

Respondent	Which elements of the County transportation system are you interested in?				What is your feedback on Segment I - Oakland Mills Road to McGaw Road?	What is your feedback on Segment II - McGaw Rd to MD 175 (Rouse Parkway)?	What is your feedback on Segment III - MD 175 (Rouse Parkway) to Old Dobbin Lane?	How did you inform yourself about the plans and construction schedule for Dobbin Road Pathway? (Please check all that apply)			Do you have any other feedback for the Office of Transportation?
	Bicycle facilities, including bike lanes, pathways, etc.	Transit system	Road system	I reviewed the draft plans and construction schedule myself online.				I attended the public meeting	Other (please specify)		
1	Pedestrian system, including sidewalks, crosswalks, etc.				Please avoid taking down trees along Dobbin Road. Route the sidewalks to avoid them. The sidewalks do not have to run parallel to the roadway.	Please avoid taking down trees along Dobbin Road. Route the sidewalks to avoid them. The sidewalks do not have to run parallel to the roadway.					
2	Pedestrian system, including sidewalks, crosswalks, etc.	Bicycle facilities, including bike lanes, pathways, etc.			The need for adequate bicycle lanes and side walks. Everyone does drive or ride the bus where they have to go.	Same as the need for adequate bicycle lanes and adequate. Side walks along McGaw Road to Maryland 175 (Rouse Pkwy)	Adequate sidewalks and bicyclist lanes. Very happy to see this work being planned. I would use the whole pathway regularly. I would like to point out that at the end of Dried Earth Boulevard is a 55-over community called Snowden Overlook, where I am a resident. If we had more paths we wouldn't be tied to our cars. As it is, I use the sidewalks and CA Paths to bike and walk but am limited as to where I can go. These paths can lead to a healthier senior citizen community in Howard County because we could be more active.	I reviewed the draft plans and construction schedule myself online.	I kept up with the information coming out of the public meetings. I reviewed the draft plans and construction schedule myself online.		The need for good planning for transit routes. No one should have to walk more than a mile for a bus.
3	Pedestrian system, including sidewalks, crosswalks, etc.	Bicycle facilities, including bike lanes, pathways, etc.			Very happy to see this work being planned.	Very happy to see this work being planned.					I found out about the plan only because I happened to look at my Facebook account today, which I don't do often. Is there a better way for me to keep up? The Columbia Pier doesn't cover this kind of news anymore. You can send me emails at msmith@fbi.com.
4	Pedestrian system, including sidewalks, crosswalks, etc.	Bicycle facilities, including bike lanes, pathways, etc.		Road system	I'm excited about this segment, as it would connect to the proposed Oakland Mills Road protected bike lane, providing access to Wegmann and Frisco Tap House. I would like to see a more direct connection to the Elkhorn Branch Trail. Also, the side streets from McGaw (behind Wegmann) and off Dobbin Rd (between bldg 6223 or driveway and Potomac Bicycles) are frustratingly close to Oak Hall Ln loop without direct access. This would offer connectivity to the Post Office and other businesses that I frequent.	This is an important segment for bicyclists. I wish that the pathway leading from the Elkhorn Branch Trail would connect to the Liberty Gas Station and the Ale House business park - there is a goat trail indicating demand. Also, the goat trails along Dobbin indicate demand for sidewalks. Look forward to getting this built. I don't see a clear way to connect from this pathway to the CA pathway that emerges near the gas station on the West side of the road. Is there a possibility of establishing a clear way to make this connection? Also did not see how the 175 crossing is meant to happen with the pathway approaching on both sides, is the crossing going to remain unchanged?	I frequently ride to the Long Reach Community Garden along Old Dobbin Rd. How would the signal light improvements allow me to access the Columbia Crossing Center?	I attended the public meeting	I reviewed the draft plans and construction schedule myself online.		I think oak trees should be the preferred street trees. Quotes from The Nature of Oaks, by Douglas Tallamy: "Oaks produce enormous root systems over their lifetimes, and these help make them champions when it comes to soil stabilization, carbon sequestration, and watershed management." Page 10 "Oaks support more forms of life and more fascinating interactions than any other tree genus in North America." Page 12 "Deep-rooted oaks like this northern red oak (Quercus rubra) will not lift up your sidewalk, driveway, or roadway, even if planted right next to them." Page 46
5	Pedestrian system, including sidewalks, crosswalks, etc.	Bicycle facilities, including bike lanes, pathways, etc.	Transit system		Look forward to getting this built. I don't see that there were detailed plans available yet. This will be a major safety and quality of life improvement for those of us who travel between Owen Brown & Long Reach by bike, and will be a boon to the businesses along the Dobbin corridor.	Excited, however am concerned about cars regularly blocking the intersections at Dobbin Center Way. Also with there was an easier way to get from existing trails to shops/business (Columbia Ale House for example) NW side of Dobbin without having to cross Dobbin and cross back. I think there is a huge gap on the west side of Dobbin from the Elkhorn branch trail to Jiffy Lube area. We frequently go to the restaurants near Potbelly's via bike, and we currently have to ride over bumpy ended tree roots and grass next to the auto shops, squares by lamp posts and steep slopes, then jump a curb (not easy with a cargo bike and kids) at the gas station, as we make our way to these restaurants. It doesn't look like access to the auto shops or restaurants on the west side were considered at all. We shouldn't have to go the opposite direction, cross the street, backtrack, then cross the street again to get there. Being able to easily bike to the auto shops could appeal to many people to avoid needing to get car rides to drop off and pick up a vehicle for service.	It's great that this is getting built. I look forward to it. However Segments I & II are more important to get funded & built.	I attended the public meeting	I reviewed the draft plans and construction schedule myself online.		Great job getting these projects planned, designed, funded, and built. This is a great accomplishment (in progress), and will positively impact the lives of generations of Columbians.
6	Pedestrian system, including sidewalks, crosswalks, etc.	Bicycle facilities, including bike lanes, pathways, etc.			Excited for it!	Excited, however am concerned about cars regularly blocking the intersections at Dobbin Center Way. Also with there was an easier way to get from existing trails to shops/business (Columbia Ale House for example) NW side of Dobbin without having to cross Dobbin and cross back. I think there is a huge gap on the west side of Dobbin from the Elkhorn branch trail to Jiffy Lube area. We frequently go to the restaurants near Potbelly's via bike, and we currently have to ride over bumpy ended tree roots and grass next to the auto shops, squares by lamp posts and steep slopes, then jump a curb (not easy with a cargo bike and kids) at the gas station, as we make our way to these restaurants. It doesn't look like access to the auto shops or restaurants on the west side were considered at all. We shouldn't have to go the opposite direction, cross the street, backtrack, then cross the street again to get there. Being able to easily bike to the auto shops could appeal to many people to avoid needing to get car rides to drop off and pick up a vehicle for service.	Greatly needed connector!		I reviewed the draft plans and construction schedule myself online.		Please keep up the great work and commitment to bike/pedestrian path!
7		Bicycle facilities, including bike lanes, pathways, etc.			What safety measures will be taken to make the areas that cross parking lot entrances safer? Will the path be closed to ensure that vehicles slow as they approach. Will bicycles have the right of way if going straight across a parking lot entrance? Thank you for adding sidewalks and a multi-use path. Though I'm most often in a car in that area, I see so many people walking in the grass there and having to cross Dobbin without a safe crosswalk. These pedestrian and bike lanes will make it easier for those who live nearby to walk and bike to the shopping areas.	Thank you for planning multi-use pathway!			I reviewed the draft plans and construction schedule myself online.		
8	Pedestrian system, including sidewalks, crosswalks, etc.				This is all extremely needed. This is an area of the county full of shoppers, employees and others all lacking safe ways to move around without a car. I support these projects and hope they move forward with speed.	This is all extremely needed. This is an area of the county full of shoppers, employees and others all lacking safe ways to move around without a car. I support these projects and hope they move forward with speed.					
9	Pedestrian system, including sidewalks, crosswalks, etc.	Bicycle facilities, including bike lanes, pathways, etc.	Transit system							email	Keep it up! More please! Really need to look at Cedar Lane between Hickory Ridge Road and Freetown Road. This sidewalk is used often for recreational purposes to walk/bike and I see many folks walking to work. I have seen plans for enhanced pathways on Cedar Lane but it excludes this portion of the road. The sidewalks are perilously close to the road and traffic drives incredibly fast. Please look at how to make this section of Cedar Lane more community oriented, safer, and more walkable--there is a great need for that on this side of Columbia.
10	Pedestrian system, including sidewalks, crosswalks, etc.	Bicycle facilities, including bike lanes, pathways, etc.			This is long overdue and will be a great connector for the communities off Oakland Mills Road and create more connections to Lake Elkhorn. My parents and other 70plus year olds walk often in this area & will make great use of this path.	Again another long overdue pathway will help folks walk from the office buildings to restaurants & shops, potentially decreasing traffic. And you should also change the stop light at McGaw & Dobbin to have designated left turns from each direction too many possible accidents have there. none			I reviewed the draft plans and construction schedule myself online.		