

## PRIOR INITIATIVES | ACTIVITY: PLEASE RESPOND TO THE FOLLOWING QUESTION

WRITE IN THE  
SPACE BELOW

WHAT POLICIES OR GOALS WOULD YOU ADOPT TO GUIDE THE FUTURE DEVELOPMENT OF THE RT. 1 CORRIDOR?

1. Better APFO!
2. Connect/transition disparate sections
3. Provide reasons/places for people to stop/enjoy
4. Cannot continue to build without PROPER INFRASTRUCTURE which includes not only roads and schools, but hospital, EMS, police and fire
5. Aim towards more green spaces
6. Greater variety of commercial -> less residential
7. Sidewalks that connect
8. Social services accessible
9. More options for bus routes
10. Heavier police presence
11. Sunday bus routes on Rt. 1.
12. Beautification of current businesses (more than just a tax credit on the back-end)
13. Make Rt. 1 look like the rest of Howard County
14. Remove the ugly billboards
15. Integrate historic structures rather than displace
16. More support for affordable housing options
17. More opportunities for community input earlier in the process
18. Flood control is a priority
19. Goal should be followed-thru and executed -> not constant planning
20. Environmentally responsible development
21. Strict cleaning and mowing weeks on boulevards
22. More places to dump waste -> not on our roadsides. Waste dumps should be free for community use – not all the way in Western Howard County
23. Continuous sidewalks
24. Rt. 1 and the traffic flow/volume
25. What is the desired look in 20 years? Not Rockville Pike development – want even distribution of development/density on Rt. 1
26. Improve connectivity
27. Environmental improvements for streams
28. Will the final product be actional vs. aspirational (e.g. 2001 plan)
29. West Whiskey Bottom Rd: improve (add) sidewalks, bike lanes, improve safe pedestrian access to N. Laurel Community Center. Improve traffic lanes and flow. Heavy due to I-95 bail-out
30. Lack of transit on Rte. 1 N from Montgomery Rd. to the Baltimore City line
31. Complete street policy (if possible)
32. Median strips enhance appearance & access – add landscaping
33. More bikes & bike lanes/paths
34. Sidewalks, trees, curbs, water management
35. Limit over development- address increasing congestion, noise (truck noise, airport, etc.)
36. Suburban roads are overcrowded
37. More historic preservation of Elkridge
38. Limit housing
39. Congestion on Old Washington Road
40. Let's try to maintain and bring back the character of old Elkridge
41. Walkability: sidewalks & paths

## PRIOR INITIATIVES | ACTIVITY: PLEASE RESPOND TO THE FOLLOWING QUESTION

WRITE IN THE  
SPACE BELOW

WHAT POLICIES OR GOALS WOULD YOU ADOPT TO GUIDE THE FUTURE DEVELOPMENT OF THE RT. 1 CORRIDOR?

42. Streetscape: add setbacks, higher standards for landscaping at entry
43. Preserve/plan: green spaces
44. Recreation and play with walkable opportunities for children near high density housing
45. Desirable amenities: pools, playgrounds for access for all children
46. Gardens
47. Explore BRT options
  - Stitch together Route 1
  - Help shape land use concept
  - Connect with Montgomery County and possibly Baltimore County
  - Connect middle county with Route 1 corridor
48. Moratorium on residential until full examination of schools, water, roads and quality of life impacts have been analyzed and approved by people in the community
49. Safe for walking with wheelchair, stroller, walker, etc.
50. Housing for seniors
51. Mixed economic housing
52. Town centers, sidewalks, trees, connectedness
53. Safe bus stops with setback from traffic with benches
54. Sidewalks, safe space for bus riders, bike lanes
55. Road safety
56. Improvements at locations of new development (ex. Bluestream traffic light)
57. Redevelopment Authority
58. Zoning enforcement. Ex. PG has authority to close businesses that do not comply, Rockville brought every business and home up to code
59. Impression:
  - County plan focus on east county, Columbia, no emphasis on south of 95 but has complex land use:
    - Residential, industrial, border counties, transportation, regional/local use, CSX rail, airport zone
    - Redevelopment potential impacts on existing land use- balance
60. Community keeps saying this county doesn't listen. Stop increasing density
61. Sidewalks, waste cans, etc.
62. Health Department not enforcing junk being left on parking lot (Whiskey Bottom)
63. Do not make the area south of Rt. 32 into "Elkridge South". That level of density has been a terrible mistake – inadequate schools, roads, open space
64. The pink areas of the map are defined as growth and revitalization. The "growth" is not needed along Rt. 1, the revitalization is
65. The national historic landmarks for Commodore Joshua Barney's House, Mill and Industrial Plants are not depicted in the resources listed
66. "Revitalization" is improvements, care, maintenance and appropriate use and transition – Not density to achieve revitalization without investment
67. Don't use new zoning to increase density without proper infrastructure
68. Continuous sidewalks
69. Rt. 1 and the traffic flow/volume
70. What is the desired look in 20 years? Not Rockville Pike development. Want even distribution of development/density

## PRIOR INITIATIVES | ACTIVITY: PLEASE RESPOND TO THE FOLLOWING QUESTION

WRITE IN THE  
SPACE BELOW

WHAT POLICIES OR GOALS WOULD YOU ADOPT TO GUIDE THE FUTURE DEVELOPMENT OF THE RT. 1 CORRIDOR?

71. Improve connectivity
72. Environmental improvements for steams
73. Will the final product be actionable vs. aspirational (e.g. 2001 Plan)?
74. West Whiskey Bottom Road: Improve (add) sidewalks, bike lanes, improve safe pedestrian access to North Laurel Community Center
75. Improve traffic lanes and flow. Heavy due to 95 bail-out.
76. Please plan better with housing and capacity of schools!!! Adequate Public Facilities Ordinance for schools!!! So there is a better capacity to hold the students in schools!!!
77. We have explosive residential development in our community that seems to be a patchwork of developer priorities, not a holistic approach to community development. Commercial and retail development needs to be incentivized to help keep pace with residential growth, and residential growth should be directly pegged to infrastructure growth (i.e. - schools, public transit, roads)
78. Transportation- mainly providing protected bike lanes and pedestrian access.
79. Widen Rt. 1 to accommodate revitalization efforts which will result in increased traffic. Provide good public transport options along Rt. 1 as well. More commercial, less hotels and residential.
80. Appropriate transitions, scale, preservation and architecture.
81. Sidewalks and retail. Be able to get a cup of coffee (Whiskey Run and Route 1) eat dinner.
82. Recreation centers for youth
83. Additional housing, restaurants and supermarkets, sidewalks, dog park
84. Improved walkability for pedestrian and bicycle travel
85. Have more street lights along Rt. 1, especially where the residential areas are. Get rid of truck stops, big ware houses, and motels. Open space for professional offices.
86. Walkable, safe, connected community that supports a green infrastructure network.
87. More commercial/retail options. Improvement on areas that attract crime (old motels). Improved landscaping and green space.
88. Make the residential areas along route 1 more walkable. Make sure the infrastructure keeps up with the residential building. These can be accomplished by considering widening parts of route 1, adding sidewalks in both directions, more traffic lights, more walking lights, delayed lights for foot traffic.
89. Sidewalks. Rt. 1 crosswalks with stopped traffic. Improved bus transportation to community services. Bring community services to Elkridge.
90. As a resident of Columbia, I am very impressed with the master plan for downtown Columbia. Although traffic will be impacted by increased housing and commercial construction, hopefully planned infrastructure will support commuting employees so we do not have more of a traffic nightmare. An emphasis on beautification, including more frequent road sweepings and leaf clean-up would be appreciated!
91. Solve the traffic problem - rush hour is a mess from the overflow from 95 onto the Rt. 1 corridor. This frustrates residents in the area.
92. Continuous walk and bike infrastructure within the project limits in conjunction with a reduction in posted speed. The corridor in Howard County is beginning to mirror Route 1 in College Park and the posted speed should be modified proactively to reflect the change in land use (please ignore the 85th percentile actuarial tables on this).
93. I would make it more of a destination instead of an area that people pass through to get to somewhere else. It isn't inviting right now because it feels neglected and industrial. I would like to see more green space and trees. There are very few spaces for the community to dwell and spend time together spontaneously. An open-air food court or farmers market would be amazing to see!

## PRIOR INITIATIVES | ACTIVITY: PLEASE RESPOND TO THE FOLLOWING QUESTION

WRITE IN THE  
SPACE BELOW

WHAT POLICIES OR GOALS WOULD YOU ADOPT TO GUIDE THE FUTURE DEVELOPMENT OF THE RT. 1 CORRIDOR?

94. More walkability, shops, and restaurants to bring foot traffic. More green spaces.
95. Road widening, land usage, closure of run down business
96. Any major development, in my opinion, would just bring increased traffic, which isn't needed. There are already major shopping centers in the area, so I don't see a need for more retail stores. Why not keep it like it is? Major landscaping would go a long way in beautifying the Route. People like to denigrate it with words like "trashy," but they are the first to utilize the gas stations and fast food restaurants.
97. Strong schools - essential part of Howard County brand, and the economic engine for Howard County. Anchor communities with owners who are invested in them (whether SFD, TH, or condo). Focus on attracting, developing, and retaining talent, and leverage already existing world-class talent in the area, while creating synergy between defense and commercial sectors, to include public/private/academic partnerships. Develop high quality attractions, e.g. create a foodie/brewery center which would attract visitors, workers, and residents at MD-32/US-1. Eliminate bottlenecks, especially ones prohibiting access to Fort Meade, NBP, I-95, 295, 175, 32, 216/All Saints Road, Columbia Gateway (especially MD-175 from NBP to Dorsey Run Road, and MD-32 from 295 to Route 1) Focus on the value proposition as the closest place to Ft. Meade and DC with Howard County schools. Become the convergence point for Baltimore and DC. Identify why the area is not currently attractive to high-tech businesses and residents, and extend Columbia Gateway into the Route 1 Corridor (remove I-95 as an artificial barrier). Create a vibrant mix of residential, high-tech, industrial that will be viable 24/7 and not just during work days. Extend DC Metro Green Line to BWI through Columbia (perhaps via I-95/216), and MD-200 to Dulles via Loudon County. Find ways to relocate or mitigate prisons, trash depots, abandoned buildings, human trafficking, and other counterproductive aspects. Create incentives or assistance programs to systematically leverage private investment to improve aesthetics, for example matching funds when moving utility poles to actually bury them.
98. 3.7 – Secure better protection of environmental resources within new development. 4.8b. Development Regulations. Evaluate the effectiveness of current regulations on forest conservation, wetlands, stream buffers, and steep slopes and on criteria for open space acquisitions to enhance habitat protection. Refine the development regulations, where appropriate, to ensure habitat is included in protective easements or open space. 7.4f. Land Use Decisions. Establish and enhance policies and regulations that integrate land use decisions with connectivity and transportation accessibility. Put a trash transfer station for household use in Eastern Ho Co.
99. More aesthetically pleasing.
100. Build schools where the students live to open before there is overcrowding at the existing schools. Make the Route 1 corridor bike friendly for commuting. Create more historic districts and protect historic districts better.
101. Highway safety improvements. This covers both pedestrian safety improvements and vehicle safety improvements. Acceleration/Deceleration lanes at intersections. Relocate some intersections in the interest of safety. An additional lane in both directions.
102. Walking and bicycling separated from automobile traffic.
103. Zone out some of the seedy cheap motels.
104. My hopes for the future development of Route 1 is first traffic patterns. There has been a large increase in new builds around Route 1 with the same infrastructure that has been there for years. The county blames the state because it is a state regulated road, however the county has continuously allowed for more construction. With this, my hopes are to see different types of housing. In the past 15 years or so, there has been a tremendous amount of growth in apartments and townhomes along

## PRIOR INITIATIVES | ACTIVITY: PLEASE RESPOND TO THE FOLLOWING QUESTION

WRITE IN THE  
SPACE BELOW

WHAT POLICIES OR GOALS WOULD YOU ADOPT TO GUIDE THE FUTURE DEVELOPMENT OF THE RT. 1 CORRIDOR?

the corridor but no single family homes. These types of units are condensed so there are more people per sq feet than in other parts of the county which increases the amount of traffic. There are no safe places to walk along the corridor so the amount of vehicles are increasing on the same roads that have not been changed. There needs to be higher police presence along the corridor because the infrastructure is not the best and there are constant driving violations (especially at the intersection of 175 and Route 1). There needs to be more green space and things you can walk to such as shops. There needs to be more accountability for current residents to keep their trash cleaned up. I cannot count the times that there has been trash all over the flea market on the weekends and although they say they pick up trash after the event, it can be hours after which at that point, much of the trash has been blown to neighbors.

105. Making provisions for new High School #13- traffic light and sidewalks leading down toward Guilford
106. Safe, walking-oriented design with green spaces. Some place-making. Access to parks and playgrounds.
107. Mixed use, clustered, walkable, bikeable, green infrastructure
108. Addition of a sidewalk on Old Washington Road between Montgomery Road and Route 1. Stop building multi-housing units in Elkridge area until additional schools have been built and infrastructure to handle traffic has been put into place.
109. More opportunities for input from the community early on. More walkable areas along route 1 between the Meadowridge and going south to 175. Wider streets to get to 175/rt 1 corridor going south.
110. Sustainable transportation, nudges for public health (remove impediments to walking, cycling), reduce environmental impact.
111. Get rid of the panhandlers, streetwalkers etc. that hang around. Walking paths or proper sidewalks. Do something about the vehicles that come in and out of the car auction / junkyard place next to the Sleep Inn. There's going to be a serious accident one of these days.
112. Continue the 'Clean up' of Rte 1. A major issue is that many of the parcels are less than 1/2 acre and cannot be developed unless someone can do a "assembly" of the parcels. There is ample demand for development sites in Howard County-I've worked in real estate here for 30 years. Possibly condemnations of sites?
113. Enhanced traffic flow and safer intersections
114. Goals and tools to promote transit and pedestrian improvements in relation to strategically located mixed-use and employment focused redevelopment
115. Aim for a more cohesive approach to the entire corridor that have actionable items for improvement for communities. These would include things like contiguous sidewalks, more opportunity for community enhancements (parks, green spaces, schools, etc.), local retail and restaurants, move away from "traditional" industrial plots and toward mix-use. Then, follow through on actionable items and make real change, not end up with another set of recommendations or plans that no one ever looks at again.
116. Eliminate limited sight distance on Route 1 north of SR175. Add traffic calming in the vicinity of Route 1 and SR175. Improve traffic flow at Route 1 and Guilford Road. Develop former California Inn property at Route 1 and Whiskey Bottom Road.
117. Less density for new developments. Already out of control.
118. Bike friendly Shopping
119. Plan for schools. There is no high school planned for Elkridge where there are enough students to fill an entire high school plus.

## PRIOR INITIATIVES | ACTIVITY: PLEASE RESPOND TO THE FOLLOWING QUESTION

WRITE IN THE  
SPACE BELOW

WHAT POLICIES OR GOALS WOULD YOU ADOPT TO GUIDE THE FUTURE DEVELOPMENT OF THE RT. 1 CORRIDOR?

120. Beautification of the area, particularly existing structures. Many look run-down and unappealing.
121. Sidewalks.
122. 1. Sidewalks are instrumental in encouraging safe neighborhoods 2. Elkridge needs a stable place for a high school 3. As such a central part of the corridor, increasing mass transit to Baltimore, Ft Meade, and DC could heavily ease transportation troubles. 4. It is critical not to overdevelop and impact the ecology. Don't recreate the flooding troubles that exist in Ellicott City.
123. Add a community center in Elkridge
124. floodwater planning; community gardens; give thought to impact of autonomous vehicles in 15 years; dedicate unusable land to commercial hydroponic gardening to reduce environmental impact
125. Less housing. More trails, pedestrian/bike paths. Class A development with continued growth for IT/infosec and biotech jobs.
126. Zoning regulations and incentives to encourage commercial retail growth similar in quality to that seen on Route 40, west of Route 29.
127. Cleaner streets and more green spaces for families to walk and enjoy. Also, an encouragement for local companies and restaurants to occupy commercial spaces.
128. Prioritize safe continuous pedestrian and bike access. Pedestrian access is an equity issue, it's a necessary component of transit access, and it's a health issue. The development patterns along the corridor force people to use Route 1 to connect to retail and employment uses, as well as local bus - it must be accessible.
129. The developers should contribute more towards making sure that public facilities are adequate and built or in process before more development is started. Currently, developers are profiting from the reputation of our great schools by over-crowding them and placing the burden on teachers, students, and parents.
130. Prioritize properties and sites with incentives that draw credit tenants.
131. We need a sidewalk on Mission Road and crosswalk on Guilford Rd. to allow families to easily walk to Guilford Park.
132. I would like a better APFO and more sidewalks up and down the Route 1 Corridor. Our neighborhood is located off Old Washington, which has been subject to so much development without any infrastructure improvements. It is ridiculous that with such a high level of traffic on Old Washington, kids cannot safely walk to the Route 1 businesses, like Dunkin Donuts or Green Valley, because there are no sidewalks. Similarly, as you well know, there are no sidewalks on Route 1 north of Montgomery Road. I would also like to see safe access for pedestrians or bicyclists to get to the amazing Patapsco Valley State park by walking or riding bikes It is absurd that there is no safe way to walk or bike to the park currently. The need to use cars only increases congestion in the corridor.
133. install storm water mgmt. ponds in older neighborhood to address flooding issues and erosion along streams from development uphill to lower areas and increased infill development.
134. Better walkability. More restaurants.
135. Less Residential development, more commercial development. Connected walking paths and sidewalks.
136. Although I think that it makes sense to focus growth and revitalization more in the eastern part of the County, I also believe that the integrity of natural areas and historic neighborhoods in the eastern part needs to be preserved.
137. Development should be appropriate in scale and include adequate ancillary infrastructure to not over burden existing infrastructure

## PRIOR INITIATIVES | ACTIVITY: PLEASE RESPOND TO THE FOLLOWING QUESTION

WRITE IN THE  
SPACE BELOW

WHAT **POLICIES** OR **GOALS** WOULD YOU ADOPT TO GUIDE THE FUTURE DEVELOPMENT OF THE RT. 1 CORRIDOR?

138. HIGH SCHOOL; preserve green space; don't commercialize residential neighborhoods (keep separate) I didn't purchase near commercial buildings for a reason and now you are taking away from what little play area my kids have to play outside in making it a parking lot/warehouse/hospital, tear down old and build new in its place: this saves green space and makes it aesthetically pleasing to look at; Make it look like you actually planned it and didn't just slap Elkridge together as an afterthought; roads need to be able to handle the additional cars/buses - this is a major commuter road. Remember that people have lived here for 20+ years so try to keep some of the old charm and don't overdevelop it to look like a mini city - if we want that we'll go to Columbia.
139. Less residential development - Less industrial sprawl - More commercial/retail development (family restaurants!) close to residential areas - More schools & parks - More walking paths / bike trails / bike lanes - More buses / public transport (more frequent) - More sidewalks & better street cleaning - Remove billboards & motels - Concentrate / relocate industrial properties into locations like Troy Hill, which is more than half empty! - Fewer cul-de-sacs and dead-ends, more grids and connecting roads to improve traffic flows and access - Do NOT put a CubeSmart storage facility in the old Phelps building (it's in the middle of town!), put restaurants there, and put the storage facility in Troy Hill!
140. Standalone pedestrian/ bike access. Revitalize existing commercial areas before building new high occupancy apartments. Prioritize open space so the entire corridor is not developed.
141. Smart growth and consideration for roads, need for school expansion and new business development that will be inviting as the entry into Howard a County from the South.
142. More sidewalks and more traffic enforcement.
143. Allow Businesses to compete with flexible signage, parking and zoning exceptions. Consider expanding public transportation to attract workers to area including expansion of rail and bus. Develop amenities like waterways and parks
144. Revitalize old or abandoned properties.
145. Elkridge, Elkridge, Elkridge! Transportation is needed to get the residents of Elkridge to the major employers in Howard County, such as: Howard County General Hospital, Howard Community College, Costco, Lowes, Columbia Mall, etc. The current route is straight down route-1 to Laurel. Suggestion: Have buses available for only AM and PM rush hours to the hospital beginning at 5:45am from Montgomery Road/Route-1 in Elkridge.
146. POLICY 7.6; Complete streets, pedestrian and bicycle master plan.
147. Curbside pickup of tree leaves. Mass transit (RTA) route thru N. Laurel Park -- current routing only covers Pilgrim Landing. sidewalks along MD Rt. 216 from Baltimore Ave/Pilgrims Landing to All Saints Rd
148. Focus on increased greener spaces, well "led-lit" roads, more family-friendly areas, retail shopping center, less industrial type companies. Replace junk-yards, pawn shops, liquor stores and cheap motels with healthy grocery stores, retail, restaurants, offices etc.
149. Serious consideration for commercial and business interests, particularly the industrial sector since THIS IS THE ONLY AREA IN HOWARD COUNTY FOR INDUSTRIAL ZONING.
150. Better, safer sidewalks. Smoother roads.
151. Bigger scale mixed use communities. Take Pike & Rose or Crown Farm in Montgomery county as examples. Move industrial fronts along route 1 away from road.
152. Pedestrian walking way along Old Washington Rd, intersection of Montgomery and Old Washington Rd. - Moving motels and storage space facilities away from current homes.
153. Fewer townhouse and apartment developments, add single family homes and attract more families.