21075
Car	Specific	Guilford/US-1 Intersection	23	Would consider this intersection to be totally unsafe for pedestrians - no sidewalks or crosswalks	Ruth Vriend		
Car			17	Pedestrian Crossing at South Entrance to Old Washington Rd Better Street Lighting at Hunt Club Road Crest of Hill Approaching Loudon Ave - Better Signs Maintenance - Weeds on Sidewalk Between Ducketts & Troy Hill	Robert Judge	Robert.Judge.21075@gmail.com	6609 Grouse Road, Elkridge, MD 21075
Car	Specific	7615 Washington Blvd + Blue Stream Drive	15	The community desperately needs a traffic light here. The development across the street from Lorien Nursing + Rehab Center, which I am the manager of, has added even more traffic to the already dangerous intersection. I have experienced multiple accidents (as witness) first hand. They typically happen when vehicles are making <u>Left Hand</u> Turns out. I know people make right turns and get to the flea market to turn around. I believe the traffic study could be skewed. Employees who live in the apartments have to cross the street. Employees and other citizens have the bus stop across the street. A recent accident of a 90 year old man who was the caregiver of a current resident has been especially concerning. He had a major injury and that has left the lady without a caregiver. Please get the light in there! Any questions, I am happy to talk.	John Mangione Jr.	jmangionejr@lorienhealth.com	7615 Washington Blvd, Elkridge, MD 21075
				1. Open the tunnel under CSX tracks 2. Actuated signal @ Bonnie View Lane to cross 3. Pedestrian access from Abel Drive (sic) to shopping center 4. Bike connection/synch signal hunt club to s. Hanover 5. Roberts Property (opposite Ducketts) public amenity trail 6. Bike lanes over 100 7. Shoulder at Rosa Bonheur Mem Garden 8. 175@1 Bike accessible (sic) on both routes 9. Connect end of Old Waterloo Road to 1@175 10. US 1 crossing of 32 & 11 (sic) - Shoulder on S side of 1 between 32 & Guilford	Drew Roth	mdrew@gmail.com	6117 Lawyers Hill Road
Car	Specific	See below	13A	13A - This section of Route 1 needs better lighting. Too dark at night	Allison Eatough	allisoneatough@gmail.com	5434 Wecker Way, Elkridge, MD 21075
Car	Specific	See below	13B	13B - Need a marked crosswalk here. Lots of pedestrian crossings at this location. Also sidewalks on western side. When people get off the bus, how can they safely cross Route 1?	Allison Eatough	allisoneatough@gmail.com	5434 Wecker Way, Elkridge, MD 21075
Car	Specific	See below	13C	13C - Need sidewalks here. How do people leaving the jail on foot travel? There is no crosswalk near the jail across 175 or sidewalks.	Allison Eatough	allisoneatough@gmail.com	5434 Wecker Way, Elkridge, MD 21075
Car	Specific	See below	13D	13D - Put a sidewalk in front of State Police building	Allison Eatough	allisoneatough@gmail.com	5434 Wecker Way, Elkridge, MD 21075
Car	Specific	See below	13E	13E - Speeds excessive on this wooded section of Route 1. Maybe add a traffic light nearby to slow cars down? (between Bonnie View & Old Washington Road).	Allison Eatough	allisoneatough@gmail.com	5434 Wecker Way, Elkridge, MD 21075
			11	Needs sidewalk on Montgomery Rd Between Old Washington & Rt 1 Kids walking to Cindy's Ice cream... people walking to get groceries... public transportation → needs to go to lower Elkridge (Levering Ave) for Food Pantry recipients	Lori Gerus	algerus@juno.com	
			9	We support <u>more</u> public transportation	E.W. Fields		4437954242
			5	Bike connection needed between Howard County and Ft. Meade and the train station	Fran Horan	franhoran33@gmail.com	5314 Debbie Court, Ellicott City, MD 21043
			3	Gap, connection needed Montgomery Road between Route 1 & Old Washington Rd. Filling the gap supports the parallel route to the north and avoids the issues there (topography + CSX bridge)	Fran Horan	franhoran33@gmail.com	5314 Debbie Court, Ellicott City, MD 21043
			1	Pedestrian tunnel exists but is closed off. Would connect Main Street, provide a nearby bypass of Route 1 and avoid very constrained space on Route 1 under the CSX bridge over Route 1. I was forced onto Route 1 here and had a near miss at Route 1 & Levering. Avert that I have crossed Main Street overtop of the CSX tracks. That is safety issue as well.	Fran Horan	franhoran33@gmail.com	5314 Debbie Court, Ellicott City, MD 21043

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Car	General		29	I would like to see more pedestrian sidewalks and crosswalks along Rt 1 where there are RTA bus stops. Also, we have people we serve here at the MSC that travel by bike especially between our center & heading north on Rt 1. I would encourage the County to take that into consideration. Specific intersections that could benefit with more sidewalks: Guilford Road & Rt. 1 Corridor Road & Rt. 1	Laura Evans	levans@howardcountymd.gov	9900 Washington Boulevard, Laurel, MD 20723
Car; Walk; Other	Both	Rt. 1 and N. Laurel plus general	31	Laurel City has sidewalks and connection N. L Rd to those allows residents of NL Park to walk to Main St. or the MARC. Also, community members would be able to walk to Rt. 1 stores + restaurants. Many residents can't afford cars so we have a lot of bike riders along Rt 1, even at night. Other intersections with a lot of walking potential Madison & Rt. 1 + Hill St & Rt 1 + Whiskey Bottom Rd & Rt. 1. Another area of walkers is 175 + Rt. 1, again to reach restuarants & shops by residents.	Donna Thewes	dthewes@hotmail.com	9535 Cissell Ave, Laurel, MD 20723
Bike	General		33	-Increase coordination with DPZ, DPW on capital projects -study installation of pedestrian bridges in corridor -analyze crash data in police dept -discourage residential development -adhere to general plan and route 1 plan -Deploy Arlo cameras to conduct pedestrian surveys -Divert traffic to Dorsey Run Rd. - truck traffic -Rezoning needs to consider	Chris Alleva	jens151@yahoo.com	10848 Harmel Drive, Columbia, MD 21044
Car	Both	See back	35	Signage - Vegetation needs to be removed from existing signs to make them visible. (DPW) Additional signage is needed. Enforcement - Is totally lacking. PLEASE enforce speed limits and site aggressive drivers regularly. Do not announce sobriety checkpoints ahead of time. Bus stop sites - should include a concrete pad to stand on and a safe route to it (either sidewalks or crosswalks) Given that one loads a bus from one side of the street and is returned to the opposite side more crosswalks are crucial Maintenance of roadbed - potholes and rough surfaces cause drivers to swerve creating extra hazards Overdevelopment (right to the extent of the ROW) is severely limiting options for sidewalk + adds to use of US 1 Crosswalks needed @ US 1 + Freestate Crosswalks needed @ US 1 + Gorman Hawk signal needed @ US1 + Country Meadows apartment w/ crosswalks US 1 South + Howard St. in Savage - needs pole mounted light at eye height since autos sitting at light are at eye level for north bound traffic signal Leading to Rt 1 Howard Street needs complete sidewalks plus safe way to cross from Baltimore Street Rt 1 South coming off exit from 32 east - Road has history of crumbling due to heavy Trucks Rt 1 + Whiskey Bottom needs entire redo - addition of Coastal Sunbelt Produce Rt 1 + Columbia Street (@ TOD) will need signals, Turn lanes, crosswalks. Southern entrance floods frequently. Rt1 @ 175 turning left from eastbound 175 - lane disappears abruptly. This intersection does align straight along US 1.	Susan Garber	buzysusan23@yahoo.com	9100 Gorman Road, Laurel, MD 20723
Car; Bus	Both		37	(1) Trucks parked at California Inn property. Trucks turned onto Whiskey Bottom Road then onto Route 1 blocked the entire road - (W.B R.) (2) Widened Route by adding one lane going North and another South (3) Bicycle lane and walking path on both sides (north & south) on Route 1 Guilford Road - put-side walk and bicycle lane.	BH Foster	bhfoster@comcast.net	10115 Stansfield Road, Laurel, MD 20723
Car	Both	California Inn & Whiskey Bottom Rd	39	Large Trucks park @ CA Inn and turn onto Whiskey Bottom Rd, a safety hazard when they turn onto Whiskey Bottom Rd. Need to mark (signage) on Rt 1 where the shoulder runs out just before it intersects w/ Whiskey Bottom Rd. All of Rt. 1 needs sidewalks for pedestrians	Angela Peebles	peebsang@aol.com	Stansfield Road, Laurel, MD 20723
Car	General		41	I believe that there should be sidewalks all along Rt. 1, especial @ the intersections Whiskey Bottom + Rte 1 - is most dangerous	Sandra Carr	carsndr@aol.com	9615 Barrel House Road, Laurel, MD 20723
Car	Specific	Rte 1/32 intersection Guilford Rt 1	43	Howard County need more sidewalk in areas where the bus stops, shopping + service areas are	Joan Washington	jwashington@howardcountymd.gov	9900 Washington Boulevard, Laurel, MD 20723
			45	Impossible to make a U turn out of MSC to go North. Very dangerous - Walkers + bikes always at risk			
Car; Bus	General		47	Traffic light @ from 9900 Washington Blvd			
			49	Sidewalks needed in a Bad way for Pedestrians			

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			51	<p>At the split south there should be sidewalks on both sides.</p> <p>The split north from Davis to Whiskey Bottom a sidewalk on one side or the other.</p> <p>Pedestrian crossing at Brewer.</p> <p>On northbound rt 1 there should be a crossing between Valencia &amp; N Laurel</p> <p>Soup kitchen that serves nightly on Rt 1/Gorman (Elizabeth House/Fish House). Folks need to be able to cross between Valencia and there.</p> <p>Treacherous strip from Guilford N to Truck Stop needs sidewalks both sides and Peestrian walk at Patuxent Range due to major industrial park and jobs</p> <p>Major unskilled labor employment corridor from Guilford to the Truck stop (Rt 175).</p>			
Car	Specific	Blue Stream + Rt 1 @ Intersection	53	<p>A light/traffic control is desperately needed. I have intimately been involved and witness to this intersection. The left turns are very dangerous for not only those making the left run but also to those going 50-60 mph. The area is being development more and more and I see more cars as well as people walking down the road. Bus stops are also nearby but there area not sidewalks.</p> <p>The new CVS along with the notorious flea market has more and more people walking. I am the Administrator at Lorien Nursing &amp; Rehab Center and we have overflow of the flea market walking to park at our facility sometimes. The traffic light is desperately needed! Thank you</p>	John Mangione Jr.	<a href="mailto:jmangionejr@lorienhealth.com">jmangionejr@lorienhealth.com</a>	7615 Washington Blvd, Elkridge, MD 21075
Car	Specific	Blue Stream Dr + Route 1	55	<p>-I believe there should be a traffic light at 7615 Washington Blvd. In the limited time I've worked at this location I am aware of at least one incident involving a visitor turning left outside our building and resulting in an accident.</p> <p>-There is also a bit of risk turning left into the facility; the hills on the road present limited visibility on this turn that make it difficult to see oncoming traffic.</p> <p>-A crosswalk to the other side of the street would also be useful</p>	Nick Mangione	<a href="mailto:nmangione@lorienhealth.com">nmangione@lorienhealth.com</a>	7615 Washington Blvd, Elkridge, MD 21075
Car	Specific	Route 1 and Freestate Drive - Northbound on Rt 1	57	<p>In the afternoons when traffic backs up I frequently witness cars using the right-turn lane from Northbound Rt. 1 to Freestate to cut around traffic stopped behind the light. They travel at a high rate of speed and cut in front of cars accelerating when the light turns green, creating a hazardous merging condition.</p>	George Berkheimer	<a href="mailto:george.biz@verizon.net">george.biz@verizon.net</a>	9343 Steeple Ct, Laurel, MD 20723
			59	<p>Keeping weeds trimmed at median at 195 (east) + Rt 1. Turning left from northbound 1 onto 195 (east) can be hard to see oncoming traffic.</p> <p>I support making Rt 1 more safe for cyclists but do not support opening the underground tunnel under Rt 1/Main St.</p> <p>Sidewalk on Montgomery Road between Old Wsahington Blvd + Rt 1</p> <p>Sidewalk is lacking from Montgomery Road (Elkridge Landing Elementary campus) + Green Valley/Cindy's. Kids walk this/parents walk this.</p> <p>Large semi trucks end up traveling down Hanover Road then turning ton Old Washignton Road + getting stuck</p> <p>Side walks on south side of Rt 1 (East side). Many bus stops in grass/snow</p> <p>More crossing at lights along Rt 1</p> <p>Lighting main street in Elkridge. Consistent along Rt 1</p> <p>Several footbridges along Rt 1 but only with a consistent aesthetic design that is sustainable + able to keep clean.</p> <p>No sidewalks (or few) between northbound Rt 1 + Montgomery Rd.</p> <p>Foot traffic along northern Rt 1 can be many with possible substance abuse + not following pedestrian laws → police presence</p> <p>Unsafe tot lot on Montgomery Road</p> <p>Can't left turns without</p> <p>Decreased visibility at Brumbaugh St/Washington Blvd + turn left</p>	Laura Wisely	<a href="mailto:laura.wisely@gmail.com">laura.wisely@gmail.com</a>	5811 Main Street, Elkridge, MD 21075

US 1 Safety Evaluation Initial Comments

From	Email Address	To	Received	Subject	Message	Sheet	
Amanda Galante	amanda.galante@hotmail.com	Feedback Form	Tue 10/3/2017 9:23 PM	US 1 Safety Evaluation Feedback Form	As a North Laurel resident, I can't emphasize enough how important this study is. It's critical that non-vehicular transportation modes along route 1 be improved. There are so many people in that area and it's barely safe/friendly for cars, much less bikes and pedestrians. I'd highly encourage a solution that re-engineers the traffic pattern, including "bike lanes". Please encourage neighboring PG county to do the same.	Sheet 1	1
Castillo-Cruz, Monica	McCruz@howardcountymd.gov	Eatough, Christopher <CEatough@howardcountymd.gov>	Wed 9/6/2017 2:51 PM	Intersection of Bluestream Dr and Route 1	<p>Good afternoon,</p> <p>I am a resident in the Dorset Gardens at Bluestream community in Elkridge. I bought my house in 2014 and from the builders I was told that there was a short term plan to put traffic lights in the main entrance of my community at the intersection of Bluestream Dr. and Route 1.</p> <p>Unfortunately there is not even a sign of that project to be started soon, I have talked to our community Home Association and they don't have any type of information regarding this matter. It has become an every second dangerous driving when trying to cross to the other side of the road or making a turn into our community from the other side of the road, there is a blind point where a driver can't see the cars that are coming from the opposite way and heavy trucks traffic is very common in that area.</p> <p>There is a new CVS built on route 1 just a minute away of my community and all the traffic lights needed for that business were set immediately with no delays, I don't know if you are the person who can give me an answer, but at least I will appreciate to provide some referrals to contact the appropriate authority who is in charge of this.</p> <p>Thanks,</p>	Sheet 6	1
chechedog@aol.com		Eatough, Christopher <CEatough@howardcountymd.gov>	Tue 9/19/2017 6:06 AM	US 1 corridor safety - public input sessions	<p>Regarding: US 1 corridor safety - public input sessions</p> <p>In regard to your interest in safety issues on U S Route 1 between Elkridge and North Laurel, I would like to propose the following:</p> <ol style="list-style-type: none"> <li>1. A traffic light on Route 1 at Gatewood Drive. Brentwood Manor, which is entered via Gatewood Drive off of Route 1, is home to 210 families. With traffic increasing along the corridor, it is getting more and more difficult to enter and exit the development. When making a left onto southbound Route 1, drivers must wait for northbound lanes to clear. Likewise, when entering from southbound lanes, drivers must idle in the southbound fast lane waiting for northbound lanes to clear. This site has been the scene of accidents, some resulting in injuries. I personally had my car totaled when I was making a left from the southbound lane into Gatewood Drive.</li> <li>2. A sidewalk from Gatewood Drive to the shopping center at Route 1/Guilford Road. Many people currently walk on the shoulders of Route 1, sometimes walking on the edge of the road. This, of course, is dangerous. As walking is an alternative to driving, this would be beneficial for both health and environmental reasons.</li> </ol> <p>Thank you for your consideration of the above.</p>		1
Debbi Mack	debbi@debbimack.com	Feedback Form	Mon 10/2/2017 9:31 PM	US 1 Safety Evaluation Feedback Form	<p>Making Route One more pedestrian- and bike-friendly should be a priority, not only in the short-term, but in the long-term.</p> <p>It would also help to keep Smart Growth in mind when approving new developments along the Route One corridor.</p> <p>I want to see Route One improved, but not overrun with even more traffic.</p> <p>Thanks, Debbi</p>	Sheet 4	1
Erin Cassell	erin@rollupndye.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Tue 9/26/2017 2:54 PM	one more thing	I forgot to put a dot at that spot by the cleaners where making a left turn from Old Washington back onto Rt. 1 is kinda nuts. Not sure what can be done. But folks anticipate that and so they cause a big backup on Montgomery. They want to turn onto Rt. 1 South safely. :)	Sheet 9	1

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Jamie Ruggiero	jamie.p.ruggiero@gmail.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Tue 9/26/2017 8:57 AM	US 1 comments	<p>Dear Mr. Eatough,</p> <p>First I want to say that I am very excited to hear there is an evaluation being done to see if there are ways that Route 1 in Howard County can be made safer and more user friendly for pedestrians and others.</p> <p>I would say the biggest issue that I see with Route 1, is there is no real good way for pedestrians to get from one side of the street to the other. Additionally, sidewalks are almost non-existent and where there are sidewalks they are only on one side of the street. It would be wonderful if there could be a concerted effort to add nice wide sidewalks that cover distances to make them worthwhile to even put in. Secondly, I know this may never happen, but since this study is being done, I have to add that it would be fantastic if a pedestrian bridge could be added to an area by the new library. The new library is going to be a wonderful addition to this area and it would be great if people of all ages could utilize it by having an extremely safe way to get from one side of the road to the other. It is feasible for me to walk to the new library from where I live but I will more than likely never do so because of how precarious it would be to cross Route 1. I would imagine every parent in the area would feel the same way and that is a shame.</p> <p>To sum up most important concerns from my perspective:</p>	Sheet 9	1
Jon Schultz	wcp444@gmail.com	Feedback Form	Thu 9/21/2017 8:28 AM	US 1 Safety Evaluation Feedback Form	<p>I currently live in Ellicott City, and work in Elkridge in the Troy Hill business park on route 1. I also previously lived in Elkridge a few blocks from Rt 1.</p> <p>I am a full-time bicycle commuter, and use a bike for most of my personal transportation. Improving rt 1 safety is a much needed improvement. Due to the surrounding interstates and railroads, rt 1 provides the only connection for cyclists between multiple areas. I occasionally ride to Columbia after work, and crossing 100 on rt 1 to get to 103 is very hazardous. Going the other direction (north), I am thankful for the sidewalk improvements that have been done between troy hill and Montgomery road.</p>	Sheet 8	1
Libet Garber	libetgarber@gmail.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Wed 9/6/2017 3:38 PM	Elkridge US1 walking safety	<p>Dear Chris Eatough,</p> <p>Thank you for the opportunity to offer feedback on US1 pedestrian and bicycle safety. I am a Howard county resident who lives in Elkridge. I noticed that the sidewalks are only in parts of US1 and there are many parts without sidewalk and people walk in the street around 100 and south of it. It will be much better if the county could embark in a full sidewalk that would encourage more safe walking.</p> <p>Also adding sidewalks to the side streets that are safer would be another safe option that would encourage walking. For example, off Duckett Lane in Elkridge, there is a street called Bauman Drive that is quiet but does not have a sidewalk so people walk in the shoulder. Adding a sidewalk to Bauman Drive would encourage the kids and family to safety walk to the upcoming new library, fire station and schools.</p> <p>Also introducing some sort of incentive to make the businesses in US1 more appealing as there are many business in US1 that look unprofessional and trashy. That might encourage restaurants and nicer businesses to move to the area and a great reason to walk to them.</p> <p>Regards, Libet Garber</p>	Sheet 8	1

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Sheila Thwaite	mousephd@yahoo.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Sun 9/24/2017 2:32 PM	Sidewalks on Rt. 1 Elkridge to Laurel	<p>Mr. Eataugh,</p> <p>I have not lived in Elkridge a long time, but I do plan on living here for the better part of the rest of my life. In the three years my family has lived here we have enjoyed how much access we have to many forms of entertainment and education. That said, one thing that comes up regularly in conversations as we turn off Loudon on to Rt. 1/ Washington Ave is the lack of sidewalks combined with the number of bus stops. I love the fact that there is public transport so close and available, but quite frankly I'm hesitant to use it because I don't want to be standing in the weeds on the side of Rt 1 with my kids, or even by myself. There are at least two bus stops (possibly more I can't really tell) between Elkridge and Jessup on Rt. 1 that not only have no sidewalk to access it, but they don't even have a small slab of concrete to stand on, so the option is stand on the shoulder of the road (good luck with that), or stand in the weeds. It's just unacceptable. It is a substantial safety risk, and reduces the ability and willingness of people to use public transportation. Is it so much to ask that sidewalks be put in for safety and access? Even as a driver, I would feel better about the fact I'd be less likely to encounter someone walking home from the bus stop after a long day at work in the dark on the side of the road. I don't want to hit anyone, I'm sure they also don't want to be hit. Let's decrease those odds to the smallest possible.</p> <p>Thank you very much for your time and for letting me share my views.</p>	Sheet 8	1
Sue Neri	Asn6672@aol.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Fri 9/29/2017 11:47 AM	Rt. 1 and Guilford Rd. intersection	<p>Hi Chris,</p> <p>Please add these comments to those I sent you Sept. 25th. I hope these are all my observations and concerns about the subject intersection.</p> <p>I think a pedestrian path should be painted across Rt. 1, along with an audible pedestrian station pushbutton, from the auto repair shop to the restaurant across the street, on both sides. And NOW. Before a pedestrian is hit by a car or truck. I'm told SHA needs to do it.</p> <p>The man I told you about before on crutches who I saw on Sunday, Sept. 24, well I saw him again on Thurs. Sept. 28 waiting to cross Rt. 1. And on Tues. Sept. 26 four young men were trying to cross Rt. 1, dodging the traffic. I just have never noticed people crossing Rt. 1 before.</p> <p>There are four lanes of traffic going in both directions on Rt. 1, two lanes go straight, one goes to the right with no light, a car can go when it's safe, and the left turn is tricky, you have a green arrow, or a red flashing arrow, or a red light. And coming from Guilford Rd. to turn right onto Rt. 1, altho. you have a red light, if no traffic is coming from Rt. 1, a person can take the turn. And if a handicapped person is trying to cross Rt. 1, that would be dangerous.</p>	Sheet 10	1
Sue Neri	Asn6672@aol.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Mon 9/25/2017 3:55 PM	Fwd: Rt 1 survey	<p>Hi Chris, I do not want to attend meetings, but will email you input from me about Rt. 1 pedestrian traffic, in fact, am heading out now to drive down Rt. 1 to check speed limits, signs, etc.</p> <p>My input concerns Rt. 1 and Guilford Rd. intersection where I have recently seen handicapped people crossing the street on the weekend. Last wk a man with a walker finally crossed Rt. 1. Yesterday, traffic on Rt. 1 heading from Elkridge area toward Savage stopped while a man with crutches slowly crossed the street. I was across the street in my car at the red light on Guilford Rd. A homeless shelter opened in Aug. on Guilford Rd. I do not know if the handicapped people were headed to the shelter. There is a sidewalk being prepared past the Salvation Army store and they are hoping for a bus stop. This is a busy intersection and dangerous, lots of red arrows with the lights too. Not so many semis or construction trucks on the weekend.</p> <p>I will add to this later, thanks.</p> <p>Sue Neri Owen Brown</p>	Sheet 10	1
Sue Neri	Asn6672@aol.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Tue 9/26/2017 11:25 AM	Re: Rt 1 survey	<p>I watched the traffic yesterday fm McDonalds while having a milkshake at 4:30, many, many semis, lg. trucks and cars on Rt. 1, have to go back today to check that yellow sign. Will email later.</p>	Sheet 10	1

US 1 Safety Evaluation Initial Comments

T Peterson	abulian@zoho.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Thu 9/21/2017 2:44 PM	Re: Route 1 Bicycle/Pedestrian Safety Open House Meetings	<p>Before moving to Columbia, we lived five years in Elkridge Crossing, near Rt. 1 and Montgomery Rd. As a regular part of my commute, I rode my bike back and forth to the Dorsey MARC station. I was broadsided twice at the same intersection. I thought it might help to share a narrative I sent to my County Council rep at the time:</p> <p>I live in Elkridge and commute back and forth to my job in Bethesda by MARC train, Metro, and bicycle. Because the Howard Transit system doesn't start early enough in the morning, I bike the first 4.5 miles from my house to the Dorsey MARC station, and back home from the station in the evening. I wear reflective clothing, use front and back lights, have a bell and a helmet and everything else required by law. I take the more roundabout route to the MARC station (down Rt. 103), because Rt. 100 is illegal for bikes--in short, I try to do everything the way I'm supposed to.</p> <p>Last fall, I was struck by a car on my way to the train station. I was heading south on Rt. 1, and he was pulling out from the stop sign at Hunt Club Rd. I was going uphill, so even though it was raining, I had complete control over my vehicle. He said he didn't see me, and when I was passing in front of him, he pulled out and knocked me over. The driver seemed pretty shaken, and I felt OK, so I didn't call the police. We did exchange information, and I opened up a claim with his insurance. They determined that I was liable for not running a headlight. Because their client claimed he didn't see me, they assumed I was not complying with the law and rejected my claim. Lesson</p>	Sheet 8	1
Roberta Shipp	jslabrule2@verizon.net	Feedback Form	Wed 10/4/2017 9:45 PM	US 1 Safety Evaluation Feedback Form	<p>On June 10th, 2010, my friend, my service dog and I were stopped (3rd car) at the light at the end of the southbound ramp going from Route 32 East to southbound Route #1 in Savage, MD. While at a complete stop at the light, &amp; waiting for cars ahead to proceed, we were hit from behind by a huge LEXUS SUV driven by a lady (in her 60's), whom I saw in my rear view mirror come to a full stop behind me car. After several seconds, the first car in line began to edge onto Route #1 S. The traffic light was still red. Suddenly, with a large jolt, I was hit from behind by this SUV! This slightly injured both people and also threw my service dog (who, thankfully, was tethered in the backseat), forward, into the space between the front two seats of my car. The force of her car hitting mine also slammed my car into hitting the car in front of me, twice; once from the initial impact and then, again, by her continued momentum. We were stunned! At his point, all three cars then pulled safely over onto the side of Route#1S to get out of the traffic flow. It was approx. 4:30 PM and there a line of traffic behind us on the ramp. We &amp; the driver &amp; passenger of the car in front of me (that I was pushed into) immediately exited ours cars, made sure there were no serious injuries, then exchanged insurance &amp; license information. Our two passengers began taking pictures of damage to both our vehicles. Strangely, the offending driver NEVER exited her vehicle, but said, "I'm so sorry to all," and offered me her license through her window. Within two minutes, a male driver pulled up yelled at her and told her not to talk. Odd! But no serious injuries &amp; we all agreed what</p>	Sheet 3	1
Sue Neri	Asn6672@aol.com	Eatough, Christopher <CEatough@howardcountymd.gov>	Sun 10/15/2017 7:39 PM	Pedestrian Sign	<p>Hi Chris,</p> <p>I saw a sign today (Sunday), I forget where, while I was driving around, birding. It was large, yellow, showed a person walking on it (in black) and said Pedestrian Ahead. Maybe Rt.1/Guilford Rd. needs that sign too, along with what I already suggested.</p> <p>I have two more observations/comments. (1) Last Friday, I was turning right from Guilford Rd., onto Rt.1, with green lights in three directions, but a man with one crutch was crossing Rt., 1 on the other side from where I was, and I had to stop and wait. A car in back of me was right on my butt, we waited. I never had to wait for a pedestrian there before. (2) On Sept. 30th, Saturday, I saw a homeless man walk in front of the shelter's sidewalk, he walked across Rt. 1, got a drink, sat on a stump for a while. So I think people from the shelter are crossing Rt. 1, and it's very dangerous for them and for drivers in cars.</p> <p>Thanks for listening.</p> <p>Sue Neri Owen Brown</p>		



US 1 Safety Evaluation Initial Comments

<p>Fran Horan</p>	<p>franhoran33@gmail.com</p>	<p>Eatough, Christopher &lt;CEatough@howardcountymd.gov&gt;, Engel, A</p>	<p>Mon 10/16/2017 6:07 PM</p>	<p>CSX ped tunnel Elkridge</p>	<p>Was riding over there this weekend, and took a picture. Note the worn path where people are walking up and over the CSX tracks.</p> <p>The Google street view shot is great in showing the bottleneck here on Route 1.</p> <p>Google map shows how the CSX tracks cut Main St in half.</p> <p>The tunnel and access would need a lot of work to bring to modern standards. Also the old tracks operating overhead will make it tough as well. I can't imagine how to do it, LOL. But maybe the county, state, and CSX would pool money to solve several problems with one project, and companies out there know how to do this stuff.</p> <p>Also, down the road, I noticed a sign at Volleyball House parking lot that seemed to imply more RiverWatch apartments will be built. This is nearby and I believe RiverWatch is a state/county affordable housing project.</p> <p>It does feel to me like there is greater density and need right now further south on route 1, but there are elements at this location that might plug in well to grants: CSX risk management, State Route 1, new nearby affordable housing project the county wants to succeed, restoring a bisected Main Street, etc. Just wanted to feed you some observations and ideas if you</p>		
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**Email Address:** sriscooped@yahoo.com

**First Name:** Gaurav

**Last Name:** Bhatia

**Comments:** I am resident of Dorset Gardens community located at Blue Stream Dr and US-1 hwy intersection.

When making a turn into or out of Blue Stream Dr from/to US-1 highway, the double-dip of the road makes it extremely hard to see the oncoming vehicles. Many times I personally have had a close shave situation because of this issue. Due to the high speed limit, this issue becomes even more acute. There also have been multiple accidents at this intersection. Also, many of my neighbors also have experienced the same issue multiple times. I think this intersection desperately needs a signalized traffic signal (with stop light). Otherwise it looks to be just a matter of time when the current situation is going to lead to loss of limbs or life. Please take this matter extremely seriously.

Hoping this matter can be resolved at the earliest.

Regards,

Gaurav Bhatia

**Email Address:** deakle@howardcountymd.gov

**First Name:** Denise

**Last Name:** Eakle

**Comments:** Greenfield to Route one... ramp should be closed. Way to many close-calls for people making a illegal left turn going Northbound on Rt. 1 off that ramp. There is two other exits in the Rockburn community. While this one is convenient it posses safety concerns due to people making this illegal turn. To beautify the area of Route one; plant arborvitae evergreens (or similar) along some of the unsightly industrial areas especially across from near Ducketts Lane and across from Rowanberry/Rt. 1 down to Amberton.

**Email Address:** mitchellford1@gmail.com

**First Name:** Mitchell

**Last Name:** Ford

**Comments:** This study ends at Levring Avenue, when it should continue to the Patapsco River Bridge. There needs to be a sidewalk installed from Levring Avenue to the bridge byway of Route 1 and Main Street. By ignoring the connection into Baltimore County, you are ignoring access to Patapsco Valley State Park, Guinness Brewery, and the MARC train stations of Saint Denis and Halethorpe.

**Email Address:** Rk.ramagkrishna@gmail.com

**First Name:** Ramakrishna

**Last Name:** Gollakota

**Comments:** Safety is always a problem if there is no traffic light over there and people form the community have to wait forever to get out of it.

**Email Address:** Dbaramesh@gmail.com

**First Name:** Ramesh

**Last Name:** Gonugunta

**Comments: Due to increased traffic and accidents on bluestream drive Us1 intersection, we need signal light .**  
look like traffic data and accidents data few months/years old. Most of the residents occupied newly built home within past 1 to 2 years.  
Traffic light help safe movement of traffic on Bluesteem drive towards US1.

Email Address: Marci.isaacs@gmail.com  
First Name: Marci  
Last Name: Isaacs  
Comments: I would like to be added to the mailing list for the route 1 project.  
Thank you.

We would like the Blue Stream Drive & Route 1 intersection addressed in the report as well.  
If it is determined that nothing should be done, we believe that should be marked in there.

John Mangione Jr., NHA

Administrator

Lorien Elkridge

P: 410-579-2626

<<http://www.lorienelkridge.com/>> [www.LorienElkridge.com](http://www.lorienelkridge.com)

<<http://youtube.com/lorienhealth>>

<<http://facebook.com/lorienhealth/>> <<http://www.instagram.com/lorienhealth>> <<http://twitter.com/lorienhealth>>

<<http://www.jobs.net/jobs/lorienhealth/join>>

From: Transportation [mailto:[transportation@howardcountymd.gov](mailto:transportation@howardcountymd.gov)]

Sent: Monday, October 15, 2018 11:48 AM

To: Transportation <[transportation@howardcountymd.gov](mailto:transportation@howardcountymd.gov)>

Subject: US 1 Safety Evaluation presentation of findings follow-up

Dear US 1 Stakeholders:

Thank you for your interest in the US 1 Safety Evaluation. We received excellent feedback at our two recent presentations of the Evaluation's findings, which built on the previous public input throughout the Evaluation process.

The presentation from the two recent meetings is now available at the project website: [www.howardcountymd.gov/US1Safety](http://www.howardcountymd.gov/US1Safety)

<<http://www.howardcountymd.gov/US1Safety>> .

At that site, you can also review the full report and appendices, as well as provide comments via an online comment form. We are accepting comments on the draft report until Thursday, October 25th. After that time, we will finalize the report and continue to move forward with implementation.

In addition, the Howard County Department of Planning and Zoning is moving forward with a master plan effort for the US 1 corridor with the goal of developing an amendment to Howard County's general plan, PlanHoward 2030. This master plan will build on and will be informed by the many previous Route 1 specific studies such as the US 1 Safety Evaluation and broader initiatives such as the just launched

<<https://www.howardcountymd.gov/hocoderevrite>> HoCo Rewrite to develop transportation, infrastructure, land use and economic development implementation strategies to improve vibrancy and livability throughout the Route 1 corridor, and will result in conceptual development/design scenarios and identify implementation tools that are grounded in market realities. For more information, visit <<http://www.howardcountymd.gov/route1>>

[www.howardcountymd.gov/route1](http://www.howardcountymd.gov/route1).

Albert Guiney Engel

Transportation Planner II

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Email Address: [Darinpatel85@gmail.com](mailto:Darinpatel85@gmail.com)

First Name: dhruv

Last Name: Patel

Comments: We need traffic light in bluestream light really beddley its lots of exidents there and all most ten time im lucky for exidents if some thing heppen to me who will be responsible..in exidents if i loose my lag or hand or back any of my body damage and car damage

Email Address: [Darinpatel85@gmail.com](mailto:Darinpatel85@gmail.com)

First Name: dhruv

Last Name: Patel

Comments: Hu will be responceable if any of my family members get injured in bluestream and route 1 i ts state or county hu i can lowsuits if any heppen to my family members please county exucitive and governor hogan please reply back this massage asap

Email Address: [Kals\\_3277@yahoo.com](mailto:Kals_3277@yahoo.com)

First Name: Kalpin

Last Name: Patel

Comments: Please allow us with a signal on route one 1 .

Thanks

Email Address: [geoffpickett@hotmail.com](mailto:geoffpickett@hotmail.com)

First Name: Geoff

Last Name: Pickett

Comments: I live in Elkridge and drive everyday on route one from Abel Street to Patuxent Range Road in Jessup for work during rush hour. Between 730 and 830, I am going southbound and between 400-530 going northbound.

**I have the following suggestions:**

**In general, there should be a dedicated right hand turning lane for all lanes where there is significant activity either because of residences or commercial properties. An example of where this exists and works well is going northbound on route one and turning right onto Loudon Ave. Areas where this is needed in my opinion on the northbound direction include Montevideo Road and South Hanover Road. Areas where this is needed going southbound include: Rowanberry Drive, Hunt Club Road, Ducketts Lane, and Meadowridge Rd.**

**There needs to be longer left hand turning lanes in the middle of the road when going northbound and turning left onto Rowanberry Drive and Rockside Avenue. Both of these intersections routinely get backed up during rush hour and cause the left lane to come to a standstill. In addition, there needs to be a longer left hand turning lane when going southbound when turning onto Dorsey Road. Dorsey Road gets a lot of traffic for those trying to get off of Route 1 as the 175 intersection can take multiple cycles to get through the light due to the design and the volume.**

**The entire 175 and route 1 intersection needs to be studied separately to come up with better ways of moving traffic during rush hour. In the evening rush hour, traffic trying to go westbound on 175 from Northbound 1 routinely backs up past Assateague Drive and causes the lanes trying to go straight on route one to come to a standstill. I have seen this back up as far as Mission Road on occasion. Additionally the traffic trying to go westbound on 175 from Southbound 1 gets bogged down by the gas station. You should consider taking the first 10 feet from the Shell gas station as well as the adjacent shopping center to create a new lane that connects to the lane coming from the Verde apartments. Additionally the entrance to the flea market needs a dedicated right hand turning lane when going southbound on route 1.**

**The entrance to route 100 when going southbound on route 1 needs a longer dedicated turning lane as traffic routinely gets backed up because the turning lane is so short. Additionally the Hillside Road entrance to the storage unit presents an issue for those trying to get onto 100 ramp as drivers are not expecting people to turn there. Consider an additional right hand turn lane for that property as well or consider closing that road altogether and opening up a new road elsewhere.**

**Additional lights should be added to those roads where there is significant activity. These include Hunt Club and Port Capitol. Additionally I'd add a light for the flea market and only make it operational during the weekends when activity is heavy.**

**Sidewalks are needed on both sides of the road. There is a sidewalk on one side of the road from Montgomery Road all the way to Troy Hill but nothing on the other side. With the addition of the library, foot traffic has increased around Rowanberry so sidewalks are needed on the other side. I'd suggest starting it on Old Washington from Montgomery and taking it all the way to Loudon Avenue. Once installed there should be a delayed green light so that people have more time to cross the street to get to 7-11 or the library. In addition, I'd add the same feature to the intersection of Route 1 and Montgomery. There is a lot of foot traffic there, especially younger middle school kids that walk to school.**

**Thanks for working to make our community safer.**

**Geoff Pickett**

**6480 Abel Street**

**Elkridge MD**

**Email Address: Pavan\_9796@yahoo.com**

**First Name: Pavan**

**Last Name: Pulluri**

**Comments: People are either getting involved or nearly escaping the accidents near blue stream and route 1 intersection especially during heavy traffic, I myself experienced this couple of occasions, for the safety of the people, I sincerely request for a traffic light at Blue Stream and Route 1 intersections.**

**Always better to be safe than sorry.**

**Please do consider our request.**

**Thank you,  
Pavan Pulluri**

**Email Address: sujitms@gmail.com**

**First Name: Sujit**

**Last Name: Sukumaran**

**Comments: We need lights for our traffic safety and kids safety.**

**Thanks**

**Sujit**

**Email Address: terrasa2006@gmail.com**

**First Name: Jen**

**Last Name: Terrasa**

**Comments: AREA 1**

**I'm pleased to see that this plan includes a pedestrian activated signal across Route 1 at Brewers Court.**

**The situation with pedestrians crossing to catch a bus is extremely dangerous.**

**Please also include a pedestrian marked crosswalk preferably signalized across Brewers Court on both sides of Route 1.**

**AREA 2**

**I am very concerned about pedestrian safety at the intersection of Guilford Rd. and Route 1.**

**So I am pleased to see the planned improvements call for upgrading the intersection to include pedestrian signals, curb ramps, and marked crosswalks.**

**AREA 3**

**It makes sense to strengthen the connection between Howard Square/Port Capital and Blue Stream.**

**However, I am somewhat surprised that the plan proposes to move bikes and pedestrians away from Route 1 in the very area where the County and the developer have already begun to create a more bikeable/pedestrian friendly Route 1. If this is the direction the county chooses for this area, perhaps the County will have to relook at approving developments so close to the street (which from what I understand are intended to foster bikeability and be pedestrian friendly).**

**AREA 4**

**I'm concerned that this plan does not include a pedestrian solution near Brumbaugh on Route 1, west of the train tracks.**

**OTHER**

**I applaud the changes to implement a more consistent speed limit throughout the length of Route 1 to improve the safety of drivers, bikers, and pedestrians.**

**Pedestrian bridges are needed throughout the Route 1 corridor. They could be especially useful near Troy Hill and Duckett Lane.**

**All planned bike lanes along Route 1 should include bollards, or some other form of physical barrier, to ensure biker safety.**

**Email Address: dthewes@hotmail.com**

**First Name: Donna**

**Last Name: Thewes**

**Comments: I think the top priority is the sidewalks and then bike lanes. If can be done at the same time, great. if not, sidewalks first. More walkers than bikes on Rt. 1. Needs to be From county line to county line. Some areas are upgraded so you just need to connect the missing pieces. N. Laurel road to Main Street Laurel has many walkers along Rt. 1 to reach the MARC station.**

**There should also be bus lanes. Some areas have a pull off but others do not. This is very dangerous. Glad to see someone is looking at this. This will also improve the looks and flow of Rt. 1. Thank you**

**Email Address: thatbama@protonmail.com**

**First Name: Robert**

**Last Name: Turner**

**Comments: “..buffered one-way bike lanes. The proposed bike facility will provide a five foot northbound and five foot southbound bike lane each buffered by a five foot hatched area. The existing properties and side streets along this segment of US 1 are low traffic generators but it is recommended to reduce the speed limit to 30 MPH in this segment to further enhance traffic safety. Such an operational change is consistent with this segment’s designation in the Route 1 Manual as a corridor activity center district.”**

**I and others I know have commuted on this stretch on foot, wheelchair, bicycle, bus, and car.**

**There are times a person is only able to walk or wheelchair when they must commute on the corridor. The walking should be a mainstay of commute option in design of this corridor.**

**I urge installation of “protected bicycle lanes” on both sides of route 1, as they serve to guard against vehicle collision better than “buffered bicycle lanes”.**

**-Speaking as a multimode commuter and especially motorist, as protected bike lanes serve to reduce injury for all road users.**

**Increased foliage is a must to improve our corridor. Soils, undisturbed roots, and more foliage is what it takes to manage particulates and carbon pollution. More foliage makes corridor commutes more pleasant, & attractive.**

**Email Address: rvivrette@gmail.com**

**First Name: Rebecca**

**Last Name: Vivrette**

**Comments: I appreciate the recognition that the Rowanberry/US 1 intersection is an ideal place for safer crossing across Route 1. This corner is home to a shopping center, new library, and less than 1/2 mile from a planned 400-unit development where sidewalks do not currently exist or are intermittent. The community has requested through this development, but even more appropriately through this safety plan, construction of a pedestrian bridge at some point on Route 1 between Ducketts Ln. and Rowanberry. Not only would this bridge greatly enhance pedestrian safety, particularly for youth and families, but would also contribute significantly to the revitalization of Route 1, providing a central "hub" for the Elkridge area.**

**In addition, I would like the safety planning team to explore the need for a traffic light at Hunt Club and Route 1. There are several cars from this neighborhood that are forced to turn left onto Route 1 heading north, while simultaneously large trucks and big rigs are turning left out of the UPS complex, heading south. Cars and big rigs often engage in "near misses" in the median lane, and cars are waiting for long periods of time to turn out of Hunt Club. Cars often bypass this by driving through the library parking lot and entering Route 1 at the signal at Rowanberry. A double signal and crosswalk/bridge on either side of the library would be beneficial.**