

SUMMARY OF PUBLIC COMMENTS

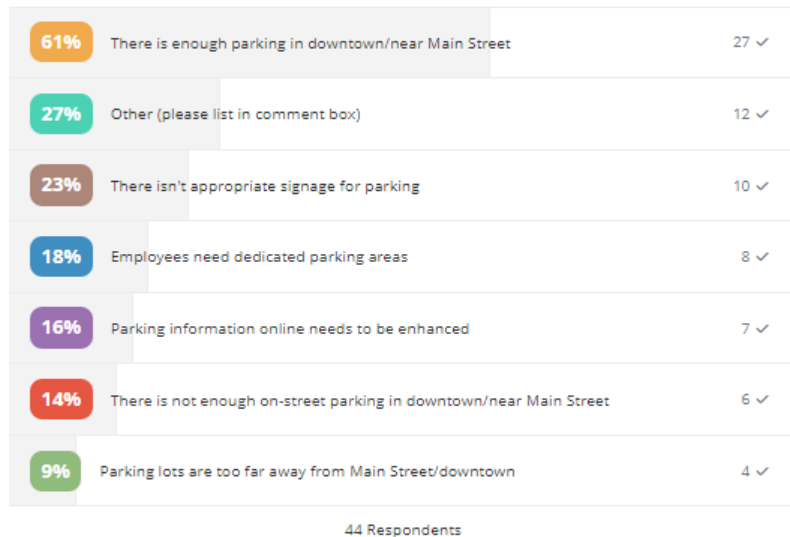
Feedback Overview

The feedback collected online and from public meeting attendees helped to shape the recommendations for the project. The project team presented preliminary recommendations at the first public meeting and was able to discuss them with meeting attendees to determine which improvements were most important and most needed to residents, employees, and visitors of Ellicott City and Oella. The feedback collected both online and in person helped the project team prioritize the issues that the public raised as most important to them, which were mainly focused on pedestrian safety and traffic safety. While not all members of the public agreed on some of the initial recommendations presented by the project team, the team benefited from learning the range of opinions and varied responses.

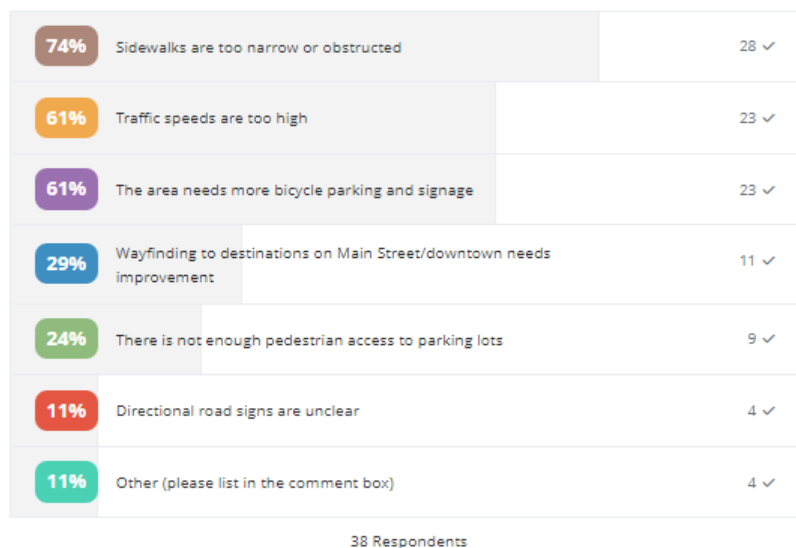
Online Survey Results

Fifty-six participants responded to the online survey that was posted on the project website during December 2022-January 2023. In addition to answering the four multiple-option questions, the respondents provided 86 individual comments. Survey responses and comments are discussed below.

Sixty-one percent of respondents felt that there is enough parking in downtown near Main Street Ellicott City, while only 14% of respondents (6 responses) believed there is not enough on-street parking near Main Street. Twenty-three respondents stated that there needs to be better or more appropriate signage for parking. See Figure 1 for full survey question results and Table 1 for insight into the respondents' open-ended comments on the question, "What are your thoughts about parking in Ellicott City/Oella?".

Figure 1 What are your thoughts about *parking* in Ellicott City/Oella?


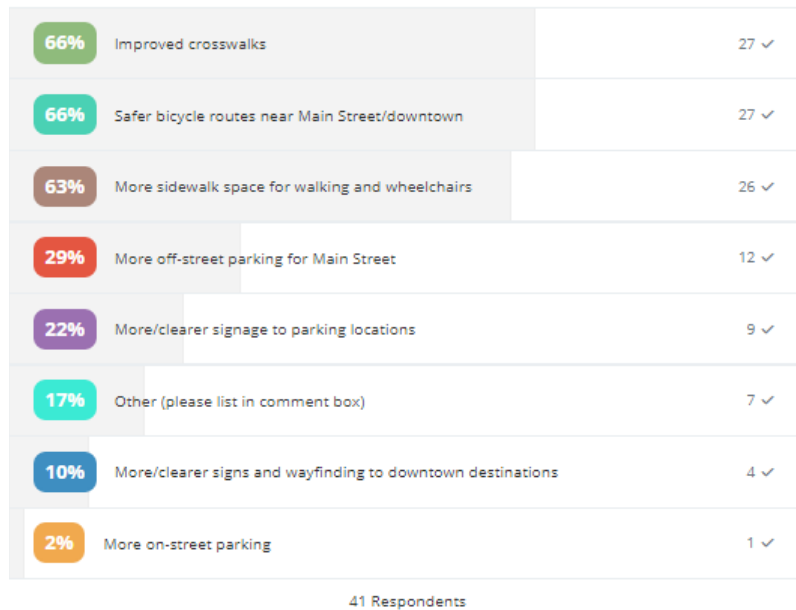
Seventy-four respondents said that sidewalks are too narrow or obstructed, and 61% said that traffic speeds are too high. Another 61% also felt that the area needs more bicycle parking and signage. Twenty-nine percent of respondents said that wayfinding to destinations on Main Street in downtown Ellicott City needed improvements. See Figure 2 for full results and Table 2 for insight into the respondents' open-ended comments on the question, "What are your thoughts on travel around Ellicott City/Oella?"

Figure 2 What are your thoughts on *travel* around Ellicott City/Oella?"


The top three priorities for changes/improvements to Ellicott City and Oella (by survey respondents) are Improved crosswalks, safer bicycle routes near Main Street/downtown, and more

sidewalk space for walking and wheelchairs. Full results from the question, “What changes would you like to see in Ellicott City/Oella?” is shown in Figure 3. For open-ended comments to this question, see Table 3.

Figure 3 What changes would you like to see in Ellicott City/Oella?



Online Survey Comments

Table 1 What are your thoughts about parking in Ellicott City/Oella?

Comment	Upvote
Old EC used to be multi-modal. Unbury the trolley tracks and connect Catonsville to Columbia through old EC via light rail. Make OEC more inviting to pedestrian CRPWDS, and less inviting to commuters in cars.	7 agree
There is plenty of parking especially now that the courthouse moved. People need to learn where it is and WALK.	3 agree
What happens when the Courthouse and the property around it becomes developed in the next 2-5 years?	
I live in the 8600 block of Historic Main Street where events and some weekends can have tourists parking all the way up here. The old courthouse meanwhile offers closer parking in the heart of downtown shops.	
If driving is the only way into town, parking will always be the limiting factor. If parking is the limiting factor, the economic potential of the town will always be limited to how many people can park there.	4 agree
There is generally enough parking, but it is the walking and distance for some people with limited mobility. My family generally uses the parking lot at the top of the hill at the court house, where there is almost always a space available. However, we avoid the parking lot behing La Palapas because of the congestion - you have to sit and wait or "stalk" to get a spot in that lot and you are generally competing with 5 or more cars doing the same thing.	
We have already paved over acres of limited land in OEC to install "free" parking for cars. Parking is never free- it comes at a cost: a cost to pedestrian safety, a cost to the local economy by underutilizing land that could be more economically productive, a cost to the environment (paved parking lots absolutely exacerbate the flooding problems OEC is known for), and at great cost to the experience of actually being in OEC. Get folks directed uphill to the court parking, keep the other lots as-is, and start reclaiming street parking for anything other than empty cars.	5 agree

Need permit parking for residents living on Main Street. The town has a substantial residential population who live and work in town.	2 agree
It is ridiculous to keep doing these parking studies. Build a garage or don't build a garage. With all the money spent on studies since the 80s and the failed smart meter money grab project in 2012-2014, they could have built the garage 10 years ago when they had the last parking study.	1 agrees
There is not enough bicycle parking. Whenever I visit on on bicycle I have to lock it to poles and fences. Bike parking takes 1/10th the space of car parking, so it doesn't take much land. Bike parking can also be spread out so it's easy to park close to the destination.	4 agree
Residents need dedicated parking	
There should be parking on one side of Main St only to allow more room for pedestrians and cyclists.	3 agree
Parking signs should indicate Free or Fees	
How many different studies are needed to confirm that there is a severe lack of adequate parking. This has been an issue for decades and countless designs, master plans, and community input sessions have come up with the same conclusions: Multiple parking garages are and have been needed to alleviate the issue. Investing in the physical infrastructure needed will ensure the future economic viability of the town. It will benefit residents, businesses, and the general public.	
I know that the Court House lot is usually empty, but I avoid parking there because of my bad knees. Walking down that long flight of stairs really hurts. It's a steep, snaking road to get up there, and you wouldn't know where you're headed if you've never parked there before. It feels disconnected from the town.	
This is a town that floods. Badly. Any move towards INCREASING the span of permeable surface in and around this town is not only something to be discouraged, but existing impermeable surface should be considered as something to replace with permeable options. Period. If this is not a consideration, what are we even doing. This is 2022, not 1972, and oh by the way there was a hideous flood in Ellicott City in 1972. Either evolve or watch a lot of public and private money continue to quite literally go down the drain after pavement and buildings are swept away. Invest wisely or perish.	
Suggest making the mill property a parking garage. Use some of the property for a playground/park space to make the area more kid friendly	
Drop all Main Street parking, widen the sidewalks, add shade trees, and a protected bike lane (if there is still room!). Add sidewalks to New Cut, and a dedicated trail system through all HoCo easements in that area. Lots of great options for getting cars off Main!	
Street parking should be removed from Main. Better parking and pedestrian transportation is needed tho - to keep those lower Main shops connected to the parking areas.	
I do not want any more parking or cars in Old EC. I think we should close the road completely from the Patapsco river to Ellicott Mills Dr. There are far too many drivers who should be taking 40, 70 or 100 instead.	
You have identified many things other have identified for the past 30 years. What I do not see is the interaction with Oella. The existing parking lot there and the potential for public parking at the Ellicott Mill. I do not favor structured parking in Ellicott City. Shuttle service would be great and would be used on weekends. The issue is who runs it and its hours.	
RESIDENTS of Main Street NEED PARKING!!! No mention anywhere of residences on Main Street!	1 agrees
I live off New Cut Road. It would be great if people arriving at OEC from various directions were able to park in lots on the side of town where they're coming from. I don't mind walking from the courthouse parking lot, but I do mind getting stuck in traffic driving straight through Main St to reach the courthouse lot. I prefer to park behind the B&O museum. An electronic sign at each road into town saying which lots were full/empty would be awesome.	

The survey focus is on parking. Not sure if asking questions about parking availability is the best way to have a meaningful discussion about the broader topic of transportation issues in historic town centers. I think a different approach is to ask the question.... how can town centers become more multi-modal and pedestrian accessible. Town centers are points of attraction for multiple trip purposes. Tourists, retail and municipal employment. Main street parking is limited and residential parking is constrained. A possible solution may be the Implementation of shuttle and trolley car services that have reliable trip frequencies, and attractive non-motorized pedestrian access.	
---	--

Table 2 What are your thoughts on travel around Ellicott City/Oella?

Comment	Upvote
Ban on street parking and make bike lanes instead.	13 agree
Front doors of homes in the historic district are built right into the street. Limited space on Rt144 leaves little room for safe pedestrian access. Bump out curbs as garden spaces along Main St would slow the flow of traffic and floods.	2 agree
Bicycle parking is different than motor vehicle parking - I am a cyclist, and I am unlikely to park my bike unless it is within sight of where I am going, for security reasons. Designating a part of a distant motor vehicle lot as bike parking is not a solution.	2 agree
Disagree with the premise here that new bike parking appreciably reduces car parking. 8+ bikes can fit in the parking footprint of a single SUV, and that presupposes that you will take one (car parking) to create the other (bike parking). I can say I would personally use bike parking.	1 agrees
Car travel as the means to transit through OEC has been given sole priority, and as a result, it doesn't matter whether you decide to drive or bike through OEC-- you'll be stuck in the same car traffic regardless. That absolutely discourages doing anything other than driving into and through town.	5 agree
Getting around the town, once parked is not difficult. However, it is driving through the town that proves difficult, especially on weekends and holidays.	1 agrees
I am completely induced to get around by car, due to a total lack of public transportation, safe walking, and/or protected bike access. It's a really bad experience, and I wish I had other choices for getting around OEC. It would also take me off the road and out of parking lots, freeing up space for other users who may need to drive.	3 agree
speed humps are needed, and perhaps flashing lights at the pedestrian crosswalks. I have personally seen drivers not familiar with OEC fly through the new crosswalks nearly striking pedestrians.	2 agree
Ban street parking and expand the sidewalks.	6 agree
Would be helpful to name the parking lots as the alphabet system is too confusing	1 agrees
I think we should close the road to cars from the Patapsco river to Ellicott Mills Dr. There are far too many drivers who should be taking 40, 70 or 100 instead.	
I find the folks enjoy exploring Ellicott City. The charm includes narrow sidewalks and out cropping of rocks. Traffic speeds I have been told can be excessive between 1am -5am. Other wise speed is fine and many would say dam slow if you are using Main Street as a commuter pathway which is how it is used in am and pm hours. Bikers need places to park their bikes and know they will be safe.	
Red light cameras, speed cameras and lights for cross walks. Vehicle traffic through Main Street is dangerous for pedestrians	
Traffic is completely unmonitored downtown OEC, I have spoken to multiple officers about the speeding problem and have been told there is nowhere for them to legally park to monitor speeds, there are FREQUENT accidents and fender benders navigating the narrow roads in OEC. The unchecked speeding and erratic drivers cutting through town are counter-indicated to encouraging more pedestrian traffic/visitors to come to OEC. Please, please explore options to reduce speeding before there is a fatality.	
Prohibit street parking without a permit. Residents of the Historic District should have priority for on-street parking especially on side streets off Main.	
The speed limit should drop from 40 to 25 before the Trolley Stop on the Baltimore County side, and there should be a crosswalk at the end of the bridge.	

All points into and out of Ellicott City are congested. Although I live within a 5 mile radius I rarely consider going there other than by car. As an avid biker I am not encouraged to bike there. During peak periods the parking lots are full to capacity. You can usually find parking during off peak hours, but you have to search it out. Ellicott city is popular and its main street is expanding in all directions. Better non-motorized access is needed in addition to more off street parking to support economic growth and development.	
Ban on street parking and make bike lanes instead.	13 agree
Would be helpful to name the parking lots as the alphabet system is too confusing	1 agrees
I think we should close the road to cars from the Patapsco river to Ellicott Mills Dr. There are far too many drivers who should be taking 40, 70 or 100 instead.	
I find the folks enjoy exploring Ellicott City. The charm includes narrow sidewalks and out cropping of rocks. Traffic speeds I have been told can be excessive between 1am -5am. Other wise speed is fine and many would say darn slow if you are using Main Street as a commuter pathway which is how it is used in am and pm hours. Bikers need places to park their bikes and know they will be safe.	
Red light cameras, speed cameras and lights for cross walks. Vehicle traffic through Main Street is dangerous for pedestrians	
Traffic is completely unmonitored downtown OEC, I have spoken to multiple officers about the speeding problem and have been told there is nowhere for them to legally park to monitor speeds, there are FREQUENT accidents and fender benders navigating the narrow roads in OEC. The unchecked speeding and erratic drivers cutting through town are counter-indicated to encouraging more pedestrian traffic/visitors to come to OEC. Please, please explore options to reduce speeding before there is a fatality.	
Prohibit street parking without a permit. Residents of the Historic District should have priority for on-street parking especially on side streets off Main.	
The speed limit should drop from 40 to 25 before the Trolley Stop on the Baltimore County side, and there should be a crosswalk at the end of the bridge.	
All points into and out of Ellicott City are congested. Although I live within a 5 mile radius I rarely consider going there other than by car. As an avid biker I am not encouraged to bike there. During peak periods the parking lots are full to capacity. You can usually find parking during off peak hours, but you have to search it out. Ellicott city is popular and its main street is expanding in all directions. Better non-motorized access is needed in addition to more off street parking to support economic growth and development.	

Table 3 What changes would you like to see in Ellicott City/Oella?

Comment	Upvote
A bus line close to Main Street that intersects with the purple line.	1 agrees
Build an alternate bypass road for cars, and shutdown traffic on main street to one way for vehicles.	5 agree
Wouldn't 40 be that bypass?	
one way westbound as most evenings traffic is tied up eastbound with commuters going toward Catonsville.	
Less on street parking, wider sidewalks. Limit delivery trucks to off peak hours. Dedicated bike lanes.	6 agree
Give up some road for sidewalks and garden bump outs to slow traffic and flood waters.	1 agrees
Same as others have stated: give the space currently occupied by empty parked cars on Main Street to pedestrians, bikers, patrons, etc. Improve signage and wayfinding from and to the Trolley Trail for non-car users or people parking in Oella. Bike parking, pedestrian safety improvements.	3 agree
Please please- install a raised and noticeable crosswalk on Old Columbia Pike near Manor Hill Tavern. It is only a matter of time before somebody crossing to/from Lot D will get killed by traffic accelerating up from or down toward the light on Main St. People parking in lot D are not going all the way down to Main St to cross, they're doing it where it makes sense- (in front of manor Hill).	
Make River Road one-way WEST from Thistle Road and add bike lanes behind "Jersey Walls".	
Parking signs should show Free or Fees	
I'd like street parking to be short term for quickly going into a store. If parking was only allowed on one side of the street, it could open up for bike lanes and a wider sidewalk.	

I talked with someone who lives in Baltimore City and is an avid bicyclist, and I asked him his favorite place to cycle. He immediately said Old Ellicott City and nearby Ilchester, and I think that interest needs to be taken seriously. The cycling community needs to be further and directly reached out to about all of this/transportation planning for this area.	
I think we should close the road to cars from the Patapsco river to Ellicott Mills Dr. There are far too many drivers who should be taking 40, 70 or 100 instead.	
Build a paid parking garage on the Ellicott Mills property in Oella to serve Lower Main St.	
What to see Ellicott Mill developed and includes 60/80 public parking spaces. This would provide easy walking into lower Ellicott City and also an opportunity for weekend shuttle to pick up and turn around.	
Accountability to the wreck less drivers continuing through main	
Better communication so that the upper parking lot at the old courthouse and the watershed stairs are better used. I suggest renaming the parking lots beyond their letter names - I've lived here 20 years and I still don't know which letter refers to which lot.	
Better non motorized connections to surrounding communities within a 5 mile radius. Weekend shuttle services. Strategic off street parking on both ends of main street. Same for Columbia Pike	

Other comments raised from the survey respondents are included below, in Table 4.

Table 4 Additional comments on the Transportation Historic Town Center Issues project

Comment	Upvote
There should be a suitable 24/7 bicycle route detour for those living in Elkrige and points beyond to access the area. Since closure of Grist Mill Trail, the only biking way to our nearest entertainment district involves a tall 18% grade hill that cars speed on.	7 agree
Spot on comment on the need for a viable detour due to the closure of the Grist Mill Trail. The GMT is a critical connector for people on bikes. It is unacceptable to close it *again* for over a year *again* without an alternative route.	5 agree
There needs to be a bus line that goes closer to Main Street (perhaps 2 or 3 blocks away), accessible from Baltimore. Currently, the closest is the purple line, and from there it is an unreasonably long walk. I would appreciate a bus that goes from a purple line stop to the Main Street area.	3 agree
Promote hiking and mountain biking to the numerous (5+) nearby trails in Patapsco Valley State Park and Benjamin Banneker park.	3 agree
Pedestrian accessibility and enjoyment will help alleviate the demand for parking near destinations.	3 agree
Agree with those who say that OEC and Oella lie in the middle of gorgeous state parkland, and yet feels isolated from all of it (Banneker, Rockhaven, Hollofield, Gray's Mill. Creating connections to those is essential, and would be an economic multiplier for the town.	3 agree
More connections to/from Patapsco. I would love to take the family out for lunch followed by a hike, or a ride, or even ride/hike into town. Imagine a trail like Grist Mill that came right into OEC!	2 agree
Old Ellicott City is obviously a bottle neck. The through traffic going from Catonsville to EC frequently backs up when someone wants to take a left on Maryland Ave. or Columbia Pike. My suggestion is to have a person direct traffic during the rush hours. They can use their judgement to better increase the flow of traffic. That said, more parking is obviously needed and walking from the courthouse is challenging.	
Stop paving them over for God's sake. Do you want Old Ellicott City to continue to exist? Make better choices when it comes to what you pave and unpave.	
Drop all Main Street parking, widen the sidewalks, add shade trees, and a protected bike lane (if there is still room!). Add sidewalks to New Cut, and a dedicated trail system through all HoCo easements in that area. Lots of great options for getting cars off Main! Also work with google to reroute trucks around Main street unless they are making local deliveries. Frederick road shouldn't be a way over the Patapsco; rather folks should be intending to come to OEC - it simply can't support the extra volume of thru vehicles.	

I always thought it would interesting to study the Oella Avenue and Westchester Avenue road network as a one way loop for cars with an adjacent dedicated bike and walk lane next to it. It would definitely impact residents and emergency vehicle access, but it would be a really unique way to experience town. It is already a bicycle destination- this would enhance that and improve pedestrian use- which is non-existent- on these roads.	
I think we should close the road to cars from the Patapsco river to Ellicott Mills Dr. There are far too many drivers who should be taking 40, 70 or 100 instead.	
Commuters need to be held accountable for running lights, speeding and disregarding cross walks. Residents on Main Street need parking with 24 hour access and no worry of tourists taking space.	
Please, please implement solutions to the unchecked speeding in OEC, especially on lower Old Columbia Pike, and the west end of OEC/Main St/Frederick Rd. As a homeowner it is a perilous undertaking every time we walk out our door, especially if we have to cross the street to go for a walk, and also to go downtown to shops and restaurants. Motion capture speed limit signs would be a good start, along with a police presence and ENFORCEMENT.	
Visitors to the area should be more aware of the old courthouse lot as a parking option in addition to the lettered lots. Often, visitors will park on side streets and block resident or business driveways and parking pads. Street parking should be limited to residents, business owners and employees with permits.	
Consider a one way loop of Court Ave northbound, Emory Street east/south (as is); Church Road southbound. This would permit approximately 30 additional on street parking spaces on Court / Church and improve the ped experience on each by allowing more space for peds not competing with passing vehicles.	
A circulator bus / connector type service to the lots such as Howard Building and District Court on event days will only be viable if it is coupled with removal of one lane of on street parking to create a dedicated shuttle lane. Removal and closure of on street parking during festivals, etc should be considered to improve the ped experience, including mixed use zones as outlined in the Watershed Master Plan.	
There is a need to improve the existing economic development plan for Elliott City. A moderation land use and transportation plan that will address its unique accessibility and non-motorized needs that will enshrine its historical viability.	

Email Comments

BMC also received a handful of comments via email. The feedback collected is included below.

Email Comment
Hello! I bike to old Ellicott city for shopping and food. I do wish there was a safer way for me to travel on my bike around the city- because I believe I'm not allowed to bike on the sidewalk so I'm stuck to being on the road with cars. I do think the experience of old Ellicott city would be so much better if cars were banned from main street. Thank you,
Main Street has a high excess of traffic and not enough pedestrian protections. Crossing the streets is dangerous. Walkways should be widened with added devices to slow traffic. We don't visit with our children because it doesn't feel safe for them, considering how cars drive too fast. We've almost been hit by cars crossing the street when we have had the right to cross. Perhaps rerouting cars to another larger road could be a solution, not allowing big trucks, or at least installing traffic barriers to slow down cars would help the area (like the ones installed by schools to slow traffic and make street crossing safer). A large parking garage would alleviate parking problems.
Hello -As a resident of Ellicott City, I would like to support decreasing car traffic in downtown Ellicott City. With Route 40 running parallel to OEC, there is very little reason to have through-traffic on Main Street. I would love to see OEC open to pedestrians and bicycles only. To do this would require more parking - particularly West of the Patapsco River. At a minimum, Main Street should be closed to through traffic on weekends. This really could increase the value to shop owners as the sidewalks are so crowded now - particularly on weekends - and parking can be problematic. Close it down to cars!

After reading about your study, I would like to add my input. I am the current President of Historic Ellicott City, Inc. an non-profit operating in Ellicott City for nearly 50 years. Our primary mission is the preservation of structures on Main Street , in Ellicott City primarily but also throughout Howard County. During the recent event "Midnight Madness" held Friday, December 2, 2022 the traffic and parking situation became a dangerous place for pedestrians and drivers alike. I have been speaking with other historical groups, such as the board of EC250 and the Howard County Historical Society and we feel that some type of "trolley" or bus service should be considered to alleviate the lack of parking at this and other events. We also feel that this circulating type trolley could pick up and drop off visitors to historic sites which abound in the town. Most likely this would not need to be a daily service, but certainly for weekends and festivals. If this is something you have considered, can you share your thoughts? I also intend to contact the Transit Development Plan board and its consultants of Howard County with this same request. Thanking you in advance,

We are the developer of the historic Wilkins Rogers highrise flour mill located on the Oella side of the Patapsco River, the Left Bank, if you will. It is located directly across from Lower Main Street, Ellicott City. Since we first got involved with the project in 2020, we have sought to engage Baltimore County and Howard County regarding parking that could help address the parking needs of Lower Main Street and improved pedestrian access from Oella across Frederick Road near the bridge. Frankly, we have found it difficult to have productive discussions with the two Counties and the State Highway Administration about the improvements that have been proposed, despite the obvious benefits.

Public Meeting 1 Comments

The following questions and comments were provided to consultants on large format boards during a public meeting (open house format) held on Thursday, December 8, 2022.

Parking & Loading

- Does parking play a role in how often you visit downtown?
 - Yes – 2 agree
- Do you think we need more or less loading spaces downtown?
 - Less loading spaces
- What are your thoughts on parking and loading issues in Ellicott City & Oella?
 - Use public transportation; MTA, Ho Co. Columbia Bus (zero carbon) – 2 agree
 - Perhaps parking on one side [of Main Street] to create more ped/bike space.. Where businesses will be on one side due to structure removal, keep parking on the side with businesses. Maybe use the 'curve' to switch sides of the street for parking.
- Should we create designated employee parking in Lot F, Lot G, and the Courthouse Lot?
 - Yes, business employees should be encouraged to park in Upper Main lots
 - No, employees should not be restricted to parking in a specific location.
 - Maybe, but employees should not be restricted to parking in a specific location.
- Should we add 15 or 30 minute time restrictions for Main Street's on-street parking?
 - Yes – 1 agrees
 - No
 - Maybe
 - Not sure

- Main Street parking should not be free.
- This will only work with enforcement. Also, doesn't need to be all or nothing - can be a mix of 15/30 and 2-hour parking spaces
- Should we construct a parking garage for additional parking in either Lower or Upper Main?
 - Yes – 1 agrees
 - No – 1 agrees
 - Probably not
 - No more parking garages! Preserve green space – 1 agrees
- Should we utilize technology to monitor parking availability and send data to website or signs?
 - Yes – 3 agree
- Should we deploy a shuttle service on weekends from parking lots to Lower Main?
 - Yes – 4 agree
- What would you recommend for Ellicott City & Oella downtown?
 - Remove street parking, create dedicated loading zones, create shared street with no curbs, five mph speed limit
 - Bike parking close to businesses! – 1 agrees
 - Public transportation - bike paths to support walk/bike/hike – 2 agree

Multimodal

- What are your challenges?
 - Finish OEC Trail Connector
 - Make River Road One-Way (Out of study area)
 - Too scared to ride on MD 144
 - Get the garden line into town (mod track)
 - Preserve green spaces, no more land use
 - I live in Ellicott City, work in Frederick County, bike/hike in Columbia (Patapsco), and eat/shop in Old Ellicott City
 - Add more bike parking in old Ellicott City, higher draw to breweries/restuarants
 - No agro-tourism, go to Manor Hill
 - "If I felt comfortable I would stop+shop, but I'm just trying to safely get through on my bike"

- Add climbing lanes for bikes – 3 agree
- Connected parking alerts
- Add free circulator between parking lots, start on weekends and then expand service
- Add delivery zones and designate spots for shops in the outer lots
- Preserve green space, bike, hike, and walk
- People using mobility scooters would like more convenient parking
- New development- widen road, add bike lane @ Frederick Rd and Dunloggin Rd
- Fix left turn @ Frederick Rd and Dunloggin Rd
- Lot D is a bad design... is there availability?
- Lot D should be an elevated parking structure with a green roof
- Lot D --> mixed commercial + residential with structured parking
- Not good biking on Dunloggin Rd from Frederick Rd to Study Area Limit
- New Cut Rd worked well when closed, explore one-way – 3 agree
- I wish I didn't have to avoid Montgomery
- Shoulder on Montgomery
- Street parking narrows the road, fast traffic makes riding a bike feel pinched @Main/Frederick, west of Ellicott Mills Dr
- Add climbing lanes to Ellicott Mills Dr
- Old Columbia Pike is the preferred bike route vs Saint Paul
- Wider sidewalks on Main St
- Remove parking on Main St to make it more bike/ped friendly. Bikes dodging doors because there are not bike lanes
- Main/Frederick/Saint Paul are the major bike commuting routes
- Vehicle traffic too fast on Main St
- Pedestrianize Main St, start with open streets days
- Sidewalk is too narrow, doesn't lead to any desirable locations (St. Paul St)
- Extend the Trolley Line to Main St
- Where do you shop/eat?
 - I shop/eat here dot @ Long Gate Shopping Center
- Where do you work?
 - I work here dot @ Main St and Merryman St
- Where would you like to bike/walk?

- I would like to bike/walk here dot @ Frederick Rd in between N. Chatham Rd and Ligon Rd
- I would like to bike/walk here dot @ Park Dr
- I would like to bike/walk here dot @ Church Rd, just east of Deanwood Ave
- I would like to bike/walk here dot @ End of Ross Rd
- I would like to bike/walk here dot @ green space north of Bending Sky Way
- I would like to bike/walk here dot @ Main St between Maryland Ave and Old Columbia Pike
- I would like to bike/walk here dot @ Church Rd, just west of Emory St
- Access to Trolley Trail from Parking Lot A

Wayfinding and Signage

- What Parking challenges do you see in Ellicott City, rank your biggest concerns?
 - 7 points – Wasting time driving around a parking lot without finding spaces
 - 4 points – Knowing where to for to find additional parking after discovering a lot is full
 - 2 points – Knowing what parking lots are closest to the area I am visiting
 - 1 point – Having trouble returning to my parking location after visiting town
- What wayfinding challengers do you see walking around town, rank your biggest concerns?
 - 6 points – Knowing what hiking/biking trails are around and how to get to them
 - 4 points – Finding historic sites and learning about them
 - 2 points – Finding where to walk from my parking lot to my destination
 - 1 point – Knowing where interesting sites worth visiting off main street are located and how to get there
- How do you feel about these potential sign upgrades?
 - Providing “Lot Full” status at lot D at primary parking lot entrances
 - 4 points approve, 1 point not-approved
 - Renaming parking lots to be more intuitive
 - 3 points approve
 - Update parking signage to show amenities available
 - 3 points approve
 - Provide an events board at the pedestrian exit of each parking lot
 - 3 points approve

- Provide a directory map at the exit of each parking lot
 - 3 points approve, 1 point not-approved
- Add pedestrian directional signs at select areas around sidewalks to direct to sites and attractions
- 2 points approve
- What sign design styles do you like?
 - 2 points – Colonial style – preservation and restoration of traditional design
 - 2 points – Industrial style – utilizes raw exposed materials such as concrete, brick, and metal
 - 2 points – Modern style – emphasizes functionality, clean geometry, and a diverse color palette.
 - 1 point – Victorian style – characterized by ornamentation and intricate design elements

Other open-ended comments

- People may not know about off-street parking that exists. Charge more for street parking to achieve 85% load (15% vacant); use real-time pricing.
- Make Main Street one-way
- Digital indication for available spots with directional arrows.
- Need more regular buses (MTA) in the area
- The signage design styles really don't matter to me.