

Appendix C

Public Comments Collected

MD 99 Public Comments

Comment Source	Comment
Md 99 Webpage	I don't believe the proposed solutions will really address the traffic. Further, there should be a sidewalk into Mt. Hebron High School to allow for students to walk to school safely. The road is simply too busy for students to walk safely. Many of them are walking through backyards which isn't ideal either. If we won't be getting additional traffic lights, please consider sidewalks.
Md 99 Webpage	Really appreciate the possibility of a left turn signal from EB 99 onto Woodstock Rd, especially with the new housing going in on Woodstock RD.
Md 99 Webpage	I saw that they are thinking about adding a left turn arrow for east bound 99 at Woodstock Road. I'm hoping that this means you will be adding a dedicated left turn lane. This is a very dangerous intersection with people having to sneak by on the right hand side of turners otherwise you would be waiting forever at rush hour. Please make that dedicated left hand turn lane a priority. Also a right hand turn lane from west bound 99 on Woodstock Road would seem to be warranted as well. Also just a comment on how ridiculous it is to expect kids to walk to Mount Hebron HS with no sidewalks. I daily pass kids who are walking on the side of the road and can imagine it will only be a matter of time before one is hit and killed. I refuse to walk on 99 due to the lack of sidewalks let alone let a child walk on the road. Also you need to lengthen the turn lane from Bethany (northbound) onto 99 westbound. I've sat through multiple cycles of this light during non-rush hour times. A dedicated turn lane with turn signal is definitely needed.
Md 99 Webpage	I still do not understand why a new Left turn only signal is not added to 99 and Bethany. Coming from MHHS, you literally have to turn on red and visa versa turning left onto Old Mill. Numerous cars are put at high risk for accidents
Md 99 Webpage	I am still concerned about the present condition of the bridge on Bethany Lane that crosses over I70. The concrete is deteriorating and there is visible evidence of rust from the breakdown of tie rods under the existing concrete. Whatever the plans for any type of future development ,should this major bridge be compromised or out of commission it would have a horrific effect on the Rt. 99 corridor! What is being done to investigate this?
Md 99 Webpage	Over building creates more traffic.
Md 99 Webpage	I have lived on the north side of Route 99 just west of Mt Hebron HS for over 28 years now and have seen the increase in traffic due to development along the corridor, BUT I don't believe that the number of houses that have been built over those intervening years is the major source of the traffic congestion on Route 99. To me the increase in the flow of traffic in the morning "rush hour" is mainly due to the idiot parents who cannot allow their children to either walk to to schools or take a bus and feel that it is their duty to drive their children to school in the morning. This extra traffic from those parents to Mt Hebron HS (also includes the idiot teenage drivers who think it is a right to drive to high school because their parents drove them for so many years) in the early morning and then to the middle and elementary schools along the route in later morning hours is the main cause of traffic backups, but for some reason the people attending the meetings can't see that issue. Not sure how to change that behavior other than to instill a large "tax" (maybe they need an easy pass system to charge their credit card every time the parents access the school to drop off their kids) on those parents who insist on driving their kids to school and use the money to widen the roads to accommodate them. In the afternoon, the culprit is "Waze" as the program told people to use Route 99 as an alternate route for the I-70 backups that occur frequently (everyday?). However, there are now people who use Route 99 routinely regardless of whether I-70 is backed up or not, so you have an influx of vehicles (trucks included) on a road that is not meant to have that level of traffic. Maybe the solution for this behavior issue is to do what Kent Island and Stevensville did for Route 50 beach traffic in that they instituted signs warning vehicles that the local route 18 is ONLY for local people living in Kent Island or Stevensville and that vehicles caught using the road to bypass traffic on Route 50 could be subject to fines. Leak that information to Waze so that if the program diverts vehicles to Route 99 and the drivers are ticketed, then Waze is responsible and maybe Waze will stop routing the traffic to Route 99 (wishful thinking). Anyway, sorry for the rambling comment, but as a civil engineer, I firmly believe that the issues being experienced on Route 99 between Marriottsville Road and Route 29 (maybe further east?) are the result of driver behavior and not necessarily inadequate roads. Some traffic management/coordination with existing lights along the route might help some flow situations along with making sure that there are center lanes for left/right turns at all intersecting neighborhood streets.
Md 99 Webpage	My main concern is for the kids who have to walk to Mt. Hebron High School. There are no sidewalks on Rt. 99 and very little shoulder. I would like sidewalks to be put in so they can safely walk to school.
Md 99 Webpage	Rt 99 would benefit from being expanded to 2 lanes in each direction. It might also get a little less traffic congestion if I-70 was 3 lanes in each direction from the 99 interchange to the Marriottsville one.
Md 99 Webpage	We need to stop new construction in the 99 corridor. We should also lower the speed limit from 50 MPH around the conservancy.
Md 99 Webpage	It appears no real relief will be available to residents using Rt. 99 for generations to come. A few turn lanes and signals will not make much difference. With increasing numbers of school children, more uncontrolled housing, crazy drivers, young and old, and nothing happening to improve Rt. 70, drivers, pedestrians and bicyclists will continue to face stress, extra wear and tear on their vehicles, take dangerous actions to get to their destinations, face potential accidents and continue to cut through quiet established neighborhoods and clog up Rt. 40. Rt. 40 is continuing to be more and more congested and looking like Ritchie Hwy,, York Rd. Etc. The County will never catch up with traffic, overcrowding schools, safety and flooding until they harness the relentless , irresponsible building of high density projects. In fact, ANY new development is a huge problem, residential OR business. We are slowly losing everything that has drawn people to the county: peaceful environments, slower pace, beautiful country lanes and farmland, good schools, big buffer zones and open fields, wonderful fresh produce stands... every single one of these things is in deep jeopardy, if not already gone. Stop building and fix Marriottsville and Rt. 70. Do NOT ruin Bethany Lane or Rt. 99 with sidewalks, red lights and curbs. Residents love the rural feel. Don't make them suffer because the county and SHA was negligent and planning responsibly. Widening roads means even MORE surfaces for rain and storm runoff. My once beautiful property is a sponge of mud and swamp-like weeds due to development. . Please pass this to the committees and panels who have anything to do with my concerns.
Md 99 Webpage	We need a right turn lane on Marriottsville Road and 99 to make a right heading towards Woodstock the new traffic light 70 and Marriottsville Road is useless all it does is back traffic up 2 Alpha landfill & almost to Waverly light it needs to be green longer and only be triggered by four or five cars off of 70 it actually should be eliminated Marriotts Ridge High School and Mountain View are horribly congested in the morning the intersections need to be fixed to prevent four-way traffic there have been accidents there needs to be a study for why Elementary School parents refuse to use the bus more kids take cars then the bus it creates long lines and dangerous traffic situations
Md 99 Webpage	MD 99 traffic from Rt. 29 has increasingly gotten worse each year with more home developments being built. Bethany Glen will only increase the traffic and lead to more accidents and a less safe MD 99. I 70 needs to be widened so cars using MD 99 as an alternate route to western areas will be decreased. Widening MD 99 will also help with traffic back up and cars making left turn onto MD 99.
Md 99 Webpage	Mount View MS and Marriotts Ridge HS opening times are only 15 minutes apart (7:25 & 7:40). Changing the start time of Mount View MS to later would make a huge impact on helping morning traffic on route 99 coming from all directions. All other HCPSS schools that share a campus have at least a 30 minute gap between opening times.
Paper Comment Form	I am concerned about the fact that a portion of the study that took place during the time that Woodstock Road was closed.

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Paper Comment Form	I live off St. Johns Lane and travel from St. Johns right to MD 99 EB in the morning, generally from 7:00-7:15am. Several years ago the queue backup on St. Johns would go to Old St. Johns. A few years ago the school adjusted the parking lot and it instantly fixed the problem on St. Johns Lane. Last year the school added the no entrance until 7:20 sign and all benefit of the parking redesign was gone. St Johns NB does not clear since everyone turning left wants into the west parking lot and backs up on the MD 99 shoulder. There are several hazards on St. Johns Lane with students being dropped off on St. Johns Lane, on the new local road, on Old St. Johns Lane. The students park on St. John's Lane NB and cross the street to the sidewalk on the SB side. It is hazardous. No parking signs would help. It is a blind turn coming NB over the I-70 bridge and you can't see the cars parked there on the shoulder. The options presented on the display boards only address MD 99 traffic flow and I don't see any that will help St. Johns Lane traffic flow - extending the right turn lane on St. Johns Lane would help.
Paper Comment Form	Thank you for providing us the opportunity to comment on the proposals. I provided comments in person to school representative regarding school bus pickup point on Route 99 & another suggestion made to the State Highway representative.
Paper Comment Form	A drop off loop is necessary at Mt. Hebron that uses the slip drive between student lot & main entrance thus allowing left hand turns at traffic light. Sidewalks will allow more kids to walk or bike. Wider sidewalk on bridge (St. Johns Lane) is needed. This sidewalk needs to be maintained (cleaned).
Paper Comment Form	The Rt. 99 Firehouse/EMT station serves the entire county - Southwest of 99 - to get to population south - trucks have to get to Rt. 29, Bethany Lane, or St. Johns. In 2017 - that station ran almost 5,000 vehicle trips. If Rt 99 is blocked E & W (often happens in areas) there is no third lane or sidewalk to opt to - only able to choose <u>GULLY</u> to jump into on each side.
Paper Comment Form	Left hand turns out of our neighborhood is difficult especially during rush hour. WB traffic speeds up the hill past Weatherstone then comes around the curve at a high rate of speed. The turn lane onto Liter Dr. is often used to avoid collisions. *Every driver in my family uses the "island" just outside our entrance to make left-hand turns out of our neighborhood. We pull out to the island before continuing into the EB 99.
Paper Comment Form	Possibly consider staggering school arrivals & departures.
Paper Comment Form	No students other than seniors should be allowed to drive to school. All other students should ride the bus. Any vehicles parked in a residential area should not be allowed on side streets.
Paper Comment Form	School buses not full because after school activities keep them at school. Traffic study invalid due to Woodstock Road closure.
Paper Comment Form	1. We are deeply concerned about the huge development plan along Rt. 99 while its impact on traffic is not fully addressed here but just seperately. 2. Adding additional turning lanes may solve some traffic problems.
Paper Comment Form	Biking issues: note I have been a riding member of HoCo Cycle 2 Health since beginning. 1. I am terrified and refuse to ride on 99 East of Bethany Lane 2. I am terrified and refuse to ride on Bethany Lane south of Postwick even when I want to take my bike to Race Pace on Bethany Lane 3. It is very difficult to bike across 99 @ Bethany Lane either direction. I liked the lady's comments about how impossible it is to walk across 99 as there are so few crosswalks.
Paper Comment Form	The walker boundary for high school is 1.5 miles. Since there are no sidewalks on Rt. 99 my children would have to walk 1.5 miles to school using neighborhood roads to the path into Mt. Hebron H.S. from Tiller Rd. With heavy back packs, sports equipment, instruments, etc. walking these long distances is not feasible. Neighborhoods such as the Preserve, which is next to Mt. Hebron cannot walk because there are no sidewalks on Rt. 99. Monday-Friday there are students from the high school that are walking along Rt. 99 because it is the most direct route.
Paper Comment Form	VERY PLEASED to see a proposed sidewalk on N side of Rt. 99 between Bethany and Mt. Hebron. Thank you!
Paper Comment Form	No bike trails on roadway No sidewalks in R20 zoning No cut through on Michaels Way
Paper Comment Form	Neighborhood cut throughs not listed: 1. Greenway & Longview & Michaels Way 2. St. Johns Lane & Churchgate & Paulskirk & Michael's Way
Paper Comment Form	This study should have been done years ago. As a resident of Valley Mede for 40 years I have seen traffic increase exponentially on Rt. 99 to the point that could have been prevented.
Paper Comment Form	Please use signal timing to create gaps in traffic to allow left hand turns out of side streets. Build sidewalks. Permanently clear vegetation in state right of way on north side of 99 next to Liter Dr. (East Side). Please study wait times at left turns <u>only</u> for side streets.

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Email Comment	<p>Greetings,</p> <p>Thank you for presenting the findings so far on the Rt. 99 study. It is helpful to have more data. In the data there were some curious results:</p> <ul style="list-style-type: none"> * Crash counts. I've mentioned this before and bring it up again because it is relevant. Again, the study seemed to rely on a limited view of accidents -- the total mentioned seemed too low. Previously, I acquired data from the State Police as well as from HCPD. Between the two sets of data there were very few matches. When I inquired, it turned out that the State Police data consisted of personal injury accidents and the HCPD data was property damage only accidents. Given the high volume of traffic on Rt. 99, it doesn't seem prudent to not consider the full known-universe of accidents. The more traffic on the road, the more likely a crash. So let's make sure we are looking at the real risk picture. * Valley Mede Cut-Through Traffic. The cut-through count of barely 200 vehicles per week seemed somewhat low. I know that I and my husband cut-through Valley Mede several times a week. It seems a little odd that we might actually be contributing a measurable percentage of the cut-through traffic. A number of other area residents questioned the cut-through number as well. I wonder if the methodology used for measurement was adequate/correct. * Michaels Way/Greenway Dr. traffic volume. The count of nearly 2,000 vehicle trips per day on Michaels Way was a surprise. If I am not mistaken, then not too long ago, ~ 2- 3 years earlier, due to residents' complaints a traffic study was done and it came up just shy of the necessity for traffic calming measures -- wouldn't that be 1,200 vehicle trips? I don't understand what would increase the vehicle count so rapidly. Could it be unaccounted for cut-through traffic? * Left-turn dangers. I was disappointed in Mr. Silberman's comments regarding the comparison of wait times with and without traffic signals for vehicles turning left from side streets. His comments entirely missed the point - when life and limb are at risk, wait times aren't what the drivers consider most important. * Vehicle Counts. Mr. Silberman mentioned and a presentation slide shows up to 1,200 vehicles per hour at peak traffic times on Rt. 99. But there is another slide that shows 350 vehicles per hour during the evening rush hour. Considerable difference! And should not be glossed over. In essence, Rt. 99 is likely already over capacity! * Fire and Rescue impact. No mention was made of how many fire and rescue runs are made from Bethany Station 8 and/or whether the traffic (jams) in that area have any impact. * True development impact. At present, it looks like the measurements of in-process development and their impact on Rt. 99 traffic are inadequate. Since the meeting last night, there has been some online chatter and it's all about the development taking place just over the line in Baltimore County. Much of this traffic traverses Rt. 99 (and, actually vice versa -- development in Howard County creates traffic that uses Rt. 99 to travel into Baltimore County). There are a number of major employers just over the line in Baltimore County that do create traffic on Rt. 99. I, myself, worked at both the Centers for Medicare and Medicaid (CMS) and the Social Security Administration (SSA) and used the "back roads," starting with Rt. 99 to get to Security Blvd. <p>My general assessment... in literal and figurative terms, we are working within the very narrow confines (of the width) of Rt. 99. As a result, and especially unless/until I-70 can be widened, at best we can hope for being able to hold line and maybe get some little relief in the near term.</p> <p>I hope there will continue to be an open line of communication as the community continues to face the challenge of traffic and risks being exacerbated by further development. I look forward to the completed report.</p> <p>Thanks again!</p> <p>--</p>
email Comment	<p>Last evening my husband and I participated in the investigation meeting about MD 99. While we appreciate the meeting, the investigation was not necessarily informative. A year was spend in putting numbers together that most of us knew. Furthermore the concern I have is that the suggestions offered are minimal. Trimming trees or putting a new sign is far from what is needed on this road.</p> <p>Our home is right on MD 99 . In the six years since we have lived here we have seen nothing being improved but we have seen the situation get worse. In a one mile and a half radius on MD 99 you have two schools, yet no sidewalks or legal pedestrian crossing! I do not think one needs one year investigation to find that out!</p> <p>We hope you and your team will listen to your constituents and provide solutions that will impact our community in a meaningful way!</p> <p>Thank you kindly,</p>
Online Survey	<p>I don't believe the proposed solutions will really address the traffic. Further, there should be a sidewalk into Mt. Hebron High School to allow for students to walk to school safely. The road is simply too busy for students to walk safely. Many of them are walking through backyards which isn't ideal either. If we won't be getting additional traffic lights, please consider sidewalks.</p>
Online Survey	<p>Really appreciate the possibility of a left turn signal from EB 99 onto Woodstock Rd, especially with the new housing going in on Woodstock RD.</p>
Online Survey	<p>I saw that they are thinking about adding a left turn arrow for east bound 99 at Woodstock Road. I'm hoping that this means you will be adding a dedicated left turn lane. This is a very dangerous intersection with people having to sneak by on the right hand side of turners otherwise you would be waiting forever at rush hour. Please make that dedicated left hand turn lane a priority. Also a right hand turn lane from west bound 99 on Woodstock Road would seem to be warranted as well. Also just a comment on how ridiculous it is to expect kids to walk to Mount Hebron HS with no sidewalks. I daily pass kids who are walking on the side of the road and can imagine it will only be a matter of time before one is hit and killed. I refuse to walk on 99 due to the lack of sidewalks let alone let a child walk on the road. Also you need to lengthen the turn lane from Bethany (northbound) onto 99 westbound. I've sat through multiple cycles of this light during non-rush hour times. A dedicated turn lane with turn signal is definitely needed.</p>
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Online Survey	<p>I am still concerned about the present condition of the bridge on Bethany Lane that crosses over I70. The concrete is deteriorating and there is visible evidence of rust from the breakdown of tie rods under the existing concrete. Whatever the plans for any type of future development ,should this major bridge be compromised or out of commission it would have a horrific effect on the Rt. 99 corridor! What is being done to investigate this?</p>
Online Survey	<p>Over building creates more traffic.</p>

MD 99 Public Comments

Online Survey	<p>I have lived on the north side of Route 99 just west of Mt Hebron HS for over 28 years now and have seen the increase in traffic due to development along the corridor, BUT I don't believe that the number of houses that have been built over those intervening years is the major source of the traffic congestion on Route 99.</p> <p>To me the increase in the flow of traffic in the morning "rush hour" is mainly due to the idiot parents who cannot allow their children to either walk to schools or take a bus and feel that it is their duty to drive their children to school in the morning. This extra traffic from those parents to Mt Hebron HS (also includes the idiot teenage drivers who think it is a right to drive to high school because their parents drove them for so many years) in the early morning and then to the middle and elementary schools along the route in later morning hours is the main cause of traffic backups, but for some reason the people attending the meetings can't see that issue. Not sure how to change that behavior other than to instill a large "tax" (maybe they need an easy pass system to charge their credit card every time the parents access the school to drop off their kids) on those parents who insist on driving their kids to school and use the money to widen the roads to accommodate them.</p> <p>In the afternoon, the culprit is "Waze" as the program told people to use Route 99 as an alternate route for the I-70 backups that occur frequently (everyday?). However, there are now people who use Route 99 routinely regardless of whether I-70 is backed up or not, so you have an influx of vehicles (trucks included) on a road that is not meant to have that level of traffic. Maybe the solution for this behavior issue is to do what Kent Island and Stevensville did for Route 50 beach traffic in that they instituted signs warning vehicles that the local route 18 is ONLY for local people living in Kent Island or Stevensville and that vehicles caught using the road to bypass traffic on Route 50 could be subject to fines. Leak that information to Waze so that if the program diverts vehicles to Route 99 and the drivers are ticketed, then Waze is responsible and maybe Waze will stop routing the traffic to Route 99 (wishful thinking).</p> <p>Anyway, sorry for the rambling comment, but as a civil engineer, I firmly believe that the issues being experienced on Route 99 between Marriottsville Road and Route 29 (maybe further east?) are the result of driver behavior and not necessarily inadequate roads. Some traffic management/coordination with existing lights along the route might help some flow situations along with making sure that there are center lanes for left/right turns at all intersecting neighborhood streets.</p>
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Online Survey	We need to stop new construction in the 99 corridor. We should also lower the speed limit from 50 MPH around the conservancy.
Online Survey	It appears no real relief will be available to residents using Rt. 99 for generations to come. A few turn lanes and signals will not make much difference. With increasing numbers of school children, more uncontrolled housing, crazy drivers, young and old, and nothing happening to improve Rt. 70, drivers, pedestrians and bicyclists will continue to face stress, extra wear and tear on their vehicles, take dangerous actions to get to their destinations, face potential accidents and continue to cut through quiet established neighborhoods and clog up Rt. 40. Rt. 40 is continuing to be more and more congested and looking like Ritchie Hwy, York Rd. Etc. The County will never catch up with traffic, overcrowding schools, safety and flooding until they harness the relentless, irresponsible building of high density projects. In fact, ANY new development is a huge problem, residential OR business. We are slowly losing everything that has drawn people to the county: peaceful environments, slower pace, beautiful country lanes and farmland, good schools, big buffer zones and open fields, wonderful fresh produce stands... every single one of these things is in deep jeopardy, if not already gone. Stop building and fix Marriottsville and Rt. 70. Do NOT ruin Bethany Lane or Rt. 99 with sidewalks, red lights and curbs. Residents love the rural feel. Don't make them suffer because the county and SHA was negligent and planning responsibly. Widening roads means even MORE surfaces for rain and storm runoff. My once beautiful property is a sponge of mud and swamp-like weeds due to development. Please pass this to the committees and panels who have anything to do with my concerns.
Online Survey	<p>we need a right turn lane on Marriottsville Road and 99 to make a right heading towards Woodstock</p> <p>the new traffic light 70 and Marriottsville Road is useless all it does is back traffic up 2 Alpha landfill & almost to Waverly light it needs to be green longer and only be triggered by four or five cars off of 70</p> <p>it actually should be eliminated</p>
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Online Survey	Mount View MS and Marriotts Ridge HS opening times are only 15 minutes apart (7:25 & 7:40). Changing the start time of Mount View MS to later would make a huge impact on helping morning traffic on route 99 coming from all directions. All other HCPSS schools that share a campus have at least a 30 minute gap between opening times.
Map Comment	Provide traffic count dates
Map Comment	Provide origin-destination count dates and locations
Map Comment	Explain if the detours for roadwork (Woodstock and Ellicott City Main Street) impacted any of the traffic data collection
Map Comment	Please considering including Bethany Glen development trips in the future year traffic analysis
Map Comment	Please provide more updates on the SHA I-70 congestion improvement projects and timelines
Map Comment	Please evaluate other cut-through routes:Greenway to Longview Drive to Michaels Way
Map Comment	Please evaluate other cut-through routes : St Johns to Churchgate Road to Paulskirk Drive to Michaels Way
Map Comment	Woodstock Road was closed for several months north of MD 99 please make sure the traffic counts are not under representative
Map Comment	PM backups noted westbound MD 99 from Marriottsville to Dorchester Way – please investigate solutions for MD 99/Marriottsville to relieve back ups
Map Comment	Need a sign for EB MD 99 to SB US 29 for drivers to yield to traffic from WB MD 99 making a Left turn
Map Comment	Traffic bypasses the roundabout at Rogers/ Old Frederick through the Hollifeild neighborhood using Stonehouse Drive please investigate for traffic calming
Map Comment	Consider dropping 2nd westbound lane on MD 99 west of US 29 as a left-turn lane only into Melba and leaving the right lane as the through lane
Map Comment	Request continuous sidewalks or shared use path on MD 99 between US 29 and Hebron High
Map Comment	Extend 2 lane westbound section on MD 99 from US 29 to Mt. Hebron Drive and drop 2nd lane as a right turn only at Mt. Hebron Drive
Map Comment	Place sign on Furrow Ave with directions to the bike path
Map Comment	Request for more marked crosswalks across MD 99 at Hebron HS and Waverly ES, and better sidewalk connections near Tiller and McKenzie
Map Comment	Request new sidewalk on Old St Johns Lane from Leaf Shade Lane to St Johns Lane
Map Comment	Request continuous sidewalk along the north side of MD 99 from St Johns to Bethany
Map Comment	Request continuous sidewalk along MD 99 from Bracken Drive to Waverly ES
Map Comment	Install advance signal ahead flashing beacon for WB MD 99 approaching Bethany Lane so drivers slow down when a red signal causes a line of stopped cars and they may not be fully visible due to roadway curvature

MD 99 Public Comments

Map Comment	Install bike lanes along MD 99 from Marriottsville to Rogers/ Old Frederick
Map Comment	Install Bike lanes along Bethany from US 40 to MD 99
Map Comment	Install crosswalks and pedestrian signals at MD 99/ Bethany
Map Comment	Widen/ install new sidewalk on Bethany Lane bridge over I-70
Map Comment	Widen to provide an eastbound right-turn lane on MD 99 approaching Bethany Lane
Map Comment	Widen to provide a northbound right-turn lane on Bethany approaching MD 99
Map Comment	Install NB, EB and WB left-turn arrows for MD 99 at Bethany
Map Comment	Install guardrail to protect utility poles and other equipment at the intersection of MD 99/ Bethany Lane
Map Comment	Install new traffic signal at Liler Drive
Map Comment	Green Clover – relocate utility pole to fix sight lines and install new crosswalks across MD 99 so students can walk to Waverly ES
Map Comment	Please include sight distance evaluation and mitigation for Bracken Drive – roadway curvature Trim vegetation blocking sight lines for a left-turn out of Tiller Drive and vegetation appear to be inhibiting sight lines here
Map Comment	Snow removal along St. Johns Lane is a problem, makes walking and biking more difficult
Map Comment	Need to investigate the student parking/ curbside regulations along St. Johns Lane south of Hebron HS. Is this safe? Why can't they park on school property?
Map Comment	Request a speed camera along MD 99 east of St Johns Lane in front of the school
Map Comment	Restrict parking on northbound St Johns Lane approaching MD 99 so that the right turn lane is not blocked
Map Comment	Prefer option 2A for 99/ St Johns but would like to see a bike lane/ path on St Johns Lane all the way to US 40
Map Comment	Prefer Option 3 but must provide a new signal for drop-off vehicles to exit left back onto MD 99
Map Comment	Ensure all solutions do not impact fire/ rescue response times
Map Comment	Prefer option 2A but please make sure the through traffic restriction is only in effect during bell times and not other times of the day
Map Comment	Please make sure developer improvement between Woodstock and Dorchester Way connects sidewalk to Dorchester Way
Map Comment	Traffic bypasses the roundabout at Rogers/ Old Frederick through the Hollifeild neighborhood using Stonehouse Drive please investigate for traffic calming
Map Comment	APFO is inadequate to address congestion if developer site plans are approved with failing intersections in this corridor, must be addressed
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99 Website Feedback	On the stretch of Route 99 in question, there is a disconnect between how various entities view and count traffic accidents. What can be done to build a more complete and accurate dataset? The Howard County Police Department does not report property damage only accidents on to the Maryland State Police Department. Whenever I have spoken with SHA (& sometimes the county, too), there has been a denial of the number of property damage only accidents. What can be done to ensure that *** any *** reported accident -- be it to HCPD for property damage only and/or reported to the MSP -- be counted as an accident and used to rate the safety of Route 99?
99 Website Feedback	I live in Maple Forest and access to Rt. 99 from our development is impossible both during mornings and from 4:00 to 6:00 pm due to a convergence of traffic because of a traffic light at Bethany and another at Waverly elem. school. At Bracken Drive there is a blind curve and over the Past decades three people have died there. In addition there should be a turning arrow installed at Rt. 99 and Old Mill .
99 Website Feedback	Comments: Traffic issues for Rout 99 are not going to be solved by looking at just Route 99. The congestion on this road is due primarily to the AM and PM backups on Route 29 and I70 as well as Route 40. I remember traveling on Route 99 in the early 80s and there were periods of backups due to extra traffic in the morning and afternoon commutes. While the growth along the corridor has not helped that situation, the constant issues along 99 are due to inadequate facilities for the main commuter roads (29, 70, 44, etc). Additionally, as Greg Slater has mentioned several times in his talks for SHA, the traffic apps, such as Waze, are actively promoting vehicle use of 99 and other back roads when there is congestion on the main roads. If I as a civil engineer were tasked with solving this problem, the effort would be directed to better traffic management along the main commuter roads. For example, in the morning, southbound 29 gets backed up where the 70 traffic is merging onto it, and subsequently causes backups all the way back to the ramp from 70 onto 29 south, so people start to get off of 70 at Marriottsville and take either 40 or 99 thinking they are being routed around the congestion on 70. If the merge from 70 onto 29 southbound is a choke point, then concentrate some efforts to make that process move traffic better (one solution is to teach people how to merge correctly - like a zipper, not trying to beat the adjacent car out of a spot or block two lanes to prevent another car from getting ahead of them, but that is another issue). I'm sure that there are other solutions that could be effective in reducing the congestion, some that will cost money, some that might be minimal expenditures. What do other states do with similar congestion issues? Just don't let paralysis by analysis creep into the mindset of SHA or the general public - DO SOMETHING even if it winds up to be wrong in the short term.
Priority Letter Feedback 2017	MD 99 from US. 29 and several miles west is an absolute mess. The junction of US 29-MD 99 is overcrowded and undersized. Further MD 99 is narrow without shoulders, incomplete bike lane, and no sidewalk. Children walk and bike on a dangerous and narrow MD. 99 for school and other activities. On that particular stretch of MD 99 there is a traffic fatality about once a year, and that is too much. MD 99 carries too much traffic, more than it was design to hold or carry. The county needs to step up and make MD 99 a priority.

MD 99 Public Comments

99 Website Feedback	<p>Comments: I welcome the investigation and review of the traffic situation on MD-99 and the intersection with US-29. I would kindly request the focus area is extended past 29, to the circle at Old Frederick/Church of the Nazarene. Even before the construction of the development next to Hollifield Station Elementary School, the traffic coming from out of the county, through the circle to 29 has extremely significant impacts. Often this is avoiding 70/695 backups. In addition, in the reverse direction, backups from 29 to the circle and continuing on Rogers towards 40/Old Ellicott City is also prone to extensive backups, as traffic attempts to avoid 70/40. School bus traffic is impacted. We frequently experience backups in the morning, from the circle almost all the way down the hill to Oak Forest Drive (that's over 1mile). This further impacts the excessive speeding on Old Frederick Road - it is a 25 - Police used to heavily monitor (and ticket) but that rarely happens now. (When people break clear of traffic, they fly!). I would also encourage the county to provide expertise and guidance around Mt Hebron, parking and traffic flow - this has very extreme impacts in the mornings. On a normal trip, it takes approximately 7 minutes from my house to Mt Hebron - mornings, it can take more than 22 minutes with backups. It often backs up as far as Melba Road, which then begins to impact traffic coming off 29. Much of this backup is due to students being forced into the 2nd lot, along with all dropoffs; no use of traffic signals (that lot doesn't have any); parents having to drive through neighborhoods to attempt to do a return trip (no left turn onto 99) and more. I would finally ask for an immediate adjustment of the filter light pattern turning on to 29. Currently, traffic from Hollifield gets a left/filter and straight/green, followed by a left/red and straight/green (as oncoming traffic gets a green). For the majority of the day, this causes traffic to sit with literally nothing else around, waiting for a full cycle of the lights. The left/filter should probably resolve to red during rush-hour, but outside of that, it should go to blinking yellow while straight has a green. (I understand people are not that familiar with blinking yellow, but there is one directly around the corner on 29 at 70, so it happens again within less than a mile). This will significantly improve flow, stop people switching lanes/driving straight and making a u-turn, or going straight and turning into the neighborhoods to make a u-turn.</p>
99 Website Feedback	<p>Maryland Route 99 is particularly difficult to access during rush hour where I live which is Melba road. The rush hour is longer than 1 hour in the morning and evening due the the amount of traffic that is moving on that road. This is forcing those of us that can (retired or non working people) use the road other than rush hours. This is particularly noticeable on those days when school is in session and in the evening when I70 backs up. People use RT99 to avoid I70. I70 usually backs up every evening.</p>
Priority Letter Feedback 2017	<p>I would formally like to submit comments regarding transportation funding. The Rt. 99, Rt. 40, and US 29 corridor has had an influx of residents over the past few years due to increase home construction. Unfortunately, that has negatively impacted the tax paying residents who already reside in this area. It is one thing for homes to sell and new families to move in; but it is another to increase the number of available homes and not have adequate roadways to support these additional drivers. It now takes me over 5 minutes (8 the other day) to make a left turn onto Rt.99 from McKenzie Rd, if I leave anytime between 6:30 and 9:00 in the morning. In the morning I am constantly waiting behind a line of cars to make a left turn. This is completely unacceptable. I hope that someone from the county will observe the traffic congestion that takes place during rush hour around Mt.Hebron High School. It is also unfathomable that the county would indicate that Rt. 99's level of service is adequate, considering how many people bail onto Rt.99 from I-70 when it is backed up. Rt.99 and US 29 around the I-70 interchange, require further review and the necessary improvements be made immediately.</p>
99 Website Feedback	<p>I've lived in the Chamberlea community since 1984. I witness early morning backups caused by school buses, Mt. Hebron students driving to school, and other folks going about their daily business. I'm concerned about how traffic backs up toward the hill between the fire station and Bethany Lane. Vehicles traveling eastward too fast and cresting that hill are sometimes surprised by the backup. Similar situations occur when traveling westward during late afternoons, especially when problems occur on I-70, drivers pour onto Rt 99, and the light at Bethany Lane is red. Also, in the later case, I sometimes encounter difficulty pulling out of Chamberlea and heading east. The hill, the curve, and the trees along the edge of the road all reduce my light of sight for vehicles traveling west. The proposed Bethany Glenn development with two entry/exit points, one on each side of the hill, will further exasperate the situation. I highly recommend there be only one point off Rt 99 for Bethany Glenn and that it be located at the crest of the hill so drivers exiting that development will have the clearest, longest possible line of sight. An entry/exit point at the crest of the hill will offset the danger inherently caused by the hill and curve and will provide greater reaction time for the driver merging into traffic. Finally, I suggest that the highway department routinely trim the trees and brush on the north side of Rt 99 between Chamberlea and the crest of the hill. Doing so will improve visibility for me. Thank you for requesting comments. I trust you will give them thorough consideration.</p>
99 Website Feedback	<p>Traffic on Rt 99 from Rt 29 to Marroitsville Rd during rush, especially evening rush is terrible. People driving home on Rt 70 divert t go down Rt 99 to avoid the heavy traffic towards Frederick. Combine that with the schools and over-development in the area and it's destined to get worse. I'm against the rezoning that is taking place to placate developers.</p>
99 Website Feedback	<p>I have many concerns about the traffic and congestion challenges on route 99. The proposed new housing development will only make matters worse. There are weekly accidents on route 99. It takes several minutes to get out of my neighborhood in the morning due to the high amount of traffic on 99.</p>
101 Website Feedback	<p>I am writing in regards to the traffic that already exists on Rt 99. I live at the northern end off of Bethany Lane. I travel RT 99 almost daily when I can. I say this because it is almost impossible to turn left out of my neighborhood onto Bethany because of the traffic headed to Rt 99 and Rt 40. Even if that's possible, traffic backs up over the bridge that goes over Rt 70. The next dangerous part,going in both directions on 99, is at Woodstock Rd near the snowball stand. I'm having difficulty imagining what it will be like once the homes are built where the post office once stood. Or the new homes being built at Bethany Glenn. I invite you to come see for yourself. Any morning, or any evening. It's become very unsafe.</p>

MD 99 Public Comments

99 Website Feedback	Thank you for acknowledging this increasing issue. I live on Tiller Dr., the road that goes behind Mt. Hebron High School, and regularly observe the core issue here: Rt. 99 is pinched by I-70 and Patapsco State Park and is the only way for the residents there to get in and out. The road appears to be at saturation and gets flood anytime that I-70 has an issue. Given the geography and all the Carroll and Baltimore County traffic that choose to go through this area, this problem is getting worse. It is also being exacerbated by development being added beyond what these roads (APFO) can handle.
99 Website Feedback	Comments: I grew up in the Allenford neighborhood and now live in the Mt Hebron community. I have been a HoCo resident for 48 years. I used to run along Rt 99 as a young man. But now I don't allow my sons to do anything but drive on what has become a 2 lane highway. During rush hours, traffic is so congested that I often spend 10-15 minutes to travel from Rt 29 to St Johns Lane. Safety is such a concern that Mt Hebron High School has been forced to implement right turn only rules out of their parking lot onto Rt 99 during the morning and afternoon rush. Please stop development along the Rt 99 corridor, west of Rt 29 until the congestion and safety problems of Rt 99 can be addressed. Do not allow Bethany Glen development to happen until Rt 99 is expanded. I love Howard County but I can no longer recommend the area to my family and friends as over development has tarnished the quality of life and the school system. I encourage any project team members to drive between Marriotsville Road and Rt 29 everyday for 2 weeks during morning and evening rush hour.
99 Website Feedback	In last few years, we see Traffic has gotten worse and very noisy on route 99. My kids go to Waverly elementary school and Mt.hebron , because of traffic congestion, we run late to school everyday and also it's not safe for kids to cross the road. Living in a residential area on route 99 , it gets so noisy and congested even at night.Not a safe place for kids anymore.
99 Website Feedback	Many, many times I have witnessed a very frightening occurrence on Route 99 in the approach to Wetherburn Dr. -- the intersection that takes drivers to Waverly Elementary School. Eastbound traffic backs up at the traffic light there. A lot of vehicles want to get to the school, especially in the morning. In frustration from not moving forward, vehicles pull U-turns right in the middle of Route 99, in order to reverse direction and find a new path. This is a catastrophe in the making. As of January 2018, the addition to Waverly E.S. is opening. No doubt the school enrollment will increase over time, the vehicle counts will go up and the traffic jams will get worse and even more dangerous. What can be done to fix this situation?
99 Website Feedback	There are periods of heavy traffic on 99 between Marriotsville Road and 29. There also seems to be frequent accidents on this span. It is often used as an alternative to 40 and I-70 by many. New developments in the area increase this traffic. Living in Waverly Woods, I am concerned about the traffic, but also don't wish to see more lanes on 99. Widening 70 to more lanes might help relieve heavy traffic periods. Also, more lanes on the 70 overpass on Marriottsville Road would help. Thank you.
98 Website Feedback	Just want to make you aware of my August 2017 communication with MD State Dept. of Transportation regarding the continued and increasing congestion on Route 99. In August I sent an e-mail to Senator Bates asking her help for improvements at the intersection of Route 99 and Woodstock Road. My e-mail below to Senator Bates explains problems at the Route 99 and Woodstock Road Intersection. That is just one small part of the problem along Route 99 from Marriottsville Road to the Route 29 intersection. The main and continuing problem is the county continues to approve building permits to developers to build multi-family units without improvements to Route 99 to accommodate the increased traffic plus the increased traffic on Marriottsville and Woodstock Roads from the Liberty Road Corridor trying to get to Interstate 70. Traffic studies and improvements/upgrades need to include the "feeder roads" to Route 99 that are also creating traffic congestion on Route 99. If I am returning home from the Eldersburg area during "rush hour" I drive east on Interstate 70 to Route 40 to Bethany Lane and head west on Route 99 so I can turn right onto Woodstock Road thus contributing to more traffic on Interstate 70, Route 40, Bethany Lane and west bound Route 99 because I got tired of sitting through four or five lights on Route 99 and then having to turn left on "red." In the morning don't leave the house before 9:30 because of traffic on Woodstock Road, school bus traffic on Route 99 both east and west bound and the heavy traffic on Marriottsville Road. The county has created a disastrous traffic commuting problem along these routes by allowing high density development without road improvements. I thought Adequate Public Facilities included roads but apparently Route 99 has been forgotten! The county and state's expeditious attention to make improvements will be greatly appreciated by those of us who must deal with this mess everyday.
99 Website Feedback	A right turn ramp lane should be built for West 99 turning into north Woodstock Road, during 5 pm to 6:30 pm on week days, bumper to bumper cars can be easily for a half mile long, this congestion could be even worse when the 30 townhomes to be built near the T intersection. Thank you for your consideration.
99 Website Feedback	I would like to submit the following suggestions/concerns regarding the MD 99, corridor especially in the section between Marriottsville Road and the US 29/MD 99 intersection. Due to the increased traffic on Route 70 in this area, the greatest need and the best way to reduce traffic on Route 99 is to widen Route 70 East and West Bound. This would take a substantial amount of traffic off R99 since many individuals try to bypass the congestion by taking either R99 or R40 in the early morning and during the evening rush hour. I am sure this is not new information, but it does not seem that MDOT has addressed it in the past and now the problem has become a major traffic issue for residents in the area.
99 Website Feedback	As a daily commuter to Mt. View Middle School, I sit in traffic on various lengths of time and distances at the light at Marriottsville Rd and 99. The traffic problem increases as cars attempt to feed in to 99 from secondary roads.

MD 99 Public Comments

99 Website Feedback	<p>I've lived in the Mt. Hebron neighborhood for over 25 years. I rely on Furrow to Mt Hebron to Rt 99 to get to work daily. The traffic flow, particularly when I need to leave in the morning has become nearly a constant flow, there are very, very few gaps in the timing of traffic from east then west. . Our wait can be over 5 minutes (for just the front car) to get onto 99 and waiting cars back up onto the roads feeding into Mt Hebron drive. The situation is similar at Tiller and Melba for residents trying to get onto 99 as well. If we are lucky, a neighbor coming from the west will slow and allow one or more of us out. Worse, there are a growing number of times when we either have to, or see others shoot attempt to, shoot across a very narrow gap to get onto 99 toward Rt.29. Add snow, ice and rain and this challenge becomes even more treacherous. Trying to leave the neighborhood in the evening hours is a similar challenge. In fact, we have very much cut back on the shopping and dining out we would try to do in the evening due to the hassle of getting out. Not only is this a major inconvenience, but it is a growing safety concern as residents need to get out for doctor and emergency issues. The option of driving west through the neighborhood to Bethany Lane at a light, only to come back east several miles to get to Rt. 29 is not a reasonable, nor environmental considerate alternate, as it adds miles and time to the travel and shifts more traffic through neighborhoods with school busses and others walking to schools. We need relief at Mt Hebron, we do not need more traffic from development along 99 that head to 29. Perhaps a timed light at Mt Hebron that can favor 99 flow but "trip" when vehicles arrive to enter during peak hours. The developments added along Rt 99 have added to the difficulties. Sadly, it is not the developers sitting trying to get out of the neighborhoods for 10 minutes or more some mornings, just to get kids to school or themselves to work. Please consider the situation of the neighborhoods that are getting "choked" along Rt. 99. We need help, we need relief in being able to leave our neighborhoods reasonably and safely.</p>
99 Website Feedback	<p>The intersection of Rt 99 / Woodstock Rd has experienced increased traffic the last few years. Turning left from EB 99 onto Woodstock can take several cycles of the light at prime time. The left sight line for a small car on Woodstock trying to turn onto Rt 99 is blocked by the slope of 99 and the bank on the side of 99 at the intersection. During the summer months, the traffic accessing The Snowball Stand further blocks the flow of both WB 99 and Woodstock Rd traffic. When returning from the western part of the County, I frequently cut through the Waverly Woods development in order to avoid the left turn onto Woodstock - I'm sure they love having my large horse trailer rolling through their neighborhood. At a minimum, the intersection needs a dedicated left turn lane and signal for Woodstock Rd. A right turn lane for WB 99 and a dedicated turn lane for The Snowball Stand would also improve safety and traffic flow. MSJ Cavey Lane, Woodstock, MD</p>
99 Website Feedback	<p>The only portion of MD 99 that I travel on is between Marriottsville Road and MD 32. The traffic is heavy in the morning starting around 7:00am mainly due to the high volume of cars from staff members arriving to both Marriotts Ridge High School and Mount View Middle School, the large number of Marriotts Ridge High School students driving to school, and the large number of parents driving their children to both schools instead of them taking the bus. There is only one main road (Woodford Drive) into both campuses so traffic backs up in both directions on MD 99. Since the starting times of both schools are only 15 minutes apart, all of the above mentioned groups arrive around the same time frame.</p>
	<p>Traffic is extremely slow on 99 during rush hour and often it's very difficult to pull out of my neighborhood. If there is any sort of incident on the road the delays are extreme.</p>

MD 99 Public Comments

<p>Proirty Letter Feedback 2017</p>	<p>I'm here today to urge you to give the highest priority to widening I-70. I have been a life-long resident of Howard County. Over the years, the traffic flow through the county has changed dramatically as a result of growth both within our own county and in the surrounding counties. The I-70 corridor and its interchange with 29 have caused dangerous and far-reaching traffic issues for years. A variety of stop-gaps have done nothing to alleviate the congestion, which will only increase as the majority of residential new construction is taking place in locations that will channel thousands of additional cars through this corridor every day. One major spill-over road is Rt 99, where I live. This winding country road with a high speed limit, no shoulder or turn lanes, and very poor visibility used to handle local traffic only. Due to constant traffic jams on I-70 a shocking number of residents from the north in Reisterstown and out west from Sykesville, West Friendship, and Woodbine all bail onto Rt 99. I work down in Maple Lawn and I have 14 coworkers in my office that live north or west of me that should use I-70 to commute. 12 of them opt to use Rt 99, driving directly past my house almost every day due to delays on I-70. It still takes me an average of 12 minutes to travel the 1.8 miles on Rt 99 from my house to Rt 29 during peak times. Of that time I spend an average of 3 minutes waiting to make a left hand turn onto Rt 99. This should be easy as my street is only 20 yards from the traffic light at Bethany Lane and Rt 99. However, because traffic is at a standstill for miles, I usually have to rely on the mercy of someone waving me in. Sadly, most drivers will not. Even attempts to make a left hand turn into my street from Rt 99 are problematic because there is never a break in the endless stream of westbound cars in the evening. Many of them headed to points far beyond our local neighborhoods. The stress and frustration that commuters experience when they bail onto local roads also contributes to a stunning increase in aggressive and dangerous driving. On a daily basis, I have witnessed accidents and near accidents caused by reckless driving. People speed to sometimes double the posted limit through small residential neighborhoods like Valleymede that have turned into cut-throughs of drivers jockeying between I-70, Rt 99, and Rt 40. I have personally been passed by drivers veering across the double yellow into oncoming traffic on the narrow 2-lane roads of Rt 99 and Bethany lane 5 times since I began keeping count 2 years ago. Impatient drivers regularly blow past cyclists from Howard County and beyond who strongly favor my area to ride, especially with the addition of Race Pace on Bethany Lane. Most concerning of all, my neighborhood and the surrounding neighborhoods are filled with walkers from elementary through high school. The near misses I have witnessed involving our kids have left me shaken. I have been so afraid with all the accidents in the area caused by spill-over from I-70 that I purchased a dash cam last year in preparation for not if, but when I will need to defend myself or be called as a witness when one of these incidents goes wrong. The consequences of ignoring this issue are real. Continuing to allow horrific backups on I-70 doesn't just result in long waits and frustrating commutes. It drives massive spill-over onto residential roads not equipped to safely accommodate the level of traffic. These are the roads where our children walk to school, our neighbors walk their dogs, and our cyclists ride. Don't allow this constant near-miss situation to continue; it is only a matter of time before it ends in tragedy. Please widen I-70 and channel pass-through traffic back where it belongs: on the interstate.</p>
<p>Proirty Letter Feedback 2017</p>	<p>When I first moved to Howard county my wife and I debated between our current house in Valley Mede and a house in Sykesville in Carroll County. Based upon the additional stresses of commuting along 1-70 we opted to go with half the house on a 1/4 of the land and half the taxes to improve our quality of life and reduce our daily commute. Although we were somewhat successful! in our strategy we never realized that the residential street we purchased on was a cut through alternative for I-70. Every day, hundreds or thousands of commuters opt to avoid 1-70 and travel east via Rt 99 or Rt 40. What we have come to realize through anecdotal observations as well as actual confessions/ those commuters who are on Rt 99 that are heading to US29 south will often try to avoid congestion near Mt Hebron high school and bypass the area by taking Bethany Lane to Michaels Way to US40In order to find a shorter route to US29. Never in my live would I have thought that Michaels Way was an alternative to 1-70. Had I known this I probably would have lowered my asking price when purchasing my home. Rt 99 is an extreme hazard to pedestrians not only due to the copious amounts of traffic that I previously mentioned but also due to the fact that the area near Mt Hebron High School has no sidewalks or bike lanes. These features are crucial for protecting students that are walkers to the high school as well as other pedestrians. On many occasions 1 witness walkers and bikers on the way too or from school. On one occasion/1 witnessed a high school student riding his bike to school. While he was in the correct travel lane there is no shoulder on the road where I encountered him. Traffic was slow as usual so I took the liberty to follow him to afford him additional protection. While he wasn't going anywhere near the speed limit, he was keeping a pretty decent pace with traffic. What did I get for my good deed, rude and disrespectful drivers honking at me for trying to protect a high school student from 3,000 pounds of steel hurdling down the road with what some might deem as a barely a sentient being behind the wheel that is angry because they found one traffic Jam while trying to avoid traffic. On another occasion/1 was on my way home from work and I was turning on to Rt 99 west from US29 north. There are 2 lanes here that quickly merge into 1. At the time, I had probably been commuting this route for about 5 or 6 years with no incident, however this day as I was trying to merge over/! glanced over to see that there was ample room for me to merge in so S put on my blinker. At this point the small blue civic that was behind me at the time decided to downshift, pull into the left lane and attempt to cut me off. For the next % mile the driver was holding down the horn and gesturing his displeasure with me. Why only a % mile, because at that point he decided to pass me along a double yellow line at Tiller Drive. Keep in mind that this was probably about 5pm and due to the volume of traffic that was jumping off to avoid 1-70 all he could do was to cut back in front of me and slam back on the brakes. This type of behavior is happening more and more frequently on Rt 99. While drivers' attitudes and potentially other psychological issues are not the only reason for widening I-70, they are not necessarily independent of one another.</p>
<p>99 Website Feedback</p>	<p>Comments: Having grown up at the intersection of 99 and Old Frederick Road and attended Mt Hebron middle/high school when it first opened , I have seen all the changes to the area in developement and roads. i currently live in baltimore county on Ridge road 4 miles from where I grew up. I travel to Ellicott City 3 to 4 times a week to attend to properties I have in the Historic district. The traffic has increased greatly in just the last few years . I recently was returning from Ellicott City at 5pm during the week and counted 350 cars that passed me coming from Baltimore county on Ridge, Dogwood and Johnnycake roads onto old frederick and than onto route 99 heading to 29 . i observed this from the circle at 99 and old frederick to my home on Ridge road a distance of 4 miles. So there were about 100 cars coming the other way per mile of travel that I did. The traffic backs up from the circle at 99 and old frederick to the baltimore county line twice a day as people are taking alternate routes to avoid route 70 and the 695 beltway. A former Howard County Employee (Steve Lafferty) told me he used this route to travel from the George Howard building to Towson every day on his way to and from work to avoid beltway backups. The Waze app has helped cause alot of additional back road backup. A town in California is going to hang tags on community vehicles and vehicles with out the tags will be fined \$200 dollars if they drive thru the community during restricted hours. Waze has said that they will than remove those restricted roads from the app. I'm not sure what the answer is , but the eastern section of 99 / frederick road s not included in your investigation , but is just as bad or worse than the western section of 99</p>

MD 99 Public Comments

99 Website Feedback	<p>Greetings</p> <p>I have lived on Grooms Lane for 25 years and take 99 every day, at all hours. I have been driving for over 50 years. I doubt that the road needs widening. Severe backups only occur when there is a stoppage on 70 between 29 & Marriotttsville Rd. However, traffic could flow better, especially at school times and commute times.</p> <p>Bus Behavior: School busses should be required to pull over to allow ten or so cars to pass every third or fourth stop, as needed. The buildups that extend to over 30 cars and trucks are dangerous for children that have disembarked from the bus. By turning on their red lights, they can easily get back onto the road.</p> <p>Extend the south bound on-ramp at 29 for eastbound 99 so that there is more merge space. This will help relieve the back-up of south-turning cars. At the high school, at Bethany and at Marriotttsville, use traffic indicators to change the light when turn lanes empty, and allow the green arrow lane to also let the traffic going straight at the same time, when there is not a green arrow opposing it. These lights are not sequential, so the wait times can be calibrated to be more sensitive to the traffic at hand.</p> <p>40 MPH and 50 MPH are appropriate speeds, where they are posted. Extend the off ramps for Waverly Woods so that turning traffic can slow down earlier out of the way of thru traffic. At the Waverly woods entry to 99 by the pond, hang a sign that sez 'look again' on the stop sign pole. Cars do come down those hills at speed. make sure that snow is pushed off of the road completely. Signs that indicate that 99 is also a bike route. Deer signs, too. I sincerely think that the conditions and traffic can be improved without widening the road.</p> <p>Good Luck.</p> <p>Your work is important to us all</p>
99 Website Feedback	<p>With regards to MD99 traffic & safety, there have been some discussions on the local Next Door web site. If community members are not already adding their comments here, then let me add them for those people: "It's a death wish pulling out of Mt Hebron Dr to Rt 99 during rush hours..." ,* "Thank you for this info, hopefully something will be done soon. It is becoming more dangerous every day. Just last week witnessed another car accident/collision at Tiller and 99 with a person trying to make a left turn onto 99." ,in part, since some of it was online raging) - "100s of houses will be built between 29 and Marriotsville rd in the next few years. Let's have an "open house" is hysterically ironic when this county wants nothing more than MORE OPEN HOUSES it can tax and spend with. While our schools burst at the seams and our roads clog with NEW traffic and the Baltimore co traffic from Woodstock rd. ..."</p>
99 Website Feedback	<p>We have lived in the Mt. Hebron neighborhood for 8 years and have seen the traffic steadily increase. As houses are built the underlying infrastructure has not improved. Sometimes there will be more than 5 cars trying to turn onto 99 from Tiller or McKenzie. It is enormously frustrating and in my opinion dangerous. Mt. Hebron High School obviously has teenaged drivers andb it is a concern of mine as I see them travel turn left out of the high school parking lot onto 99.</p>
99 Website Feedback	<p>I live on Melba Rd. and work at Hollifield Station Elementary School. On some mornings it can take me 15-20 minutes to drive the 0.8 of a mile to the school at 8:00 AM. In order to make a right-hand turn onto Rt. 99, heading east, I must go out Maple Rock Drive instead of Melba Rd. because it is impossible to get into the left lane of Rt. 99 in order to go straight across Rt. 29. The reverse is true in the evenings between 5- 6 PM. At that time it is impossible to make a left hand turn onto Rt. 99, heading west. Visibility, looking west from Melba Rd. onto Rt. 99 is poor due to overgrown bushes and traffic coming around the corner at Mt. Hebron Drive. Rt. 99 is not designed for the volume of traffic that has resulted from the overdevelopment of the Rt. 99 corridor between Marriotttsville Rd. and Rt. 29 south.</p>
99 Website Feedback	<p>The left turn into rte 99 from Sand Hill Road has a obstructive view due to the antique shop jutting into the rte 99 and also high speed limit 50 mph posted near that intersection. This is bad mix of resulting in sub optimal safety conditions during high traffic times - esp during high school/middle school school opening and closing timings. This intersection will benefit from a signal or atleast reduction on the speed limit to 35 mph.</p>
99 Website Feedback	<p>We live right off 99 in The Preserve at Mt. Hebron neighborhood. It is extremely hard in the mornings to turn left out of neighborhood to get to Mt. Hebron HS. Also starting as early as 3 in the afternoons very hard to get out of our neighborhood due to traffic. We only have one way in and out. Extremely concerned if proposed Bethany Glen goes in across from our neighborhood. We have lived hear for 5 years and have noticed much more traffic now on 99.</p>
	<p>On the occasions where we have had to drive our child to school, traffic has been horrible. When our older children attended the HS, the left turn lane onto Woodford DR would take several light changes. For the MS congestion, has anyone given thought to putting in an additional drive through car loop on the side of Mt. View near the softball field (on RT 99)? It may help to ease the congestion at the small car loop in front of the school and students would still have access to the entry stairwell and door. Parents could then continue on Route 99 to turn onto Mt. View RD or have access to Route 32.</p> <p>Just a thought.</p>
99 Website Feedback	<p>I have particular concerns about residents who live in neighborhoods off Route 99. We are frequently finding ourselves "stranded." For several hours each day, we are unable to make left-hand turns onto Route 99 due the volume and/or speeds of vehicles. I now find myself scheduling my day around my ability (or inability) to make a left-hand turn from my neighborhood onto Route 99. What can be done to remedy this situation?</p>
99 Website Feedback	<p>Comments: Please be sure that any projects to widen 70 include noise walls between 29 and martiotttsville rd. The sound for the volume of cars on 70 is already deafening for those who have houses that back to 70 along this corridor.</p>

MD 99 Public Comments

<p>99 Website Feedback</p>	<p>Good evening,</p> <p>I am very concerned about the Woodstock Road/MD99 intersection. It is extremely hard to make a safe left turn onto Woodstock Road coming from Marriottsville Road during peak traffic hours and motorists continually go part way into the dirt at high speed to go around the cars attempting to turn left. This could endanger cyclists and pedestrians alike depending on the amount of daylight and visibility. I will also add that when the Snowball stand is operating, and several cars turn left at the same time as there is clearance on Rte 99, quite frequently there is need to abruptly slam on the brakes for cars making an immediate left into the Snowball Stand parking lot while the patrons of the establishment are standing in somewhat long lines very close to the intersection with just wood posts for protection. Every year this intersection becomes more dangerous to navigate. The townhouses currently being built on the old post office site will only increase the danger to children and homeowners of this new development accessing Rte 99.</p> <p>I would like to add that the I70 and Marriottsville Road congestion needs a second look. There are too many accidents occurring. I don't feel safe traveling over the bridge across I-70 during peak times. I believe motorists feel they need to "make a break for it" to get onto or off of I70.</p> <p>Thank you for the opportunity to submit comments.</p>
<p>99 Website Feedback</p>	<p>I drive from route 70 to Marriottsville Road and the left green arrow onto route 99 does not always work properly and then traffic backs up for many minutes.</p> <p>When I approach Henryton Road there is usually a line of traffic from Mount View Middle School until Henryton Road.</p> <p>Teachers need to arrive at school before 7am or plan on sitting in traffic until 7:20.</p> <p>I hope something can be done to improve my route to work each morning.</p>
<p>99 Website Feedback</p>	<p>We live in Waverly Woods West and I commute every day into Baltimore. We would very much welcome a change to the Marriottsville Road/Route 70 interchange and widening of Route 70 between 40 and 29, in both directions. I am very concerned about the frequency of accidents and the close calls that I observe on almost a daily basis (cars coming off of 70 W that make a left turn onto Marriottsville, often cannot clearly see cars coming over the overpass or they dangerously pull out in front of cars heading south, in order to jump into the steady line of cars). At the other end of the overpass is the absolutely ridiculous sharp left turn onto 70 E. Cars sometimes have to slam on their brakes as they are unsure if the car that is supposed to yield is actually going to, since they often do not, causing danger to any cars following behind! I live close enough to the roads to frequently hear squealing tires, horn honks and the occasional crunch of metal to know it is a daily risk. As far as the widening of 70, the stretch between 29 and 40 is always a problem in the commute with a long stretch of brake lights, frustrated merging and an extra 20 to 30 minutes to the work day commute in each direction (compared to the non-week day drive on the same stretch of road). I am sure that these fixes would help decrease the volume on Rt 99. Currently many people use Rt. 99 as an alternate route when 70 is backed up. This portion of the drive to connect western parts of the county and state to Rt. 29 and points south, or the beltway is a daily challenge and changes must be made to increase the safety and sanity of area residents and commuters. Please put a plan for improvement in as soon as possible! Regards,</p>
<p>99 Website Feedback</p>	<p>Comments: Correction to my previous submission - I put "blinking yellow" instead of "blinking red" (yellow would be dangerous). Corrected statement below.</p> <p>I welcome the investigation and review of the traffic situation on MD-99 and the intersection with US-29. I would kindly request the focus area is extended past 29, to the circle at Old Frederick/Church of the Nazarene.</p> <p>Even before the construction of the development next to Hollifield Station Elementary School, the traffic coming from out of the county, through the circle to 29 has extremely significant impacts. Often this is avoiding 70/695 backups.</p> <p>In addition, in the reverse direction, backups from 29 to the circle and continuing on Rogers towards 40/Old Ellicott City is also prone to extensive backups, as traffic attempts to avoid 70/40.</p> <p>School bus traffic is impacted. We frequently experience backups in the morning, from the circle almost all the way down the hill to Oak Forest Drive (that's over 1mile). This further impacts the excessive speeding on Old Frederick Road - it is a 25 - Police used to heavily monitor (and ticket) but that rarely happens now. (When people break clear of traffic, they fly!)</p> <p>I would also encourage the county to provide expertise and guidance around Mt Hebron, parking and traffic flow - this has very extreme impacts in the mornings. On a normal trip, it takes approximately 7 minutes from my house to Mt Hebron - mornings, it can take more than 22 minutes with backups. It often backs up as far as Melba Road, which then begins to impact traffic coming off 29. Much of this backup is due to students being forced into the 2nd lot, along with all dropoffs; no use of traffic signals (that lot doesn't have any); parents having to drive through neighborhoods to attempt to do a return trip (no left turn onto 99) and more.</p> <p>I would finally ask for an immediate adjustment of the filter light pattern turning on to 29. Currently, traffic from Hollifield gets a left/filter and straight/green, followed by a left/red and straight/green (as oncoming traffic gets a green). For the majority of the day, this causes traffic to sit with literally nothing else around, waiting for a full cycle of the lights. The left/filter should probably resolve to red during rush-hour, but outside of that, it should go to blinking RED (not yellow) while straight has a green. (I understand people are not that familiar with blinking lights, but there is one directly around the corner on 29 at 70, so it happens again within less than a mile). This will significantly improve flow, stop people switching lanes/driving straight and making a u-turn, or going straight and turning into the neighborhoods to make a u-turn.</p>

MD 99 Public Comments

99 Website Feedback	<p>Comments: I am concerned about the intersection of Rt. 99 and Old Mill/Bethany Lane light. It regards the left turn only lanes. There should be arrows above the lights because if you are not from the area, one could be confused as to IF it is a right turn only lane with a left lane that can go straight or turn left. or a right lane which can turn right OR go straight and the left lane is a LEFT TURN ONLY lane and CANNOT be a lane where people can also go straight through - continuing along Rt. 99. It is unclear and I believe arrows are needed. Another concern. I work at Mt. Hebron and when you are driving towards Mount Hebron on St. Johns Lane, at the light, heading into the school. It is confusing how the signs show you which lane you should be in to driving into the school parking area. The sign is placed too far to the left and can be easily misinterpreted. The sign showing you to stay in the right lane to turn right is confusing because you actually do turn right as you drive into Mount Hebron's parking area/drop off/pick up area.</p>
99 Website Feedback	<p>Comments: It seems apparent that traffic exiting the Mt Hebron and Thornbrook is at risk due to the heavy traffic on RT 99 in both directions at rush hour. It might be time to place a signal at Tiller and 99 to allow anyone from the Mt Hebron Drive area, Tiller Drive and McKenzie Rd area to all exit at Tiller and 99. Use of the light by drivers would not be required, but the light would be there for all to use. Also, the light at St John's Lane and 99 needs a 30-45 second pedestrian-only setting when students are coming and going. This is done in ocean City with great success. The failure to do this could be fatal. Stop by there at 7 am one morning and take a look. Thanks</p>
99 Website Feedback	<p>My family and I have lived in the MT Hebron neighborhood for 17 years. We live on Gudel drive which is an extension of Old Mill Rd. We frequently use the intersection of Old Mill and Rte. 99 to leave our neighborhood. We have experienced the growing impact of cars on Route 99. At rush hour it takes at least 20 minutes to travel the 3 miles to Route 29 due to the number of cars on this road. In the evening rush hour turning left off of Rte. 99 into Old Mill road has become a challenge. A very limited number of cars can make the turn when the light is green due to the number of cars heading west. I am especially concerned with regards to the impact of building a number of new homes at the corner of Bethany Lane and Rte. 99. I am totally convinced that the increase in traffic cannot be tolerated by the current road system and would become impassable and potentially treacherous due to driver impatience. I request that the impact on the Route 99 road system and especially this intersection thoroughly be studied when considering the development of the new homes.</p>
100 Website Feedback	<p>Comments: I live in the Valley Mede neighborhood just south of 99 so I don't need to travel the road every day. However, my children attend Mt. Hebron High School which has a student parking lot with egress onto 99 that presents major difficulty during morning drop-off which corresponds to morning rush hour. Because of the traffic crush, the school has prohibited turning left out of the parking lot (towards 29/70) and parents are forced to turn right and find an alternate spot to either turn around or access the highways. This is a frustrating and I would say impractical solution as it forces time-strapped working parents (who are humans - fallible, emotional, and unpredictable) to make poor driving decisions in the name of getting to work on time. Because of the overcrowding problems that already plague 99, I am vehemently against building the new Bethany Glen development on either side of 99 just east of Bethany Ln/Old Mill Rd. That will introduce hundreds of new drivers onto an already overcrowded small, country road. Overdevelopment has surpassed our public infrastructure in this instance. I look forward to learning about possible solutions to the overcrowding on 99. Thank you for the opportunity to provide input.</p>
99 Website Feedback	<p>The traffic on Route 99 is becoming a concern as so much new residential building is planned or is being built. Already the intersection at eastbound 99 turning onto Woodstock Road is an accident waiting to happen during the evening rush hour. Partly this is due to limited sight distance and high speed of approaching vehicles. A dedicated turn lane with left turn arrow is needed. A right turn ramp from westbound 99 to northbound Woodstock Road would also ease congestion at the intersection. Also, the Snowball Stand entrance needs to be moved to 99 so traffic doesn't stop as soon as the intersection is traversed. With the proposed construction at Bethany and 99, additional lanes must be added to both roads. Long term, 99 will need to become a 4 lane road from 29 to Marriottsville Road if new large housing subdivisions are permitted to be built.</p>
99 Website Feedback	<p>MUST NEEDED Left turn arrow at Rt 99 and Bethany. Most have to go thru a red light to turn. Especially if turning Left onto Bethany</p>
99 Website Feedback	<p>Rt 99 needs a left turn signal, or better a left turn lane, on eastbound 99 at Woodstock Rd. Driver's proceeding straight on 99 routinely drive on the shoulder to get around the left turning traffic, however, there can still be significant backups, often past Taylor Farm Rd, at rush hour and it can take multiple cycles of the traffic light to get through the intersection.</p> <p>Also, in warm weather many teens from Waverly Woods and Taylor Farm walk to the Snowball Stand at this intersection. There should be sidewalks connecting Dorchester West and Taylor Farm Rd to this intersection, as well as crosswalks and pedestrian signals. Just because 99 is not a safe walking road doesn't mean people are not walking to the Snowball Stand and the road amenities should reflect reality in order to reduce the risks.</p>
99 Website Feedback	<p>I live in Mt Hebron on Furrow Ave. Exiting our neighborhood at Mt Hebron Drive onto 99 in the morning and late afternoon/early evening is a nightmare. Cars are backed up on Mt Hebron drive trying to get out. The traffic going toward the high school/St Johns Ln and the opposite way towards 29 on 99 is practically non-stop, leaving drivers trying to get on 99 little choice but to dart out when small openings occur. Also the new pattern at the light at 99/29 causes a backup on 99 coming from Mt Hebron for drivers trying to turn right onto 29. Route 99 already has more traffic than it can handle!</p>

MD 99 Public Comments

99 Website Feedback	I am concerned about the intersection of Rt. 99 and Old Mill/Bethany Lane light. It regards the left turn only lanes. There should be arrows above the lights because if you are not from the area, one could be confused as to IF it is a right turn only lane with a left lane that can go straight or turn left. or a right lane which can turn right OR go straight and the left lane is a LEFT TURN ONLY lane and CANNOT be a lane where people can also go straight through - continuing along Rt. 99. It is unclear and I believe arrows are needed. Another concern. I work at Mt. Hebron and when you are driving towards Mount Hebron on St. Johns Lane, at the light, heading into the school. It is confusing how the signs show you which lane you should be in to driving into the school parking area. The sign is placed too far to the left and can be easily misinterpreted. The sign showing you to stay in the right lane to turn right is confusing because you actually do turn right as you drive into Mount Hebron's parking area/drop off/pick up area.
99 Website Feedback	I would like to comment on the section of Rt. 99 immediately as it starts on Rt. 29. The road signs say to merge into the left lane, but the left lane is a turn lane into Melba Road. If cars merge left and someone is turning, they are stuck, until the turning car is finished. It would make more sense to have cars merge right and create a left turn lane for those going into Melba... this is a quick fix with a new sign and a little white paint on the road! What would be even better is to widen the road until Mt. Hebron Drive is reached. And could you please add a sidewalk extension from where it ends on Rogers Ave. as county maintenance begins? Now people must climb over the guard rails where the sidewalk ends and walk through the Rt. 29 intersection with no protection - this is a crazy intersection for walkers! thanks for all you do to keep us safe every day!
99 Website Feedback	Some improvements are needed at the Route 99-Bethany Lane/Old Mill Rd. intersection. The crown in the middle of Route 99 occludes visibility of vehicles approaching from the north on Old Mill Rd. Also, in general, it's just very difficult to make a left hand turn from Bethany Lane onto Route 99. What improvements can be made?
99 Website Feedback	The new traffic pattern for Mt. Hebron creates severe delays for parents, and especially teachers, who are trying to get to school in the morning. I understand the traffic pattern last year did create some issues, but I do not recall any major delays on 99 (like there are now) when parents were able to drop off their children right in front of the school. I see the intention behind this year's traffic pattern, but I think it actually does more harm than good and creates major delays from the 29 intersection onward. This is especially difficult for teachers, like myself, who already live out of county and may already have to deal with other unexpected traffic issues on the way to school only to sit in sometimes 10 additional minutes of traffic on 99 to into the school parking lot.
99 Website Feedback	Route 99 suffers from lacking traffic control measures leading up to the intersection for entry to Mount View Middle School and Marriotts Ridge High School. Traffic backups at the beginning and ending times for school. This creates dangerous conditions particularly for new drivers which comprises a large portion of the population.
99 Website Feedback	Please ask the SHA why they have not put the "No Stopping" that has been promised for a year (or two?) for the acceleration lane at Green Clover Dr. Frankly, I am really, really tired of vehicles including school buses and or trucks (e.g., water trucks) pulling into that area and blocking the view of traffic coming from the west on Route 99. It makes it impossible to pull onto eastbound Route 99.
99 Website Feedback	Please make a separate entrance off of 99 into Mt. View Middle for staff that enters the parking lot. That would eliminate 50 cars in the line. Or put in a traffic circle instead of the light in front of the schools.
Proirty Letter Feedback 2017	As a resident od Howard County Valley's Mede neighborhood (near Mount Hebron HS), my comment is this over development (residential housing) is creating a very unsafe dynamic on Rt. 99 for drivers and pedestrian. My son for example, will soon be walking to HS. I also would like to see speed humps placed on Brohmede Rd. to slow down many 1st time drivers.
99 Website Feedback	Related to the SHA AADT Locator maps you are linking to from the county web page, at the meeting will you be able to discuss anything to do with exposure to high volumes of vehicles?--That is, take for example the narrow strip of land (~9891 Old Frederick Rd.) that is being proposed for development of an age-restricted development (Bethany Glen). I-70 has > 84K AAWDT and Route 99 has > 17K AAWDT. In other words, that narrow parcel is exposed to in excess of 101K AAWDT. Noise aside, there is also a growing body of evidence that exposure to vehicle fumes/pollution has detrimental effects of human health -- everything from increasing the chances of Alzheimers and/or breathing issues in children (& now some jurisdictions prevent the construction of schools in the vicinity of highways). I'd appreciate some consideration and comment on this issue.
99 Website Feedback	Related to the SHA AADT Locator maps you are linking to from the county web page, at the meeting will you be able to discuss anything to do with exposure to high volumes of vehicles?--That is, take for example the narrow strip of land that is being proposed for development of an age-restricted development (Bethany Glen). I-70 has > 84K AAWDT and Route 99 has > 17K AAWDT. In other words, that narrow parcel is exposed to in excess of 101K AAWDT. Noise aside, there is also a growing body of evidence that exposure to vehicle fumes/pollution has detrimental effects of human health -- everything from increasing the chances of Alzheimers and/or breathing issues in children (& now some jurisdictions prevent the construction of schools in the vicinity of highways). I'd appreciate some consideration and comment on this issue.
99 Website Feedback	It's very simple - STOP ALLOWING EXCESSIVE DEVELOPMENT ALONG THE 99 CORRIDOR. Funnel traffic away from 99, and away from Woodstock Road. This is supposed to be the country, adding lanes to 99 will not alleviate the problem, it will just ruin the land for those of us already out here. We don't need another Route 40 only a few blocks away from 40, we need better routes that redirect traffic onto the main routes of 40, 32, and 70. It's also absolutely insane that with the congestion problems that exist, a senior living center is being proposed in the area that literally has 70 running through the proposed development. How will this help? Adding hundreds of units to an infrastructure that can't support it, and is already having congestion problems is a recipe for disaster, and no resident wants it.
99 Website Feedback	How does the community successfully oppose an age-restricted development off Route 99 in the vicinity of Mt. Hebron High School? That is, Bethany Glen is an age-restricted adult housing community for age 55+ that is proposed for about one-to-two tenths of a mile from Mt. Hebron High School. That means, two sets of "at-risk" drives will be opposing one another. This is a calamity in the making. How can we avoid this as a community?
99 Website Feedback	Building more and more houses in the area IS NOT helping!!!!

MD 99 Public Comments

99 Website Feedback	<p>Traffic entering Rt. 99 from Woodford Drive after school and events can be challenging; however my biggest concern is for pedestrian traffic. I am afraid that it is only a matter of time before the Cross Country kids have a terrible accident with a motor vehicle. Speeding is a problem--the sun in the eyes, limited sight distance--none of it provides safety for the students. Runners in the area are at a great deal of risk.</p>
99 Website Feedback	<p>During the school year at Mt. Hebron, you will see several KIDS walking on the shoulder of route 99 to school. Especially coming from McKenzie Road to Hebron. Please consider installing sidewalks for these walkers to get to school. DO NOT WAIT for a CHILD to be hit before acting. You may even consider a sidewalk for ALL of 99, including for for biker riders. I know bike lanes have been created in some areas and sidewalks would be unlikely to be used by bicyclers, but if a sidewalk can prevent someone from being struck, it would be beneficial. Be proactive, not reactive.</p> <p>Please consider LIGHTS for intersections of McKenzie Road and Rt. 99 and Tiller Drive and Rt. 99. It is very difficult during the morning and evenings to safely turn onto Rt. 99.</p> <p>Thank you</p>
99 Website Feedback	<p>Comments: Some ideas to make 99 work better for area residents:</p> <ol style="list-style-type: none"> 1. Install sidewalks along Route 99. Many area students walk to and from the high school along Route 99, and sidewalks would improve safety for those students. (Even students who are in areas served by school buses end up walking, especially if they are involved in after-school activities.) 2. Add left turn lanes. 3. Add a stop light, probably at McKenzie Rd.
99 Website Feedback	<p>Hello,</p> <p>I am a Howard County resident who lives just off on Rt. 99 on the corner of McKenzie Road and Thornbrook Road. I have two boys and the children in my neighborhood attend Mt. Hebron High School. They are all considered to be "walkers" to the school, but there is only one unlighted path on the other side of the neighborhood that runs to the school. Many students wind up walking along the side of Route 99. This is very dangerous as there are no sidewalks and at points, no shoulder. The traffic on 99 increases every day and I ask you to seriously consider installing sidewalks along the road for the kids to get safely to and from school. Sidewalks were installed on a portion of 99 directly in front of the school when a new development was built. I think they should be extended down to the rest of the area where kids are designated "walkers." Additionally, I know that space is at a premium, so it would be difficult to add more lanes, but there are some areas that could be re-lined to provide for a middle turn lane, such as the point where Tiller Drive, Maple Rock Drive, and Mt. Hebron Drive empty onto 99. I think it would really ease backups during rush hour if middle turn lanes were available.</p> <p>Thank you for your consideration of these matters.</p>
99 Website Feedback	<p>I live east of US29 on MD99, in the Hollifield Station/Daniels neighborhood. In warm weather I often ride my bike along MD99 out to Marriottsville, MD32, MD97 or sometimes all the way to Mt. Airy (or anywhere in between). I am frustrated by the 100ft long bike lanes. A dedicated bike lane the length of 99 from US29 to Marriottsville, both east and west-bound would be helpful as there are many bikers on that route. Specifically, I have heard of numerous bike-car crashes at 99 and St. Johns Lane and one of my riding companions was nearly hit by a car at that intersection in the summer of 2017. The 100 yard bike lanes are not helpful, in fact, I think it's harmful because it is confusing. I would be happy to be contacted for further comment if needed.</p>
email to DPW	<p>I live in The Preserve at Mt Hebron community off Rte 99 at Weatherstone Drive in Ellicott City. The entrance to our neighborhood is 0.4 miles from Mt Hebron High School. Because there is no sidewalk between our neighborhood and the school we are not considered walkers to the high school, despite our close proximity. The county is spending money to provide a bus which stops at our neighborhood at 6:33am when school starts at 7:25am – why would one sit on the bus for a 40+ minute trip that early the morning when the school is a 5/10-minute walk or a 3-minute car ride away? Needless to say, the morning bus is largely unused by our neighborhood. The distance is easily walkable if there were a sidewalk. Students do often walk home but are taking a risk as there is a lot of traffic on Rte 99. The afternoon bus sees much more use as our neighborhood is the first stop after the school and what teenager would walk on the side of the busy road when they can ride one stop on the bus with less time, effort, and danger? I am wondering how we can get a sidewalk between our neighborhood and the school added to the sidewalk plan or what the barriers might be to getting this done. It makes sense to pursue a sidewalk between our neighborhood and the school. Please let me know what the process is and how to get it started.</p>

MD 99 Public Comments

	<p>Thank You for taking my call today around the subject of sidewalks along Bethany lane. The purpose of the interaction was to keep up the contact around the sidewalk subject so as to have consideration in the planning of the of the RT 99 corridor. Please go see at at rush hour and school bus time the serious hazard the unpaved sides of Bethany Ln. prove to be to our fellow pedestrians. We also have a busy bike shop on Bethany Ln. with many bikes and commuters to and from. Over the years the people making their way to and from rt 40 have increased.I think budget wise if we cant afford the whole way, we should plan on a piece at a time .</p>
99 Website Feedback	<p>No studies to evaluate how extraordinary traffic congestion impacts our safety. Specifically we have ZERO studies to evaluate the decreased response times during peak hours. We are at risk due to traffic congestion as fire/EMS navigate rush hour grid lock. With the increase in construction/population, more accidents/response calls, again higher probability our responders are coming from station further away. The fire and police will say everything is ok, but SHOW us the DATA, if there is any??? What % of our neighborhood calls are handled from other stations, what is our response time, what is response time from further stations. What is national, regional averages? Saying everything if ok is one thing, actually seeing how gridlocked 99 is and watching fire/EMS respond during a gridlock is very scary..someone's life depends on them to arrive in a timely manner!!!!</p>
99 Website Feedback	<p>I have live in Howard County my entire life. What was once a bucolic farming community has changed into traffic choked suburbia that has become ever more frustrating. I understand growth is inevitable but at what cost. Back fill of the eastern end of the county (that has sewer) has always seemed to be the answer. We are now paying for that in quality of life issues. I have dropped my kids off at Patapsco and Mt Hebron for school and have witnessed accidents. Mostly at the St. Johns Lane and the western exit of Mt. Hebron High School. My son was nearly hit by a speeding car leaving the school parking lot to beat the light as he was walking across the street. Bethany Glen and other developments west of SJL will further exacerbate an already horrendous traffic issue. I live in Valley Mede and rarely try to hit 29 from 99 as it is backed up past Bethany Lane each morning. I hope thorough thought and planning goes into the proposed development and future plans. Thank you,</p>
99 Website Feedback	<p>I live on Furrow Avenue to the north of Route 99. Route 99 is extremely congested during the morning and afternoon drive times. It is a big challenge to get out of my neighborhood by turning left to head east on Route 99. When I have to drive my child to Patapsco Middle School for before school activities I sometimes am forced to turn right (heading west) on Route 99 so that I can drive a short distance and then cross Route 99 to make a U-Turn in the neighborhood so that I can head east again. my daughter just got her learner's permit. As parents we are most concerned about her driving ability to get out of our neighborhood. I have such smaller concerns about her driving on highways than I do about getting across Route 99 to head east. There seems to be a never ending line of cars from both directions.</p>
99 Website Feedback	<p>As a parent of former Waverly ES students and a Waverly resident, I know that the West bound traffic of 99 in the afternoon is terrible even during early rush hour (construction workers and government employees). Waverly ES is the last school to be let out and busses released around 3</p>
99 Website Feedback	<p>Route 99 is especially difficult in the morning when both the middle school and the high school are beginning. My commute from Columbia should only be 25 minutes in the morning (meaning I need to leave at 6:55 at the latest to make it on time by 7:20). Because of the massive amount of traffic, I often need to leave by 6:40 in order to be on time. Part of this is because there is only one road into both Marriotts Ridge and Mount View; the other problem is that the start times for both schools are so close.</p> <p>In addition to this, there are frequent accidents in the area. I was hit this fall on Marriottsville Road, waiting to turn left on to 99, by a high school student who wanted to turn into the shopping center by the light to get coffee. He used the median between the north and southbound lanes to bypass traffic instead of waiting in line to get into the left turn lane. I have seen multiple people do this, both to get into the shopping center and to cut the line of cars waiting to turn left on 99.</p>
99 Website Feedback	<p>To Whom It May Concern, I believe we need traffic officers at the MD 99 light in front of the MVMS, MRHS schools during arrival and dismissal hours. As well as traffic coordinators in front of the school entrances to keep the flow moving. I live on Saint James Rd (approx 1 mile from the schools) and it anywhere from 20 - 40 mins to arrive at school. Lastly, I believe it would be of great benefit if a walking/bike path is built. It would provide a great deal of enhanced safety for everyone as well as create an enjoyable usable environment for so many residents of the area that are afraid to venture on foot or bike on 99. Tracey Hamilton,2098 St James Rd,(2 children attending MVMS/MRHS currently)</p>
99 Website Feedback	<p>A later start time for MVMS would make the traffic much better, this way MRHS students are in their building before more cars are on the road for the middle school. I have a high school driver and middle school student so have seen and heard about these challenges firsthand.</p>
99 Website Feedback	<p>Greetings, Can the county and the SHA address the issue(s) raised by the video I captured at http://www.safedrive99.com/videos -- specifically, the issue with traffic from Mt. Hebron High School using the firehouse driveway to make U-turns in order to head eastward on MD99 in the AM's??? The traffic issues at the high school are one thing, but the safety issues due to the traffic using the firehouse driveway raise the issues to altogether higher and much different safety risks.</p>
99 Website Feedback	<p>I am very concerned not only about how narrow Route 99 is, but how much is going on between about the firehouse and Mt. Hebron High School. There are those facilities, the narrow lanes, no shoulders to speak of, bicycle lanes, inexperienced drivers from the high school, a noticeable curve, speeders and a high volume of traffic. My understanding, too, is that drivers from the high school, because they cannot turn left when leaving the high school, turn right, go to the firehouse and then use that driveway to turn east. What can be done to fix this royal mess?</p>

MD 99 Public Comments

99 Website Feedback	I live by the intersection of 99 and Woodstock Road. The 50 mph speed limit from Marriotts Ridge High School up through to Waverly Elementary is excessive. We know that since the speed limit is 50 that many are then going 55-60 mph which is crazy dangerous on that two lane road. It is dangerous pulling out of Taylor Farm neighborhood especially in the mornings and evenings during rush hour. People come flying around and up over the hill from the Snow Ball Stand as we try to pull out of the neighborhood to turn left. Please reduce the speed limit!
99 Website Feedback	I have teenagers that drive to Marriotts Ridge High School as well as myself, I believe the stretch of MD 99 between Marriottsville Road and Route 32 should have a decrease in the Speed Limit - 50 mph is too fast. Also, the intersection of MD 99 & Sand Hill Road has such impediments in the sight path that either should be considered: a 3 way stop or a traffic light situation. In the months from summer until winter I have seen so many accidents due to the speed and hard to see oncoming cars that it has been so tragic and so preventable. Thank you
99 Website Feedback	In previous communiques and venues, I have shared extensive and detailed comments regarding Route 99. Most recently, I shared a compilation of these comments in a "Citizen's Brief" (~ August, 2017). In addition to all my previous comments, I would also like to now add a suggestion that strong consideration be given to having the County take control of Route 99 from the State. I would much prefer to see Route 99 looking and functioning more like its sister road Centennial Lane than how it is currently treated. If you do not already have my Brief, then please email me to let me know.
99 Website Feedback	Around 15 years ago, the Sun ran an article in which the SHA stated it planned to keep Rt 99 two lanes, one west bound and one east bound. It had no intentions of increasing the number of lanes on Rt 99 because they felt it would encourage reckless and aggressive driving. I would encourage the SHA to stick to that strategy. To someone who travels Rt 99 every day, It makes a lot of sense. There is enough reckless and aggressive driving as it is. Two lanes in each direction would only be an invitation for drivers to constantly switch lanes.
99 Website Feedback	On December 1, 2005, I attended a similar forum at the Mount View Middle School. It was a Public Informational Workshop co-sponsored by the MD SHA and the Howard County DPW. The engineers presented different concepts for widening I-70, charts on the Level-of Service for the various intersections, and other information. Howard County was supposed to have issued the results of this study and comments from the public but I do not recall seeing any. I was wondering if those results are still available. I am also interested in seeing if the SHA and county have made any decisions in the last 12 years on which concept for widening I-70 they have chosen and how far along they are in the process of developing that concept. I know a lot of people feel that many people are using Rt 99 to bypass the heavy traffic congestion on I-70 and will continue to do so until I-70 is widened. It will be interesting to find out if we are any closer to that goal than we were in 2005.
Phone Call 2-5-2018	Old Mill Lane, Near misses. Leaving Old mill, new traffic patterns, poor design, late afternoon, Betheny Glen cause more problems, does not believe studies., pass thorough traffic , going south boound to betheny lane.
Voice Mail	lives on spruce lane, lots of traffic leaving community at 8:30 and 4:00PM, opposed to betheny glen
99 Website Feedback	I am a resident of the area and must make a left hand turn at the intersection of MD 99 and Old Mill Road/Bethany Glen, Monday through Friday. I have to leave prior to 6:45 am or face a line of traffic to US 29. The early departure wouldn't normally be necessary in order to make it to work on time. Traffic congestion in the area forces me to do so. I cannot imagine the traffic situation if the Bethany Glen project as proposed will do to impact this already congested area. Needless to say I am not a fan of the growth in this area of Howard County. regards.
99 Website Feedback	There should be no more building using Route 99, Route I70 or Route US40 until the roads are widened. MD Route 99 should be widened to 4 lanes from Route 40 to Route MD 32. I70 should be widened to six lanes from the Patapsco River to Route MD 32. These improvements are a mandatory necessity. Note: MD Route 99 is favored but it should only be during rush hours. In off hours, the lights should allow side traffic to flow more easily. Thanks and good luck with progress.
99 Website Feedback	I stopped by the presentation on 2/6/18. I was more interested in the aspects of Marriottsville Rd from RT99 down to RT 40. With expected additional traffic on RT99, when will this stretch of Marriottsville Rd be upgraded.
99 Website Feedback	Please help with the traffic and congestion problems, not only on Route 99 and Marriottsville Road, but within the Waverly Woods West Community. I live on John Stuart Road, and there are no speed bumps, nor are there speed limits posted. People who live here go speeding by every day. I have had to park in other areas, as there have been some close calls, when I have tried to pull out of my parking spot in front of my condo. It's a really dangerous situation, and I know that I am not alone in feeling this way, as I have talked to several neighbors. Please help!!
99 Website Feedback	The congestion on the Rt 99 corridor is already an issue with the current traffic levels and I fully expect that this will only worsen as the developments already in the works start to become fully resided in. As conditions are now, I often times have to cut through and take Bethany Lane down to Route 40 as the traffic is backed up on 99 so much that it is difficult to actually make a left turn onto 99. This along with the added fact that Route 40 is also usually very congested and the really bad bottle-necked section of 29 heading south all the way down to the 100 exits makes this whole area a miserable commuting experience. Additionally, the fact that the Mt Hebron High School is right in this spot also creates a lot of extra issues for 99 as well including an overall dangerous situation due to the high traffic volumes along with the lack of sidewalks for local students who walk or bike to school. So the idea that more and more developments are being implemented along this narrow and increasingly dangerous road with no improvements in the actual road itself is simply unacceptable and is resulting in ridiculous traffic conditions for the residents who actually live along the corridor.

MD 99 Public Comments

99 Website Feedback	I have serious concerns with Rt.99 congestion and new development along the corridor. It can take me upwards of 7 minutes to make a left turn onto Rt.99 from McKenzie Road. Sometimes I am waiting behind 10 cars to make the turn because no one can get out (I have pictures to prove this). When I am able to turn, it is only due to a kind driver who allows me in. Although I appreciate the gesture, it further increases the congestion on the roadway. I work with colleagues who commute on I-70 every day, but typically bypass some of the traffic by jumping onto Rt.99. How can the county allow for such an increase in development when county residents have been complaining for years and telling county offices that something has to change. The road is already not safe, traffic is miserable, and there are no sidewalks for students and bikers to utilize. I have serious concerns with Rt.99 and I hope the county is finally planning to ease the community's frustration by acting to make it safer and easier to navigate.
99 Website Feedback	The traffic on Route 99 in the morning and the evening is intolerable. The amount of traffic coming on to 99 from 29 North and from Route 40 to go back to their homes is unbelievable. Vice versa is just as true when folks are on their way to work as 99 gets saturated and dangerous right around Mount Hebron High School and hollifield station. There is absolutely no justification for further development to further overburden Route 99 and in danger us Howard County residents.
99 Website Feedback	I live on Old Mill Rd and the intersection at Old Mill/Bethany Ln and Rt 99 has become an increased problem for drivers heading south on Old Mill, proceeding straight through the intersection, due to drivers on Bethany Ln wanting to turn left on to westbound Rt 99. The drivers on Bethany Ln northbound wanting to turn left continuously fail to yield to the right of way of drivers on Old Mill continuing straight through. This was worsened after the last round of "improvements" to the intersection. I drive through the intersection multiple times daily and have been cut off many times by an impatient driver turning left in front of me, including multiple near-misses, most recently on the afternoon of January 20 when I was halfway through the intersection before being cutoff by an SUV speeding off to Rt 99 westbound. Also, there is no longer a "turn right on red" capability when one or more vehicles are waiting at the light to go straight through (a frequent issue as many drivers are heading to Rt 40/Centennial Lane). The opposite side of the intersection (northbound Bethany Lane) has a right-on-red lane that works out pretty well. Anyone heading to Waverly Elementary, Marriotts Ridge HS, or Mt View Middle at certain times of the day is frustrated with the lack of right-on-red blocked by drivers heading straight through. Other directions at the intersection (Rt 99 eastbound and Rt 99 westbound) do not seem to be a problem other than heavier traffic particularly at early morning and early evening commuting times. The additional cars that may accompany the Bethany Glen development is definitely a concern - more cars traveling up Bethany Lane are sure to exacerbate this already dicey intersection.
99 Website Feedback	I have lived near 99&29 for over 30 years. I testified at the Howard Building several years ago. The zoning issue was about granting a license for a day care located on 99 for expansion to a larger number of children. I WAS GLAD that the board in their wisdom did NOT grant the license due to road volume and congestions issues. The traffic has gotten worst over time. It is now a safety issue of the highest magnitude.I cannot turn left after sitting still for 5-10 minutes due to traffic volume certain times of the day. Please find better strategies. We only have two egresses to our ENTIRE COMMUNITY. We are bound by 99, 29 and 70. Please help us to have a reasonable and safe community. Thank you.
99 Website Feedback	The greatly increasing congestion on route 99 is due to the number of people bailing out from route 70. An effort should be made to widen route 70 to at least three lanes in the same area which will greatly reduce route 99 traffic.
99 Website Feedback	There needs to be a permanent ban on any new homes/business centers along 99 Old Frederick Rd. from Rt. 97 down to the Patapsco River near Dogwood Rd. We can't keep selling out to developers on a road that can't be widened without infringing on current homeowners. This area is already horribly congested at rush hour & other times. Furthermore, there are so may schools along the stretch of 32 through 29 that I'm afraid a child is going to get killed in traffic. It's time we put current residents and taxpayers first and stop building expensive traffic mitigation plans for developers.

MD 99 Public Comments

99 Website Feedback	<p>In addition to improvements listed in the 2018 Priority Letter, I would like to see the following changes along MD 99 to address traffic improvements and pedestrian safety: 1) Add dedicated left turn lane for turning onto Melba Rd. It is unsafe with so many cars passing on the right especially when you don't have time to merge right and then have to continue straight after the car turns left. 2) Crosswalks at Bethany/Old Mill intersection and Woodstock Rd intersection to make those areas safer for pedestrians. 3) Left turn arrow for cars turning against commute direction at Woodstock Rd and Bethany/Old Mill intersections. Eastbound 99 at Woodstock gets backed up in late afternoon/early evening due to cars having a long wait to turn left onto Woodstock. Need a dedicated left turn lane for turning onto Woodstock. 4) Keep traffic light at Wetherburn/Maplewood working 24 hours. This is the only light between 29 and Marriottsville Rd that is not functioning 24 hours. It is difficult to see oncoming traffic from both directions when making a left out of Maplewood regardless of time of day. If having it on 24 hours is not possible, please extend functioning hours to 5AM-10PM. It is currently set at 6AM-8:45PM. There is still considerable traffic in the hour before and after those times. 5) Install a right turn only lane from westbound 99 to northbound Marriottsville Rd. 6) Install sidewalks between: - Raleigh Tavern Dr and Wetherburn Rd - The two Dorchester Roads &- Maplewood and Old Mill 7) Lower speed limit on 99 between Marriottsville Rd and 32 to 45MPH. It is dangerous to have such a high speed limit on a road next to a high school. There are many inexperienced teenage drivers who are driving to and from the school. There are also student athletes who have to run along 99 for training. We need to lower the speed limit and make it safer for them as drivers and pedestrians. Having some sidewalks on 99 between Sand Hill and Mt. View roads would be nice.</p>
99 Website Feedback	<p>As a citizen, parent, and Pta officer and member of my children's local schools on Rt. 99, I'm very concerned with the increased traffic congestion and accidents in the 6 years we have lived here in Hollifield area. My MHHS daughter school bus was hit by a driver on Rt. 99 at Rt. 29 intersection this past week nonetheless on her midterm day. The students were shaken but not hurt as far as I know but the car that was at fault left on a flat bed truck after it jumped out from a red arrow turn lane into their lane which was green heading west to the school. This is one of many accidents at this light made worse by 180 new homes that were/ are being built right at the intersection despite a 2 lane road that couldn't handle the traffic it already had before the new building of these homes. This project had been on the 5yr wait list to build due to lack of APFO and was given go ahead since their wait had ended. BUT, no new infrastructure was developed to Hollifield ES which is now overcrowded and more traffic in same area. If Interstate has an accident the overflow is disabling to Rt 99 from the circle at Old Frederick down to Bethany Lane. Please seriously evaluate the traffic patterns and accident case logs and consider the safety of the students and citizens who live in this corridor before approving MORE building and crowding on every small amount of open space.</p>
99 Website Feedback	<p>Please make the speed limit to 35mph from Route 29 to Route 32. Also widen the shoulder and/or add bike lane throughout as it has been a major bike route for residents of Route 99 surroundings. It is dangerous when most drivers drive >55mph. Fatal accidents are waiting to happen. Please avoid this before it happens. Thank you</p>
99 Website Feedback	<p>On or about January 29, 2015, I was driving across MD 99 on Gudel heading South onto Bethany Lane, and a large black SUV hit me broadside. He was traveling on Rt 99 from the West to the East going about 50-55 miles an hour. Fortunately the impact of his SUV was absorbed by my front axle so I was not killed by the impact, but the forward momentum of my car and the sideways moment of his SUV pushed me diagonally across the intersection and I came within an inch or two of hitting the electrical box and large wooden phone pole and drainage ditch. I again escaped death 2 more times, by barely missing being electrocuted by hitting the electrical/cable box or killed by a head on crash with the pole. I was very lucky overall, but the car was totaled. MAJOR PROBLEM --- In general cars traffic heading East is very heavy in the morning. Those cars that travel from the East on Rt 99 do not have to stop for at least 2-3 miles and have to round a curve going West. They are often speeding and then also blinded by the sun going East in the morning -- and they run through the light. This speeding and visibility problem NEEDS TO BE ADDRESSED -- by warning signs alerting drivers from the East of the upcoming STOP LIGHT and other devices. Also DRIVERS need to be protected from the electrical/cable box, phone pole, and drainage ditch facilities at the corner of Bethany and Rt99. THERE IS CURRENTLY NO CURB there to protect drivers. Therefore MDOT or whomever, should install a large CURB, Shock railings and protective enclosure at car level AROUND THE POLE, ELECTRICAL BOX and deep drainage ditch -- to prevent DEATHS! SIDEWALKS MUST be installed on at BOTH SIDES OF MD 99 to facilitate Middle School and High School students walking to and from school, and increased foot traffic and runners from existing neighborhoods. THIS IS LONG OVERDUE. USE OF SIDEWALKS with INCREASE DRAMATICALLY with the new proposed development (Bethany Glen), especially since the amenities for the development are on the SOUTH side of Route I-70. Those living in the North Side of the new development (Bethany Glen??) can be expected to walk down RT 99 to get to the Southern part of the development to get to the Club House and Swimming Pool. In order facilitate traffic coming onto RT 99 from the South to North on Bethany Lane, there should be one more turn on the right to facilitate RIGHT TURNS going EAST on Rt 99. There is much more traffic going STRAIGHT NOW across the intersection going North than when the intersection was first designed, and therefore a third lane going EAST on to Rt((is definitely needed.</p>
99 Website Feedback	<p>This road is treacherous. My son was in a serious accident at Tiller & Rt 99, that I happened to pull up on before medics or Police got there. Yes this was before the intersection was improved. ALL intersections need improvement. Rt 99 is in need of by-pass lanes at EVERY intersection. Rt 99 is in need of suicide lanes. Rt 99 is in need of traffic circles too. Where ever the right of ways are USE THEM! Ideally a west bound off & east bound access ramp from Bethany Lane bridge would be perfect.</p>
99 Website Feedback	<p>Rt 99 traffic has become increasingly worse in the last few years. I have a unique perspective as I grew up in Mt Hebron and now reside in Valley Mede. I have used the roads in this area for years and Rt 99 daily:- Traffic at rush hours is becoming unmanageable. Particularly at the Rt 99/Rt 29 intersection, - It is next to impossible, at minimum extremely dangerous, to make a left turn out of McKenzie Rd, Weatherstone Dr and Tiller Dr onto Rt 99, Traffic backs up at the intersection of Bethany Ln and Rt 99 most times of the day. There needs to be a right turn lane added to Bethany for those looking to turn right onto Rt 99. These issues need to be addressed soon, BEFORE any additional building is undertaken. This county continues to build and build and build, with no thought as to the impact on residents, traffic and schools and it needs to stop</p>

MD 99 Public Comments

99 Website Feedback	First off, thank you for hearing out our community's concerns about traffic in our local neighborhoods. My husband and I moved to the north side of the Valley Mede community just over 5 years ago. In the past 5 years I have witnessed many of my (largely stationary) elderly neighbors selling their homes to families with multiple young children. There has also been an increase in housing development in our area. No doubt these factors have contributed to an increase in traffic in the 99 corridor. Anytime between 7 AM and 9 AM it is extremely difficult for us to travel Eastbound on 99 due to the rush hour volumes towards 29, as well as various schools making use of 99 for their bus routes. I see residents north of 99 waiting for many minutes just to make a left turn out of their neighborhoods to get to work. During the homebound commutes after work, we've noticed that individuals seeking to avoid the slowdown of traffic on I-70 just after the 29 exit often get off at 29 and use 99 to go parallel to 70. I've witnessed 3 accidents on 99 over the years (most recently in January of 2018) and one near 99 on Bethany Lane (in May of 2017). These accidents all appeared very serious with multiple fire rescue crews on the scene and the bark from trees stripped bare. The accidents caused significant traffic delays for residents commuting to work as well. I'm not sure what the solution to this could ever possibly be since widening the road is not an option unless property owners willingly donate some land towards such a project. But I wished to write to contribute to the legitimacy of my neighbor's concerns. Thanks again!
99 Website Feedback	I have lived on McKenzie Road off Rt 99 near the Bethany Fire house for 22 years. I love our 99 corridor in terms of it feeling rural small road. However the volume of traffic makes it challenging especially during the later afternoon to pull out of McKenzie onto 99. Plus you have bikers and kids walking to school sometime on Rt 99. I would like to see a side walk connecting McKenzie Road and Mt Hebron HS. I think this would help with the volume of parents who feel they need to drive their kids to school and also make it safer for people from our neighborhood to attend school events. I would like to see wider shoulder along 99 But do not want to see it widened to multiple lanes, it only invites more traffic. I think 70 should be widened to 3 lanes from 29 to Marriottsville Road and I feel residents use 99 as an alternative to 70 since it is ALWAYS backed up. Lastly I wonder if an exit off 70 at Bethany is something to consider so that residents that live in Waverly can stay on 70 longer and reduce the traffic from 29 to Bethany Road. I also suggest the traffic light at Bethany include a turn arrow, turning left in the morning is risking your life, it is hard to see around other traffic and it is hard to find a chance to turn. I also don't agree with the proposed building along Bethany and 70, we just can't have more traffic. Period!
99 Website Feedback	I live in the 55+ community one block south of 99. The only entrance/exit for my community of over 500 units (currently over 800 residents) is at Barnsley Way off of Marriottsville Rd. At the NE corner of this intersection there is a proposed commercial area. All plans for this area show that the only entrance/exit into it will be off Barnsley. Traffic in/out of this commercial area could potentially block the only entrance to our community, and could potentially hinder access of emergency vehicles into our community. I know that most residents are very concerned with this potential problem.
99 Website Feedback	Rt. 99 concerns I experience... 1) when driving, I avoid using Rt. 99 due to the congestion 2) when driving, I suggest a left turn signal light from Bethany Lane to Rt. 99 West 3) when biking, Rt. 99 is not safe with limited bike lanes 4) when biking, crossing Rt. 99 from Bethany Lane to Old Mill and vice versa to get to and from safe biking residential areas is very difficult - there is no cross walk. The light is too short. I feel the stress/anxiety of holding up the cars as I cross Rt.99. thank you for your consideration of my concerns.
99 Website Feedback	I've lived in the Allenford community for 22 years which is located off of RT99. I use RT99 during my daily commute to work. Over the years the amount of traffic during rush-hour has increased to the point of gridlock due to all the development along the RT99 corridor. It has gotten so bad that I've had to alter my work schedule to avoid sitting in traffic. In addition, it has become a safety issue due to drivers taking chances trying to merge onto RT99 from side streets. Myself, and other Allenford residents, are extremely concerned about the impact of the proposed new construction at the intersection of RT99 and Bethany Lane. We feel the high density plan proposed by the contractor will greatly worsen the traffic situation and would like to see a plan that would reduce the number of housing units to a more reasonable quantity. I believe we've reached the tipping point and any additional development along RT99 will result in a much greater risk to drivers and pedestrians.
99 Website Feedback	Turning left out of The Preserves at My. Hebron is dangerous. People fly on 99 and there is often a several minute wait to get out during peak travel times. It is also difficult to turn left INTO the neighborhood because of the long string of traffic coming on 99. (All of this goes for McKenzie too) Turning left at light onto Bethany is also dangerous and/or a very long wait at times. I have sat through 3 turns of the light on some mornings. And the thought of more houses being built right in this area...I can't even imagine! Hopefully so.e of these problems will be resolved
99 Website Feedback	We have lived 9381 State Route 99 since March 2000. During our time here the traffic on the road has increased substantially. We are no longer able to exit our driveway onto West bound 99 during the morning from approximately 7:00am until 7:45am. That's not so bad, however, the afternoon it is impossible to turn left out of my driveway from 4-6pm, and that is without there being an accident on 70. During the first couple of years that we lived here, there was one accident directly in front of our house when a van ran into a telephone pole that is precariously close to the road. In the past 3-4 years, we have had more traffic incidents where cars have traveled across our front lawn, one time hitting our mail box, but more incredibly coming so far into the lawn that they are between our house and the mail box. Every day I see students walking the narrow side of the road, or bicyclist trying to not get hit by traffic. The amount of traffic is already overwhelming the road, any more inbuilding is going get more people killed on the road. Please do something to make the road safer and easier to travel for those of us who use it daily.
MD 99 Open House	Would County / State review the crossing @ light at Rt 99 and Maplewood? If you are N/B on RT 99 turn right onto Maplewood (blind turn is tight and dangerous if anyone is standing at the crossing.)
MD 99 Open House	Would like sidewalks installed along MD99 from McKenzie to the school. Kids are observed walking along the white line (no shoulder) dangerous.
MD 99 Open House	We now have isolated island of neighborhoods because people cannot exit their developments onto MD99. Use average annual weekday daily trips. Provide a realistic picture of the accidents that are occurring on MD99.
MD 99 Open House	Difficulty getting out of Green Clover Dr onto MD99 east in the morning,late afternoon and evenings can take up to 10 minutes even when the w/b traffic lets up, the e/b traffic still hinders you. On route to the meeting, there was a bicyclist that I could not pass, giving the 3 ft rule I would have had to ride the centerline and face oncoming traffic. . Is there a way to make breaks in the in the traffic at heavy volume times programming lights at Bethany and St Johns La to create gaps in RT 99 traffic flow?
MD 99 Open House	Liter Dr.- It is impossible to make a left turn out to RT 99 with the volume /speed of the traffic. Often I have to make a right turn, turn right on Old Mill, make a u-turn so I can use the traffic light so I can finally make a left on RT 99. Is there a way to make breaks in the in the traffic at heavy volume times? The sight line looking east is difficult even when the the traffic is not heavy due to speeding traffic.

MD 99 Public Comments

MD 99 Open House	1. Unable to make a left turn out of Liter Dr. onto RT 99 . 2. RT 99 is at a standstill during rush hour e/b in the AM and w/b in the PM forcing traffic onto alternate routes. 3. No shoulder or sidewalks for bicycles or pedestrians (is a favored bike route and students have to walk on the shoulder to get to school. 4. Frustrated drivers cross the double line into oncoming traffic and make u-turns to avoid congestion. 5. Please consider traffic control measures such as a physical lane divider.
MD 99 Open House	Insufficient parking. Needs right turn lane onto Woodstock Rd/ seperate left and straight lanes on RT 99 at Woodstock Rd.
MD 99 Open House	Turning left off of Weathestone onto RT 99 is very problematic morning and evening hours. Even turning right can be difficult with the volume of cars. There is a dangerous blind issue at RT 99 and McKenzie Rd. How can this be made safe?
MD 99 Open House	We need a sidewalk from our community to Mt Hebron High School (4/10th of a mile) There is a (school ?) bus that stops to pick up students at 6:30am when school starts at 7:25am. Not a single student from our community utilizes the morning bus, everyone drives to school because walking is dangerous. A sidewalk was planned in the 2007 Master Pedestrian Plan. How can we make this happen? A sidewalk from our community would also connect the sidewalk on McKenzie to the school.
MD 99 Open House	Bethany Lane @ RT 99- signal timing is not long enough for left turn onto RT 99 if several cars are going straight across RT 99 from from Olde Mill. Only 4 cars can get through the light before it changes. (Back up continues) When no traffic is on RT 99 you sit for a long time on Bethany for green to turn left.
MD 99 Open House	Very difficult to turn left from Tiller onto RT 99. Sight distance is about 0.1 mile each way and e/b traffic is coming down a hill. Gaps between groups of east and west bound traffic are not synchronized to provide access. As president of Mt Hebron-Orchards Community Association similar issues exist at Maple Rock Dr, Mt Hebron Dr, Melba Rd. and McKenzie Road. It is also difficult to turn into the neighborhood from e/b RT 99, especially at McKenzie where there is no center lane and limited sight distance. Can we get a center lane at McKenzie Road?
MD 99 Open House	Traffic back-up exiting RT 29 south. To RT 99 extending to Mt. Hebron.
MD 99 Open House	1. Edge and centerline improperly carried thru intersection at Suland Circle. 2. Centerline improperly carried thru intersection thru intersection at Covewood Lane. 3. Light pole foundation w/missing light pole at Dorchester (westernmost int.) 4. No advanced warning of emergency vehicles entering from Fire Station 8.
E-mail	It's awful what has just happened in Ellicott City (again). But we have to be quick on our feet and respond. One response is to inform the Office of Transportation Planning of the impacts that the flooding has on Rt. 99 travel. While we live off Rt. 99 on the rim of Ellicott City, many of us in these parts of town are historic Ellicott City-centric. I, for one, am very accustomed to traveling almost every morning on the nearly straight line that takes me from Rt. 99 to Rogers Ave. to Ellicott Mills Rd. to the Roger Carter Neighborhood Center for a daily swim. Ellicott Mills Rd. is now gone. The RCNC is being used as an emergency center. My daily travel on Rt. 99 is disrupted in a major way. As I frequently meet many of my neighbors at the RCNC, I know that their commutes on Rt. 99 are now also seriously altered. Given the situation, circumstances that should be considered highly unusual, I have to ask that the current investigation on Rt. 99 be halted until things can be gotten back to as normal as possible. I, and my neighbors, want to know what the Howard County government is doing to ensure a fair, reasonable, and even-handed approach is being taken to the study of Rt. 99
E-mail	I've just read about the 99 study. While it is fantastic this is being undertaken and I am CERTAIN it will yield a litany of problems, doesn't performance during the summer months seem illogical? The study needs to run through at least October to yield any real meaningful data when the kids go back to school. Seniors are already out and traffic will not be indicative of real patterns when real problems exist. Of particular note needs to be the 99/Woodstock intersection where eastbound traffic gets stuck and illegally passes on the right, while trenching the land. That intersection is in desperate need of a turn lane and signal.
E-mail	Good afternoon. I obtained your contact information from the Howard County Website link to the Maryland Route 99 Investigation project. I would like to point out one issue with schedule and timing of the study as described on the website. Although I agree that there are significant traffic challenges facing residents as well as commuters along the MD route 99 corridor, the timing of the study fails to consider the impact of one of the major items impacting traffic on MD route 99. The Mt Hebron high school student drop off policy. I am a commuter that uses this corridor on a daily basis during the school year to drop my children off at Mt Hebron High School. As such, I have been severely impacted by the schools new (2017) drop-off policy and the traffic issues that the policy generates. The school now requires that parents use the student lot, which is north of St Johns Lane on Rt 99, for morning drop-off. The policy also mandates a right turn to go north on route 99 from the parking lot since there is no traffic signal at the intersection of route 99 with the parking lot. This has had a major impact on parents that need to use St Johns lane or US route 29 to get to work. The issue not only impacts route 99 but also the Bethany fire station and neighborhoods to the north of the school as well as traffic on Route 99 caused by the U -turns on route 99 and the lack of a left turn arrow at Bethany lane. Obviously, this was a poorly conceived policy that was implemented by the high school without any discussion with those impacted. This policy has a dramatic impact on traffic and safety along route 99. However, the schedule for data analysis and field observations for the Maryland route 99 investigation is scheduled to occur from May to August, when Mt Hebron High School is not in session. To be truly valid, the study needs to evaluate the impact of the student drop off policy on the traffic patterns during the school year, as this policy has had a significant impact on traffic flow, congestion and safety along MD route 99.
E-mail	Good Evening – I received this email from my son's high school (Mt. Hebron High School). I wanted to point out one very important detail that should not be overlooked in the traffic study process. The senior class, which causes huge traffic issues on Rt. 99 every morning and afternoon will not be driving to school during the majority of your survey period. They finish their school year this week. I wanted to make sure that when reviewing the data, the changes in traffic patterns from the students driving to school is not overlooked. Not considering the school year and the impact of hundreds of seniors driving to school each day will be a major data flaw in your information gathering. I'm hopeful that someone in your office has noted this already but if not I wanted to point it out. Thank you for your attention.

MD 99 Public Comments

E-mail	<p>Good morning; just a quick note of THANKS for your work leading the Rte 99 traffic study and to offer some insights in to the traffic pattern around Mt. Hebron High School that you and your teams have probably already noticed. With graduation for the class of 2018 for the Vikings held a couple of days ago (I have cc'd Dr. Miller), the number of vehicles (including an almost COMPLETE elimination of on street curb parking on St. John's Lane near Hebron Court [the new development]) and the back-ups associated with drop-off and pick-up times has MARKEDLY improved. However, this is a TEMPORARY reprieve from the inundated conditions that we experience on a daily basis when school is in session. Dr. Miller can testify to the near misses and sleep deprived walkers trying to cross 99 and the vehicle traffic that simply OVERWHELMS that intersection IFO MHHS at the drop-off and pick-up times. Of note this am, it took me 3 lights to turn left from Rte 99 to Bethany Lane (after I exited MHHS parking lot and turned right in accordance with the posted signage) as I try to weave my way back to Ramblewood Road (we live 1.48 miles from school, just out of the bus coverage area) b/c the light @ Bethany Lane does not cycle with a protected left turn (for some unknown reason). I am not complaining, just stating facts. If you / your team are remotely interested in 'shadowing' a morning in the life, please let me know - we can 'plan' to have you or one of your team 'follow' us as we (1) head out the door approx 6:48 am to pick up one of our son's buddies on Churchgate, and (2) try to turn left on to and head up St. John's Lane, (3) enter the drop-off loop, (4) exit by turning right out of the lot back to Rte 99 west, and then, like I said above, (5) try to turn left to Bethany Lane. I would be glad to talk through any of this with you if it helps the cause. I am sure that others would be pleased to share their morning commute stories with you as well. THANK YOU for trying to make our community safer and considering ALL the factors that go in to evaluating the REAL impact of the vehicle traffic in and around the Mt. Hebron community!</p>
E-mail	<p>I'm noticing some community chatter on the Next Door web site.regarding the Rt. 99 study Here are the comments I've seen so far: Hedy Doherty, Mt. Hebron This might be a silly statement to some, but why is the survey being conducted when school is out. This data will not accurately depict the reality of getting in and out of our neighborhoods nine months of the year. Maybe I am missing something. The foot traffic will not show kids walking on 99 trying to get to school without sidewalks. Seniors are winding down, therefore less students driving cars on the road. I hope that they will re-look at this in the fall when you can get a true picture of our 99. Sarah Settle, Allenford: Agreed! . James Watkins, Mt. Hebron: A valid study should be when the problem has variables that are important included. The study is not appropriate when school is out. School traffic effects the front end of the traffic problem in a big way. Can one study the weather and not take account for the effect of the wind? rain? etc. Please look at this most significant variable with Seniors driving to school at some time before making conclusions. Karen Jablon, Mt. Hebron: It would be nice if they could also look at the traffic light on 29 and how it impacts us poor folks going to and from 99. What a nightmare! Wednesday afternoon, around 4, I sat at the light for 6 minutes. I timed it. Coming home around 7 going north on 29 towards 99, the light caused back ups in both northbound lanes so that no one could get up to 99. The exit ramp to 40 was backed up all the way on to 29. All of these things are recipes for major accidents with serious if not deadly injuries.</p>
E-mail	<p>I recently received information regarding the Rt 99 traffic study and have serious concerns with the timing of the study. One of the major contributors to traffic and congestion in the area is the Mt. Hebron High School and given the timing of the study, that aspect of traffic will not be realistically represented in your study. In addition, relaxed summer time and vacation schedules result in less traffic congestion and again skew the study results. I'd like to request that you postpone this study until the Fall in order to gain a realistic assessment of traffic. High school seniors wrap up classes this week so until school starts up again traffic patterns and congestion cannot be accurately evaluated.</p>
E-mail	<p>Will a large portion of the data be collected prior to the end of the school year? The traffic patterns are much different in the summer than when school is in session. Thanks</p>
E-mail	<p>You really should also do some observations at Woodstock Rd and 99. Traffic there can back up for 1/2 mile east bound in the morning and westbound in the afternoon. This intersection desperately needs a left turn light at minimum and preferably a turn lane, especially since new townhomes are currently being built at the intersection.</p>
E-mail	<p>I have a quick question on this - do the metrics get seasonal adjustments in your planning? Traffic at the worst parts of that corridor are exceptional seasonal - such as when there is a government holiday or shutdown, or when school is in/out. Starting around May 14th, a sizable chunk of traffic is eliminated as seniors stop attending school, and a few weeks later, all schools are out. Across the summer, obviously is a very different travel pattern - especially compared to early September.</p>
October Update	<p>Good afternoon. I obtained your contact information from the Howard County Website link to the Maryland Route 99 Investigation project. I would like to point out one issue with schedule and timing of the study as described on the website. Although I agree that there are significant traffic challenges facing residents as well as commuters along the MD route 99 corridor, the timing of the study fails to consider the impact of one of the major items impacting traffic on MD route 99. The Mt Hebron high school student drop off policy. I am a commuter that uses this corridor on a daily basis during the school year to drop my children off at Mt Hebron High School. As such, I have been severely impacted by the schools new (2017) drop-off policy and the traffic issues that the policy generates. The school now requires that parents use the student lot, which is north of St Johns Lane on Rt 99, for morning drop-off. The policy also mandates a right turn to go north on route 99 from the parking lot since there is no traffic signal at the intersection of route 99 with the parking lot. This has had a major impact on parents that need to use St Johns lane or US route 29 to get to work. The issue not only impacts route 99 but also the Bethany fire station and neighborhoods to the north of the school as well as traffic on Route 99 caused by the U -turns on route 99 and the lack of a left turn arrow at Bethany lane. Obviously, this was a poorly conceived policy that was implemented by the high school without any discussion with those impacted. This policy has a dramatic impact on traffic and safety along route 99. However, the schedule for data analysis and field observations for the Maryland route 99 investigation is scheduled to occur from May to August, when Mt Hebron High School is not in session. To be truly valid, the study needs to evaluate the impact of the student drop off policy on the traffic patterns during the school year, as this policy has had a significant impact on traffic flow, congestion and safety along MD route 99.</p>

MD 99 Public Comments

<p>October Update</p>	<p>Good morning; just a quick note of THANKS for your work leading the Rte 99 traffic study and to offer some insights in to the traffic pattern around Mt. Hebron High School that you and your teams have probably already noticed. With graduation for the class of 2018 for the Vikings held a couple of days ago (I have cc'd Dr. Miller), the number of vehicles (including an almost COMPLETE elimination of on street curb parking on St. John's Lane near Hebron Court [the new development]) and the back-ups associated with drop-off and pick-up times has MARKEDLY improved. However, this is a TEMPORARY reprieve from the inundated conditions that we experience on a daily basis when school is in session. Dr. Miller can testify to the near misses and sleep deprived walkers trying to cross 99 and the vehicle traffic that simply OVERWHELMS that intersection IFO MHHS at the drop-off and pick-up times. Of note this am, it took me 3 lights to turn left from Rte 99 to Bethany Lane (after I exited MHHS parking lot and turned right in accordance with the posted signage) as I try to weave my way back to Ramblewood Road (we live 1.48 miles from school, just out of the bus coverage area) b/c the light @ Bethany Lane does not cycle with a protected left turn (for some unknown reason). I am not complaining, just stating facts. If you / your team are remotely interested in 'shadowing' a morning in the life, please let me know - we can 'plan' to have you or one of your team 'follow' us as we (1) head out the door approx 6:48 am to pick up one of our son's buddies on Churchgate, and (2) try to turn left on to and head up St. John's Lane, (3) enter the drop-off loop, (4) exit by turning right out of the lot back to Rte 99 west, and then, like I said above, (5) try to turn left to Bethany Lane. I would be glad to talk through any of this with you if it helps the cause. I am sure that others would be pleased to share their morning commute stories with you as well. THANK YOU for trying to make our community safer and considering ALL the factors that go in to evaluating the REAL impact of the vehicle traffic in and around the Mt. Hebron community!</p>
<p>October Update</p>	<p>Comments: I've lived in the Chamberlea community since 1984. I witness early morning backups caused by school buses, Mt. Hebron students driving to school, and other folks going about their daily business. I'm concerned about how traffic backs up toward the hill between the fire station and Bethany Lane. Vehicles traveling eastward too fast and cresting that hill are sometimes surprised by the backup. Similar situations occur when traveling westward during late afternoons, especially when problems occur on I-70, drivers pour onto Rt 99, and the light at Bethany Lane is red. Also, in the later case, I sometimes encounter difficulty pulling out of Chamberlea and heading east. The hill, the curve, and the trees along the edge of the road all reduce my light of sight for vehicles traveling west. The proposed Bethany Glenn development with two entry/exit points, one on each side of the hill, will further exasperate the situation. I highly recommend there be only one point off Rt 99 for Bethany Glenn and that it be located at the crest of the hill so drivers exiting that development will have the clearest, longest possible line of sight. An entry/exit point at the crest of the hill will offset the danger inherently caused by the hill and curve and will provide greater reaction time for the driver merging into traffic. Finally, I suggest that the highway department routinely trim the trees and brush on the north side of Rt 99 between Chamberlea and the crest of the hill. Doing so will improve visibility for me. Thank you for requesting comments. I trust you will give them thorough consideration.</p>
<p>October Update</p>	<p>Comments: I am writing in regards to the traffic that already exists on Rt 99. I live at the northern end off of Bethany Lane. I travel RT 99 almost daily when I can. I say this because it is almost impossible to turn left out of my neighborhood onto Bethany because of the traffic headed to Rt 99 and Rt 40. Even if that's possible, traffic backs up over the bridge that goes over Rt 70. The next dangerous part,going in both directions on 99, is at Woodstock Rd near the snowball stand. I'm having difficulty imagining what it will be like once the homes are built where the post office once stood. Or the new homes being built at Bethany Glenn. I invite you to come see for yourself. Any morning, or any evening. It's become very unsafe.</p>
<p>October Update</p>	<p>Just want to make you aware of my August 2017 communication with MD State Dept. of Transportation regarding the continued and increasing congestion on Route 99. In August I sent an e-mail to Senator Bates asking her help for improvements at the intersection of Route 99 and Woodstock Road. My e-mail below to Senator Bates explains problems at the Route 99 and Woodstock Road Intersection. That is just one small part of the problem along Route 99 from Marriottsville Road to the Route 29 intersection. The main and continuing problem is the county continues to approve building permits to developers to build multi-family units without improvements to Route 99 to accommodate the increased traffic plus the increased traffic on Marriottsville and Woodstock Roads from the Liberty Road Corridor trying to get to Interstate 70. Traffic studies and improvements/upgrades need to include the "feeder roads" to Route 99 that are also creating traffic congestion on Route 99.</p> <p>If I am returning home from the Eldersburg area during "rush hour" I drive east on Interstate 70 to Route 40 to Bethany Lane and head west on Route 99 so I can turn right onto Woodstock Road thus contributing to more traffic on Interstate 70, Route 40, Bethany Lane and west bound Route 99 because I got tired of sitting through four or five lights on Route 99 and then having to turn left on "red." In the morning don't leave the house before 9:30 because of traffic on Woodstock Road, school bus traffic on Route 99 both east and west bound and the heavy traffic on Marriottsville Road.</p> <p>The county has created a disastrous traffic commuting problem along these routes by allowing high density development without road improvements. I thought Adequate Public Facilities included roads but apparently Route 99 has been forgotten!!!</p> <p>The county and state's expeditious attention to make improvements will be greatly appreciated by those of us who must deal with this mess everyday.</p> <p>☒</p>

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<p>October Update</p>	<p>Comments: I've lived in the Mt. Hebron neighborhood for over 25 years. I rely on Furrow to Mt Hebron to Rt 99 to get to work daily. The traffic flow, particularly when I need to leave in the morning has become nearly a constant flow, there are very, very few gaps in the timing of traffic from east then west. . Our wait can be over 5 minutes (for just the front car) to get onto 99 and waiting cars back up onto the roads feeding into Mt Hebron drive. The situation is similar at Tiller and Melba for residents trying to get onto 99 as well. If we are lucky, a neighbor coming from the west will slow and allow one or more of us out. Worse, there are a growing number of times when we either have to, or see others shoot attempt to, shoot across a very narrow gap to get onto 99 toward Rt.29. Add snow, ice and rain and this challenge becomes even more treacherous. Trying to leave the neighborhood in the evening hours is a similar challenge. In fact, we have very much cut back on the shopping and dining out we would try to do in the evening due to the hassle of getting out. Not only is this a major inconvenience, but it is a growing safety concern as residents need to get out for doctor and emergency issues. The option of driving west through the neighborhood to Bethany Lane at a light, only to come back east several miles to get to Rt. 29 is not a reasonable, nor environmental considerate alternate, as it adds miles and time to the travel and shifts more traffic through neighborhoods with school busses and others walking to schools. We need relief at Mt Hebron, we do not need more traffic from development along 99 that head to 29. Perhaps a timed light at Mt Hebron that can favor 99 flow but "trip" when vehicles arrive to enter during peak hours. The developments added along Rt 99 have added to the difficulties. Sadly, it is not the developers sitting trying to get out of the neighborhoods for 10 minutes or more some mornings, just to get kids to school or themselves to work.</p> <p>Please consider the situation of the neighborhoods that are getting "choked" along Rt. 99. We need help, we need relief in being able to leave our neighborhoods reasonably and safely.</p>
<p>October Update</p>	<p>I'm here today to urge you to give the highest priority to widening I-70. I have been a life-long resident of Howard County. Over the years, the traffic flow through the county has changed dramatically as a result of growth both within our own county and in the surrounding counties. The I-70 corridor and its interchange with 29 have caused dangerous and far-reaching traffic issues for years. A variety of stop-gaps have done nothing to alleviate the congestion, which will only increase as the majority of residential new construction is taking place in locations that will channel thousands of additional cars through this corridor every day. One major spill-over road is Rt 99, where I live. This winding country road with a high speed limit, no shoulder or turn lanes, and very poor visibility used to handle local traffic only. Due to constant traffic jams on I-70 a shocking number of residents from the north in Reisterstown and out west from Sykesville, West Friendship, and Woodbine all bail onto Rt 99. I work down in Maple Lawn and I have 14 coworkers in my office that live north or west of me that should use I-70 to commute. 12 of them opt to use Rt 99, driving directly past my house almost every day due to delays on I-70. It still takes me an average of 12 minutes to travel the 1.8 miles on Rt 99 from my house to Rt 29 during peak times. Of that time I spend an average of 3 minutes waiting to make a left hand turn onto Rt 99. This should be easy as my street is only 20 yards from the traffic light at Bethany Lane and Rt 99. However, because traffic is at a standstill for miles, I usually have to rely on the mercy of someone waving me in. Sadly, most drivers will not. Even attempts to make a left hand turn into my street from Rt 99 are problematic because there is never a break in the endless stream of westbound cars in the evening. Many of them headed to points far beyond our local neighborhoods. The stress and frustration that commuters experience when they bail onto local roads also contributes to a stunning increase in aggressive and dangerous driving. On a daily basis, I have witnessed accidents and near accidents caused by reckless driving. People speed to sometimes double the posted limit through small residential neighborhoods like Valleymede that have turned into cut-throughs of drivers jockeying between I-70, Rt 99, and Rt 40. I have personally been passed by drivers veering across the double yellow into oncoming traffic on the narrow 2-lane roads of Rt 99 and Bethany lane 5 times since I began keeping count 2 years ago. Impatient drivers regularly blow past cyclists from Howard County and beyond who strongly favor my area to ride, especially with the addition of Race Pace on Bethany Lane. Most concerning of all, my neighborhood and the surrounding neighborhoods are filled with walkers from elementary through high school. The near misses I have witnessed involving our kids have left me shaken. I have been so afraid with all the accidents in the area caused by spill-over from I-70 that I purchased a dash cam last year in preparation for not if, but when I will need to defend myself or be called as a witness when one of these incidents goes wrong. The consequences of ignoring this issue are real. Continuing to allow horrific backups on I-70 doesn't just result in long waits and frustrating commutes. It drives massive spill-over onto residential roads not equipped to safely accommodate the level of traffic. These are the roads where our children walk to school, our neighbors walk their dogs, and our cyclists ride. Don't allow this constant near-miss situation to continue; it is only a matter of time before it ends in tragedy. Please widen I-70 and channel pass-through traffic back where it belongs: on the interstate.</p>

MD 99 Public Comments

<p>October Update</p>	<p>When I first moved to Howard county my wife and I debated between our current house in Valley Mede and a house in Sykesville in Carroll County. Based upon the additional stresses of commuting along 1-70 we opted to go with half the house on a 1/4 of the land and half the taxes to improve our quality of life and reduce our daily commute. Although we were somewhat successful! in our strategy we never realized that the residential street we purchased on was a cut through alternative for I-70. Every day, hundreds or thousands of commuters opt to avoid 1-70 and travel east via Rt 99 or Rt 40. What we have come to realize through anecdotal observations as well as actual confessions/ those commuters who are on Rt 99 that are heading to US29 south will often try to avoid congestion near Mt Hebron high school and bypass the area by taking Bethany Lane to Michaels Way to US40 in order to find a shorter route to US29. Never in my life would I have thought that Michaels Way was an alternative to 1-70. Had I known this I probably would have lowered my asking price when purchasing my home. Rt 99 is an extreme hazard to pedestrians not only due to the copious amounts of traffic that I previously mentioned but also due to the fact that the area near Mt Hebron High School has no sidewalks or bike lanes. These features are crucial for protecting students that are walkers to the high school as well as other pedestrians. On many occasions I witness walkers and bikers on the way too or from school. On one occasion I witnessed a high school student riding his bike to school. While he was in the correct travel lane there is no shoulder on the road where I encountered him. Traffic was slow as usual so I took the liberty to follow him to afford him additional protection. While he wasn't going anywhere near the speed limit, he was keeping a pretty decent pace with traffic. What did I get for my good deed, rude and disrespectful drivers honking at me for trying to protect a high school student from 3,000 pounds of steel hurdling down the road with what some might deem as a barely a sentient being behind the wheel that is angry because they found one traffic Jam while trying to avoid traffic. On another occasion I was on my way home from work and I was turning on to Rt 99 west from US29 north. There are 2 lanes here that quickly merge into 1. At the time, I had probably been commuting this route for about 5 or 6 years with no incident, however this day as I was trying to merge over I glanced over to see that there was ample room for me to merge in so I put on my blinker. At this point the small blue civic that was behind me at the time decided to downshift, pull into the left lane and attempt to cut me off. For the next 1/2 mile the driver was holding down the horn and gesturing his displeasure with me. Why only a 1/2 mile, because at that point he decided to pass me along a double yellow line at Tiller Drive. Keep in mind that this was probably about 5pm and due to the volume of traffic that was jumping off to avoid 1-70 all he could do was to cut back in front of me and slam back on the brakes. This type of behavior is happening more and more frequently on Rt 99. While drivers' attitudes and potentially other psychological issues are not the only reason for widening I-70, they are not necessarily independent of one another.</p>
<p>October Update</p>	<p>I am concerned about the intersection of Rt. 99 and Old Mill/Bethany Lane light. It regards the left turn only lanes. There should be arrows above the lights because if you are not from the area, one could be confused as to IF it is a right turn only lane with a left lane that can go straight or turn left. or a right lane which can turn right OR go straight and the left lane is a LEFT TURN ONLY lane and CANNOT be a lane where people can also go straight through - continuing along Rt. 99. It is unclear and I believe arrows are needed. Another concern. I work at Mt. Hebron and when you are driving towards Mount Hebron on St. Johns Lane, at the light, heading into the school. It is confusing how the signs show you which lane you should be in to driving into the school parking area. The sign is placed too far to the left and can be easily misinterpreted. The sign showing you to stay in the right lane to turn right is confusing because you actually do turn right as you drive into Mount Hebron's parking area/drop off/pick up area.</p>
<p>October Update</p>	<p>My family and I have lived in the MT Hebron neighborhood for 17 years. We live on Gudel drive which is an extension of Old Mill Rd. We frequently use the intersection of Old Mill and Rte. 99 to leave our neighborhood. We have experienced the growing impact of cars on Route 99. At rush hour it takes at least 20 minutes to travel the 3 miles to Route 29 due to the number of cars on this road. In the evening rush hour turning left off of Rte. 99 into Old Mill road has become a challenge. A very limited number of cars can make the turn when the light is green due to the number of cars heading west. I am especially concerned with regards to the impact of building a number of new homes at the corner of Bethany Lane and Rte. 99. I am totally convinced that the increase in traffic cannot be tolerated by the current road system and would become impassable and potentially treacherous due to driver impatience. I request that the impact on the Route 99 road system and especially this intersection thoroughly be studied when considering the development of the new homes.</p>
<p>October Update</p>	<p>I am concerned about the intersection of Rt. 99 and Old Mill/Bethany Lane light. It regards the left turn only lanes. There should be arrows above the lights because if you are not from the area, one could be confused as to IF it is a right turn only lane with a left lane that can go straight or turn left. or a right lane which can turn right OR go straight and the left lane is a LEFT TURN ONLY lane and CANNOT be a lane where people can also go straight through - continuing along Rt. 99. It is unclear and I believe arrows are needed. Another concern. I work at Mt. Hebron and when you are driving towards Mount Hebron on St. Johns Lane, at the light, heading into the school. It is confusing how the signs show you which lane you should be in to driving into the school parking area. The sign is placed too far to the left and can be easily misinterpreted. The sign showing you to stay in the right lane to turn right is confusing because you actually do turn right as you drive into Mount Hebron's parking area/drop off/pick up area.</p>
<p>October Update</p>	<p>Some improvements are needed at the Route 99-Bethany Lane/Old Mill Rd. intersection. The crown in the middle of Route 99 occludes visibility of vehicles approaching from the north on Old Mill Rd. Also, in general, it's just very difficult to make a left hand turn from Bethany Lane onto Route 99. What improvements can be made?</p>
<p>October Update</p>	<p>Thank You for taking my call today around the subject of sidewalks along Bethany lane. The purpose of the interaction was to keep up the contact around the sidewalk subject so as to have consideration in the planning of the of the RT 99 corridor. Please go see at at rush hour and school bus time the serious hazard the unpaved sides of Bethany Ln. prove to be to our fellow pedestrians. We also have a busy bike shop on Bethany Ln. with many bikes and commuters to and from. Over the years the people making their way to and from rt 40 have increased. I think budget wise if we cant afford the whole way, we should plan on a piece at a time . Thanks David B. Lenz</p>

MD 99 Public Comments

<p>October Update</p>	<p>I have live in Howard County my entire life. What was once a bucolic farming community has changed into traffic choked suburbia that has become ever more frustrating. I understand growth is inevitable but at what cost. Back fill of the eastern end of the county (that has sewer) has always seemed to be the answer. We are now paying for that in quality of life issues. I have dropped my kids off at Patapsco and Mt Hebron for school and have witnessed accidents. Mostly at the St. Johns Lane and the western exit of Mt. Hebron High School. My son was nearly hit by a speeding car leaving the school parking lot to beat the light as he was walking across the street. Bethany Glen and other developments west of SJL will further exacerbate an already horrendous traffic issue. I live in Valley Mede and rarely try to hit 29 from 99 as it is backed up past Bethany Lane each morning. I hope thorough thought and planning goes into the proposed development and future plans.</p> <p>Thank you,</p>
<p>October Update</p>	<p>The congestion on the Rt 99 corridor is already an issue with the current traffic levels and I fully expect that this will only worsen as the developments already in the works start to become fully resided in. As conditions are now, I often times have to cut through and take Bethany Lane down to Route 40 as the traffic is backed up on 99 so much that it is difficult to actually make a left turn onto 99. This along with the added fact that Route 40 is also usually very congested and the really bad bottle-necked section of 29 heading south all the way down to the 100 exits makes this whole area a miserable commuting experience. Additionally, the fact that the Mt Hebron High School is right in this spot also creates a lot of extra issues for 99 as well including an overall dangerous situation due to the high traffic volumes along with the lack of sidewalks for local students who walk or bike to school. So the idea that more and more developments are being implemented along this narrow and increasingly dangerous road with no improvements in the actual road itself is simply unacceptable and is resulting in ridiculous traffic conditions for the residents who actually live along the corridor.</p>
<p>October Update</p>	<p>I live on Old Mill Rd and the intersection at Old Mill/Bethany Ln and Rt 99 has become an increased problem for drivers heading south on Old Mill, proceeding straight through the intersection, due to drivers on Bethany Ln wanting to turn left on to westbound Rt 99. The drivers on Bethany Ln northbound wanting to turn left continuously fail to yield to the right of way of drivers on Old Mill continuing straight through. This was worsened after the last round of "improvements" to the intersection. I drive through the intersection multiple times daily and have been cut off many times by an impatient driver turning left in front of me, including multiple near-misses, most recently on the afternoon of January 20 when I was halfway through the intersection before being cutoff by an SUV speeding off to Rt 99 westbound. Also, there is no longer a "turn right on red" capability when one or more vehicles are waiting at the light to go straight through (a frequent issue as many drivers are heading to Rt 40/Centennial Lane). The opposite side of the intersection (northbound Bethany Lane) has a right-on-red lane that works out pretty well. Anyone heading to Waverly Elementary, Marriotts Ridge HS, or Mt View Middle at certain times of the day is frustrated with the lack of right-on-red blocked by drivers heading straight through. Other directions at the intersection (Rt 99 eastbound and Rt 99 westbound) do not seem to be a problem other than heavier traffic particularly at early morning and early evening commuting times. The additional cars that may accompany the Bethany Glen development is definitely a concern - more cars traveling up Bethany Lane are sure to exacerbate this already dicey intersection.</p>
<p>October Update</p>	<p>As a citizen, parent, and Pta officer and member of my children's local schools on Rt. 99, I'm very concerned with the increased traffic congestion and accidents in the 6 years we have lived here in Hollifield area. My MHHS daughter school bus was hit by a driver on Rt. 99 at Rt. 29 intersection this past week nonetheless on her midterm day. The students were shaken but not hurt as far as I know but the car that was at fault left on a flat bed truck after it jumped out from a red arrow turn lane into their lane which was green heading west to the school. This is one of many accidents at this light made worse by 180 new homes that were/ are being built right at the intersection despite a 2 lane road that couldn't handle the traffic it already had before the new building of these homes. This project had been on the 5yr wait list to build due to lack of APFO and was given go ahead since their wait had ended. BUT, no new infrastructure was developed to Hollifield ES which is now overcrowded and more traffic in same area. If Interstate has an accident the overflow is disabling to Rt 99 from the circle at Old Frederick down to Bethany Lane. Please seriously evaluate the traffic patterns and accident case logs and consider the safety of the students and citizens who live in this corridor before approving MORE building and crowding on every small amount of open space.</p>
<p>October Update</p>	<p>On or about January 29, 2015, I was driving across MD 99 on Gudel heading South onto Bethany Lane, and a large black SUV hit me broadside. He was traveling on Rt 99 from the West to the East going about 50-55 miles an hour. Fortunately the impact of his SUV was absorbed by my front axle so I was not killed by the impact, but the forward momentum of my car and the sideways moment of his SUV pushed me diagonally across the intersection and I came within an inch or two of hitting the electrical box and large wooden phone pole and drainage ditch. I again escaped death 2 more times, by barely missing being electrocuted by hitting the electrical/cable box or killed by a head on crash with the pole. I was very lucky overall, but the car was totaled. MAJOR PROBLEM --- In general cars traffic heading East is very heavy in the morning. Those cars that travel from the East on Rt 99 do not have to stop for at least 2-3 miles and have to round a curve going West. They are often speeding and then also blinded by the sun going East in the morning -- and they run through the light. This speeding and visibility problem NEEDS TO BE ADDRESSED -- by warning signs alerting drivers from the East of the upcoming STOP LIGHT and other devices. Also DRIVERS need to be protected from the electrical/cable box, phone pole, and drainage ditch facilities at the corner of Bethany and Rt99. THERE IS CURRENTLY NO CURB there to protect drivers. Therefore MDOT or whomever, should install a large CURB, Shock railings and protective enclosure at car level AROUND THE POLE, ELECTRICAL BOX and deep drainage ditch -- to prevent DEATHS! SIDEWALKS MUST be installed on at BOTH SIDES OF MD 99 to facilitate Middle School and High School students walking to and from school, and increased foot traffic and runners from existing neighborhoods. THIS IS LONG OVERDUE. USE OF SIDEWALKS with INCREASE DRAMATICALLY with the new proposed development (Bethany Glen), especially since the amenities for the development are on the SOUTH side of Route I-70. Those living in the North Side of the new development (Bethany Glen??) can be expected to walk down RT 99 to get to the Southern part of the development to get to the Club House and Swimming Pool. In order facilitate traffic coming onto RT 99 from the South to North on Bethany Lane, there should be one more turn on the right to facilitate RIGHT TURNS going EAST on Rt 99. There is much more traffic going STRAIGHT NOW across the intersection going North than when the intersection was first designed, and therefore a third lane going EAST on to Rt((is definitely needed.</p>
<p>October Update</p>	<p>This road is treacherous. My son was in a serious accident at Tiller & Rt 99, that I happened to pull up on before medics or Police got there. Yes this was before the intersection was improved. ALL intersections need improvement. Rt 99 is in need of by-pass lanes at EVERY intersection. Rt 99 is in need of suicide lanes. Rt 99 is in need of traffic circles too. Where ever the right of ways are USE THEM! Ideally a west bound off & east bound access ramp from Bethany Lane bridge would be perfect.</p>

MD 99 Public Comments

October Update	<p>First off, thank you for hearing out our community's concerns about traffic in our local neighborhoods. My husband and I moved to the north side of the Valley Mede community just over 5 years ago. In the past 5 years I have witnessed many of my (largely stationary) elderly neighbors selling their homes to families with multiple young children. There has also been an increase in housing development in our area. No doubt these factors have contributed to an increase in traffic in the 99 corridor. Anytime between 7 AM and 9 AM it is extremely difficult for us to travel Eastbound on 99 due to the rush hour volumes towards 29, as well as various schools making use of 99 for their bus routes. I see residents north of 99 waiting for many minutes just to make a left turn out of their neighborhoods to get to work. During the homebound commutes after work, we've noticed that individuals seeking to avoid the slowdown of traffic on I-70 just after the 29 exit often get off at 29 and use 99 to go parallel to 70. I've witnessed 3 accidents on 99 over the years (most recently in January of 2018) and one near 99 on Bethany Lane (in May of 2017). These accidents all appeared very serious with multiple fire rescue crews on the scene and the bark from trees stripped bare. The accidents caused significant traffic delays for residents commuting to work as well. I'm not sure what the solution to this could ever possibly be since widening the road is not an option unless property owners willingly donate some land towards such a project. But I wished to write to contribute to the legitimacy of my neighbor's concerns. Thanks again!</p>
October Update	<p>Rt. 99 concerns I experience...</p> <ol style="list-style-type: none"> 1) when driving, I avoid using Rt. 99 due to the congestion 2) when driving, I suggest a left turn signal light from Bethany Lane to Rt. 99 West 3) when biking, Rt. 99 is not safe with limited bike lanes 4) when biking, crossing Rt. 99 from Bethany Lane to Old Mill and vice versa to get to and from safe biking residential areas is very difficult - there is no cross walk. The light is too short. I feel the stress/anxiety of holding up the cars as I cross Rt.99. <p>thank you for your consideration of my concerns.</p>
October Update	<p>I've lived in the Allenford community for 22 years which is located off of RT99. I use RT99 during my daily commute to work. Over the years the amount of traffic during rush-hour has increased to the point of gridlock due to all the development along the RT99 corridor. It has gotten so bad that I've had to alter my work schedule to avoid sitting in traffic. In addition, it has become a safety issue due to drivers taking chances trying to merge onto RT99 from side streets. Myself, and other Allenford residents, are extremely concerned about the impact of the proposed new construction at the intersection of RT99 and Bethany Lane. We feel the high density plan proposed by the contractor will greatly worsen the traffic situation and would like to see a plan that would reduce the number of housing units to a more reasonable quantity. I believe we've reached the tipping point and any additional development along RT99 will result in a much greater risk to drivers and pedestrians.</p>
October Update	<p>Bethany Lane @ RT 99- signal timing is not long enough for left turn onto RT 99 if several cars are going straight across RT 99 from from Olde Mill. Only 4 cars can get through the light before it changes. (Back up continues) When no traffic is on RT 99 you sit for a long time on Bethany for green to turn left.</p>