

Respondent #1

Q

What is your feedback on the proposed design?

Great project! The connection to the Patuxent Branch Trail at the trailhead is a valuable aspect. Additionally, the opportunities for pedestrian access across MD 32 are limited so the bike lanes will provide some space that could be helpful. I am curious how the NB approach on Guilford Road to the Guilford/Gerwig intersection will be treated, since it currently has a through/left lane and a right turn lane. It appears that there may be 43'-44' curb to curb here... is the vision for 3-11' lanes and 2-5' bike lanes (with the NB bike lane a pocket lane?) Or will the right turn lane be eliminated? Thanks!

Q

How did you inform yourself about the proposal? (Please check all that apply)

I attended the public meeting on November 10.

I reviewed the presentation myself online.

Response from the Howard County Office of Transportation:

We will evaluate both options, that is adding bike lanes with the existing lane configuration and eliminating the right turn lane on northbound Guilford Road at Gerwig Lane.

Q
Respondent #2

What is your feedback on the proposed design?

Along Guilford Rd, please narrow the general travel lanes down to 11' wide to maximize the bike lane buffer and for traffic calming. At the intersection of Guilford Rd at Gerwig Ln, the right turn lane can be used as a buffered bike lane; having been there during peak hour operations, the right turn can be removed without impacting traffic. the space is needed to insure continuous buffer lanes. Please provide green bike marks across all driveways

Q
How did you inform yourself about the proposal? (Please check all that apply)

I reviewed the presentation myself online.

I reviewed the technical plans myself online.

Response from the Howard County Office of Transportation:

We will evaluate both options, that is adding bike lanes with the existing lane configuration and eliminating the right turn lane on northbound Guilford Road at Gerwig Lane.

Respondent #3

I think all these bike lanes would be more impactful if we could protect them. Even with low-cost balusters it would make a big difference. I know that's not possible in every spot because of bus stops, etc, but most of the people I talk to are most worried about safety. And paint on the pavement is wonderful, but it doesn't stop cars from running into you, or getting too close for comfort.