



# Howard County Office of Transportation

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## Howard County FY 2021-2026 Priority Letter Public Input

### Survey Results– April 2020

Every year, Howard County updates and submits a "Priority Letter" to the Maryland Department of Transportation (MDOT) outlining the County's priorities for state transportation funding and technical assistance in the Maryland Department of Transportation's six-year Consolidated Transportation Program (CTP).

The Office of Transportation sponsored an on-line survey as well as holding a public meeting. This document summarizes the results of the survey responses via the online survey and handwritten responses. Information publicizing the survey and the public meeting 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.

We solicited feedback on transportation priorities and projects from county residents to help guide and inform the update. This year, our summary of the results showed:

- 200 people completed at least part of the online survey, with 43 respondents offering additional written comments.
- Survey responses were received from nearly all Howard County zip codes, with a strong clustering of responses from: 21042, 21043, 21044, 21045.
- 48 people signed in the public meeting and we received 51 comment forms, or letters, at the meeting or shortly thereafter.
- 343 comments were received via email, letters, handwritten comment forms, or in the survey and were categorized by issues and topics.
  - Rivers Edge Access - identified 156 times
  - Noise walls - identified four times
  - Bike/Ped issues, sidewalks & shared use pathways - identified as core issues 10 times
  - Operations and safety issues on MD 99, MD 108, US 40/US 29/Ridge Road - identified 14 times
  - Intersection of 40/29/Ridge Road - identified four times
  - I 70 - identified five times

In the survey, we also requested respondents rank the types of solutions for three transportation modes: motor vehicles, transit and bicycle/pedestrian.

- Under the motor vehicle category, capacity improvements and safety related projects ranked highest comparably at 48% each.
- For the transit category, respondents ranked new local service and improved regional service as their highest priorities at 22% and 25% respectively.
- For the bicycle/pedestrian category, respondents ranked connections to schools and neighborhoods and access to recreation as their highest priorities at 26% and 30% respectively.

This information and feedback are used to guide the update to the letter. The FY 2021-2026 letter reflects public feedback and comment, our conversations with other county departments and recent funding cutbacks by

MDOT. The rankings and projects in the letter also reflect the importance of continuity and persistence, due to the timeframe transportation projects take to plan, fund and develop.

# FY 2021-2026 Priority Letter Survey Results

	Count of Responses (also includes hand survey)						Weighted Average	Rank	Percent			
	High	Medium	Low	Choose Not to Rank	Skip	TTL Answered			High	Medium	Low	Chose not to rank

## Mode Questions

Road Projects												
Q2. Projects that focus on increasing capacity for automobiles, such as roadway widening, smart signals, or upgrade interchanges	89	55	28	13	4	185	2.19	2	48.11%	29.73%	15.14%	7.03%
Q3. Projects and Programs that focus on safety, such as speed management, intersection improvements, enforcement, or sight distance improvements	92	53	35	9	0	189	2.21	1	48.68%	28.04%	18.52%	4.76%
Q4. Projects and programs that focus on the maintenance and preservation of existing roads and bridges, such as resurfacing, repairs and replacements of bridges, and modernization of traffic signals	50	89	36	14	0	189	1.93	3	26.46%	47.09%	19.05%	7.41%
Q5. Projects that focus on the planning and development of innovative approaches, such as peak-hour shoulder use, high-occupancy/toll lanes, ramp metering, or connected/autonomous vehicle deployment	31	39	73	46	0	189	1.29	4	16.40%	20.63%	38.62%	24.34%
Transit												
Q6. projects and programs to enhance existing service, such as more frequent and reliable service, shorter ride times, and improving the reliability of service by ensuring the RTA buses are up to date	38	50	66	26	9	180	1.56	3	21.11%	27.78%	36.67%	14.44%
Q7. Projects and programs to improve local service, such as new routes in Howard County to connect unserved areas to the existing transit network	40	57	55	28	9	180	1.61	2	22.22%	31.67%	30.56%	15.56%
Q8. Projects to improved regional service, such as new bus rapid transit (BRT) and regional routes to connect with MTA, WMATA, and Ride-On to access destinations in Baltimore and Washington Region	46	54	50	30	9	180	1.64	1	25.56%	30.00%	27.78%	16.67%
Q9. Projects to enhance access to bus stops with sidewalk connections, paved waiting areas, and improve the customer experience by providing bus shelters, seating, and mobile ticketing	31	43	70	36	9	180	1.38	4	17.22%	23.89%	38.89%	20.00%
Bicycle and Pedestrian												
Q10. Projects to provide safe access to schools and neighborhoods, such as projects to add sidewalks, school crosswalks, or pathway connections	99	41	27	8	14	175	2.32	1	56.57%	23.43%	15.43%	4.57%
Q11. Projects to enhance safe access to retail Areas, such as Dobbin Road, Snowden Square, the US 40 corridor, the US 1 corridor, or the Clarksville/River Hill MD 108 commercial area	47	74	33	21	14	175	1.84	2	26.86%	42.29%	18.86%	12.00%
Q12. Projects to improve safe access to and in employment areas, such as Downtown Columbia, Columbia Gateway, Patuxent Woods, or APL	30	55	68	22	14	175	1.53	4	17.14%	31.43%	38.86%	12.57%
Q13. Projects to provide safe access bike and pedestrian access to Recreation, such as Patapsco State Park, the Middle Patuxent Environmental Area, or Western Howard County	53	39	54	29	14	175	1.66	3	30.29%	22.29%	30.86%	16.57%

## Project Questions

Number	High	Medium	Low	Choose Not to Rank	Skip	TTL Answered	Weighted Average	Rank	High	Medium	Low	Chose not to rank
Q25. Pedestrian, Bicycle, and ADA Access and Safety Improvements: Develop countywide bicycle and pedestrian networks to provide safe, comfortable, and convenient transportation for all ages and abilities.	72	41	35	16	25	164	2.03	1	44%	25%	21%	10%
Q14. US 29: Middle Patuxent River to Seneca Drive Widening of US 29 from the Middle Patuxent River to Seneca Drive, including improvements to accommodate BRT.	66	40	36	23	24	165	1.90	2	40%	24%	22%	14%
Q20. I-70 Corridor: US 29 Interchange This project will be to design and implement a new interchange to meet capacity enhancements.	59	41	35	30	24	165	1.78	3	36%	25%	21%	18%
Q21. I-70 Corridor: US 29 to US 40 This project will provide one additional lane on I-70 (from US 29 to US 40) in both directions.	58	40	35	32	24	165	1.75	4	35%	24%	21%	19%
Q30. MD 99: US 29 to Marriottsville Rd. Investigating safety and congestion issues in the MD 99 corridor between Marriottsville Road and US 29/MD 99 intersection.	56	39	36	33	25	164	1.72	5	34%	24%	22%	20%
Q16. Transit Capital Improvements Study and design a Bus Rapid Transit system to relieve congestion on busy commuting corridors in Howard County, in particular to the Washington Metro area.	36	47	53	29	24	165	1.55	6	22%	28%	32%	18%
Q22. I-70 Corridor: Marriottsville Rd. Interchange This project will be to design and implement a new interchange to meet capacity enhancements.	31	52	50	31	25	164	1.51	7	19%	32%	30%	19%
Q38. MDOT's MARC Growth and Investment Plan Howard County urges the state to fully fund and implement MDOT's MARC Growth and Investment Plan improvements on the Camden Line, including track improvements, rolling stock and additional service.	37	43	41	42	26	163	1.46	8	23%	26%	25%	26%
Q36. MD 108: Centennial Lane Intersection Construct intersection improvements along MD 108 at Centennial Lane.	28	52	47	36	26	163	1.44	9	17%	32%	29%	22%
Q15. Transit Capital Improvements Add buses to the RTA fleet. RTA buses are currently in short supply, causing service disruptions when regularly scheduled buses need service.	26	46	62	31	24	165	1.41	10	16%	28%	38%	19%

# FY 2021-2026 Priority Letter Survey Results

	Count of Responses (also includes hand survey)						Assigns weights of 3, 2, 1, and 0 to high, medium, low and "choose not to rank". "Skip" is not counted in the sum of question respondents.	Rank	Percent				
	High	Medium	Low	Choose Not to Rank	Skip	TTL Answered			Weighted Average	High	Medium	Low	Chose not to rank
	Q28. MD 103 @ US 29 Addition of a third lane along MD 103 onto ramp towards US 29 northbound.	28	39	60	37	25			164	1.35	11	17%	24%
Q34. I-70 Corridor: Marriottsville Rd. Bridge Widening of the Marriottsville Road Bridge over I-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40.	35	29	56	43	26	163	1.34	12	21%	18%	34%	26%	
Q39. I-95 The County fully supports the SHA's I-95 Active Traffic Management project. We urge the MDOT to continue to advance it.	34	38	41	50	26	163	1.34	13	21%	23%	25%	31%	
Q31. US 1 Corridor Development of a safety audit for US 1 Corridor.	23	48	51	42	25	164	1.32	14	14%	29%	31%	26%	
Q35. Downtown Columbia Connector North South Connector/Jug Handle: a major collector planned to connect the US 29/Broken Land Parkway interchange to Little Patuxent Parkway, including a spur off the existing northbound US 29 off-ramp pursuant to the Downtown Columbia Plan.	27	39	55	42	26	163	1.31	15	17%	24%	34%	26%	
Q37. Downtown Columbia Designating Downtown Columbia as a Transit Oriented Development.	31	23	67	42	26	163	1.26	16	19%	14%	41%	26%	
Q34. MD 175 Corridor: Various Intersections Continued comprehensive traffic modeling by SHA and Howard County that will lead to design alternatives including the US 1/MD 175 and US 1/I-95 interchanges.	14	55	55	40	25	164	1.26	17	9%	34%	34%	24%	
Q27. MD 175: MD 175 @ US 1 Widening and reconstruction including final design and construction of the US 1/MD 175 interchange.	19	44	57	44	25	164	1.23	18	12%	27%	35%	27%	
Q18. MD 108: Ten Mills Rd. Intersection This project will provide a single left turn lane at the MD 108/Ten Mills Road intersection. Traffic signals will be replaced and optimized. Bicycle compatibility will be provided through the intersection.	17	51	50	47	24	165	1.23	19	10%	31%	30%	28%	
Q26. MD 108: Guilford Rd. to Trotter Rd. The project will provide dedicated shared use pathways, intersection improvements for pedestrians and cyclists, and selected roadway expansions for automobiles and commercial traffic in order to improve safety and accessibility within the project corridor.	23	42	48	51	25	164	1.23	20	14%	26%	29%	31%	
Q23. MD 175 Corridor: Access to Gateway Dr. Evaluate the improvement of existing access points into Columbia Gateway Drive, including a third access point through the potential extension of MD 108 across MD 175 into Columbia Gateway Drive and direct access to Columbia Gateway Drive from I-95	11	45	69	39	25	164	1.17	21	7%	27%	42%	24%	
Q17. US 1: Sidewalks from North Laurel to Prince Georges County Line Construct sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line to accommodate and support pedestrian and bicycle traffic along the US 1 corridor.	21	32	62	50	24	165	1.15	22	13%	19%	38%	30%	
Q19. MD 100 & MD 103 Interchange Howard County is proposing a Diverging Diamond Interchange (DDI) at this location to replace the existing grade-separation. A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway.	14	38	59	54	24	165	1.07	23	8%	23%	36%	33%	
Q33. US 1 Corridor: US 1 @ Meadowridge Rd. Construct intersection improvements along US 1 at MD 103 (Meadowridge Road).	9	40	60	54	26	163	1.02	24	6%	25%	37%	33%	
Q32. US 1 Corridor: MD 175 to Montevideo Rd. MD 175 to just north of Montevideo Road; phased arterial highway reconstruction including pedestrian, transit and streetscape improvements.	13	33	62	56	25	164	1.02	25	8%	20%	38%	34%	
Q29. Noise Walls Evaluate, design, and construct noise walls at Dumhart Road, at the southwest corner of I-95 and the MD 216 interchange.	5	16	85	58	25	164	0.80	26	3%	10%	52%	35%	