

Transportation

Existing Conditions

The Odenton Small Planning Area contains the Town Center and the major employment centers of Fort Meade and the National Security Agency (NSA). It has the elements of a potentially dynamic multi-faceted transportation system that includes a highway network, an airport, a train station, transit service and hiker/biker trails. The completion of a fully developed transportation system, however, will depend upon the interaction of a combination of forces including the actual development of the Town Center and provision of the necessary supporting infrastructure.

The primary east/west highways serving the area consist of MD 32 and MD 100 which are high speed limited access regional facilities and MD 175 which is a secondary transportation corridor primarily serving localized traffic destined for the area. The major north/south movements in the area are I-97/ MD 3, the Baltimore-Washington Parkway, and MD 170/ Piney Orchard Parkway. Map 9 depicts the existing transportation network.

Tipton Airport is a General Aviation facility taken over by Anne Arundel County from Fort Meade during the base realignment in 1999. The airport not only serves Anne Arundel County but also the surrounding counties. A key to the airport's redevelopment success is the access that is provided by the area's highway network.

The Odenton MARC station is located at the intersection of Morgan Road and MD 175. In 1995, the Maryland Department of Transportation completed the construction of an 800+ car parking lot to serve commuters using the station. Use of the station has increased to the point that a multi-story parking facility is being planned and designed for the site.

Limited transit service is provided by the Corridor Transportation Corporation (CTC), the Nixon Bus Service, the BWI Business Partnership and the Maryland Mass Transit Administration. Limited routes currently provide service to several employment centers in the area, such as NSA and the industrial businesses along the MD 170 corridor.

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Assets and Issues

The Odenton Small Planning Area has many transportation assets; perhaps the diversity of transportation options available being the most prominent.

There are several important transportation projects in the Odenton Small Planning Area. The congestion on MD 32 in the vicinity of NSA should be greatly alleviated by on going improvements to MD 32. These include upgrading the Canine and Samford intersections at MD 32 and access to Tipton Airport. A project to improve travel between the National Business Park (in the Maryland City/Jessup Small Planning Area) and NSA will enable motorists to travel on the connector road across the existing MD 295 bridge. MD 175, between Sappington Station Road and Reece Road, is currently being designed with alternate parking arrangements, sidewalks, special lighting and other streetscape type amenities to better serve the Odenton Growth Management Area. A roundabout at the intersection of Sappington Station Road, Odenton Road, and MD 175 will provide a gateway entrance into the Odenton Town Center.

Improvements to the limited transit services currently offered in Odenton are needed. The Corridor Transportation Corporation operates a shuttle service from the Odenton MARC Station to the Arundel Crossing Industrial Park and continuing north on MD 170 as far as Cunningham Road (into the Severn Small Area). This service needs to be expanded both in frequency of operation to these centers and as well to additional centers such as the Odenton Town Center, National Business Park, the Village at Waugh Chapel, and the Arundel Mills Mall. The County's *Transit Development Plan* will address and evaluate this need.

There is considerable community opposition to the high-speed magnetic levitation train system (Mag Lev) that the Federal Transit Administration is considering between Baltimore and Washington D.C. One of the proposed routes would cut through the Odenton community.

The MD 3 traffic problem has been a major concern for years. Poor traffic flow, inadequate intersections and crossings, increased residential and commercial development, and bicycle/pedestrian safety have accelerated the need for improvements.

Odenton is unique among the County's sixteen Small Planning Areas in that it has two major proposed hiker/biker trails: the West County Trail and the South Shore Trail. These trails will link to two National trails: the American Discovery Trail and the East Coast Greenway Trail. Construction has begun for the first phase of the WB&A Trail along Piney Orchard Parkway from Odenton Road to Strawberry Lake Way. Construction is also underway for a trail segment to run along Odenton Road from Sappington Station Road to Piney Orchard Parkway. The next phase, currently under design, will take the trail from Strawberry Lake Way to Conway Road. The next priority in the Department of Parks and Recreation's Master Plan is the segment of the South Shore Trail, which will run along Millersville Road from Waterbury Road and I-97 to MD 3. The segment of the South Shore Trail from MD 3 to Sappington Station Road will provide the link to the WB & A Trail. Eventually the South Shore Trail will be extended to the east as well and connect to Annapolis in Parole. Connections from these trails to schools, greenspaces, neighborhoods, parks, workplaces, and activity centers are addressed in detail in the County's *Greenways Master Plan* and the County's *Bike and Pedestrian Master Plan*.

Page left blank for Map 10 Proposed Hiker-biker Trails

Goals and Recommendations

Goal 1: Provide residents of greater Odenton a safe and efficient means of accessing local community facilities and services by providing alternatives to single occupancy vehicle travel.

Objective 1: Plan and construct a safe and convenient bikeway and sidewalk network that connects local community centers, services, recreation facilities and expands commuting opportunities for bicycling.

Recommendations

- 1: Apply to the MDOT/MTA Smart Growth Transit Program to either complete bicycle/pedestrian projects listed in the Access 2000 inventory and support private and public sector development around the MARC station.
- 2: Maintain safe routes to and from schools and expand pedestrian access. Specific areas in need of good sidewalk connections:
 - Arundel Middle School needs to be accessible by sidewalk from Hammond Park between Higgins Drive to Maple Ridge (on Hammonds Lane)
 - Finish the connection on Chapel Gate Drive
 - The Ridgeway Elementary School in Severn
- 3: Install lighting on the MD 175 bridge by the MARC station that is of a consistent style and appearance with lights at the MARC station to provide design continuity. When the MD 175 bridge was refurbished by the State Highway Administration, electrical conduit was imbedded into the concrete wall sections in anticipation of future lighting.
- 4: Install bike racks, canopies and lockers at the MARC station.

Objective 2: Expand and connect the proposed hiker/biker trail system.

Recommendations

- 1: Promote the improvement, expansion, and connection of the hiker/biker trails in Odenton and West County, including South Shore Trail, West County Trail with spurs to Odenton Nature Area, Piney Orchard and BWI.
- 2: Plan pedestrian links between neighborhoods and the Town Center Core area to schools, greenspaces, parks, workplaces, and activity centers in Odenton and West County.
- 3: Study park protection for the Jabez Branch with direct pedestrian access to the hiker/biker trail system.
- 4: Support the extension of the South Shore Trail up WB&A Road to connect from Odenton through Severn to the BWI Trail.

Objective 3: Establish a commuter bus system that links major employment centers with stops at the MARC rail station and major activity centers.

Recommendations

- 1: Encourage the implementation of a mass transit bus system, which provides affordable, efficient and comfortable service to supplement the private automobile, conserves energy, and improves air quality. Regular bus/van service should be established to provide access to employment and services for West County residents.
- 2: Provide tax breaks and other financial incentives to mass transit bus system operators to run on natural gas to reduce air pollution.
- 3: Support services and programs that meet the mobility needs of transit dependant people.

Objective 4: Encourage employers to provide incentives for employees to ride transit, carpool, walk, or bike to work.

Recommendations

- 1: Encourage the Department of Human Services, the West County Chamber of Commerce and the Anne Arundel Economic Development Corporation to establish a program which allows employers to provide incentives to their employees to ride transit, carpool, ride their bicycle or walk to work.
- 2: Support the efforts to provide additional commuter bus routes from the Odenton MARC Station to serve the Odenton Small Planning Area.

Goal 2: Use the existing road network to promote the Revitalization and Preservation of Odenton.

Objective 1: Preserve and enhance a “Community Main Street” look for Odenton to protect the historical, educational, religious, and housing institutions.

Recommendation

- 1: Adopt the concepts contained in the “MD Route 175 Roadway and Streetscape Plan” as prepared by Environmental Resources Management (ERM) as the official MD 175 revitalization and redevelopment plan.

Goal 3: Improve the convenience and safety of all modes of travel that will enhance, not disrupt, neighborhood character and protect fragile environments.

Objective 1: Investigate the feasibility of using traffic circles to improve vehicular flow using the Roundabout Design Guidelines from the Maryland State Highway Administration.

Recommendations

1: Construct a traffic circle or roundabout at the intersection of Odenton Road (MD 677), Annapolis Road (MD 175), Higgins Drive and Sappington Station Road.

2: Evaluate Gambrills Road, Dairy Farm Road and MD 175 intersections to ensure that the traffic generated by the full operation of Horizon Dairy, as well as projected increases in general traffic flow, does not impede vehicular, bicycle or pedestrian safety. Identify necessary improvements, design and program for construction, as needed to maintain an adequate level of service.

Objective 2: Promote the option to best alleviate MD 3 traffic that is least disruptive to farmland and residential neighborhoods, while providing the highest amount of safety, increasing the road capacity, and protecting the Patuxent and Jabez Watersheds.

Recommendation

1: Continue detailed project planning, environmental and design studies to evaluate the Boulevard Concept and other similar alternatives.

Objective 3: Advance context design concepts to make area roads more compatible with the surrounding land uses.

Recommendations

1: Re-examine the road classification, width, design, and capacity for Piney Orchard Parkway and Waugh Chapel Road to make the roads less susceptible to speeding by instituting a speed limit reduction and installing appropriate traffic calming measures, where feasible based on functional classification, volume and safety.

2: Study the traffic pattern on MD 175 between Reece Road and the Baltimore Washington Parkway to determine if widening is necessary. Consideration should be given to the addition of sidewalks and bicycle lanes.

3: Consideration should be given to the widening of Route 170 from MD 175 to MD 100 with the inclusion of sidewalk and safety improvements. Special attention is needed at the intersections of MD 170 with Evergreen Avenue and Florida Avenue.

4: Find a sponsor for the police program “Neighborhood Speed Watch” to inform motorists of just how fast they are going.

Objective 4: Examine the role the Tipton Airfield and MARC rail service will play in the future regional transportation needs.

Recommendations

1: Expand access to the Odenton MARC Station by building a garage on the west-side parking lot. The garage should be designed and built to support the library, an adult learning facility and other uses on the neighboring property.

2: Investigate Intelligent Transportation Systems (ITS) technology to plan traffic light synchronization and implement congestion management that will allow the MARC garage, if built, to quickly empty during the PM rush without overwhelming the local street network.

3: Work with the Maryland Department of Transportation (MDOT) to incorporate Smart Growth principles into local land use plans with the objective of achieving greater return from both existing and new transportation services.

Goal 4: Protect the traffic capacity, minimize traffic congestion, preserve and enhance community image and plan for appropriate land uses fronting along the highways, arterials and collectors of the Odenton Small Planning Area.

Recommendations

1: Establish design standards for the MD 3 corridor to ensure that County and State roadway improvements, landscaping, expansion and/or repairs, take into consideration the desired character of the Odenton Small Planning Area. The use of limited access points and interior service roads should be encouraged or required for any new development in order to minimize the impediments to traffic flow and traffic hazards.

2: Examine the impact of the proposed A58, Northern Bowie By-pass, in the *Bowie, Collington, and Mitchellville Master Plan* as it relates to West County's historic, rural neighborhood character, environment, and increased future traffic.

Goal 5: Manage the character and image of road improvements and development along the MD 3 Corridor from MD 424 to the MD 32 interchange.

Recommendations

1: Establish design standards for the roadway to ensure that County and State roadway improvements, landscaping, expansion and/or repairs, take into consideration the desired character of the Odenton Small Area Plan and their role as facilities to move vehicles. Roadway design guidelines should seek to create two conditions:

- a landscaped parkway character and
- a suburban boulevard character

2: Establish design standards for land development along the corridor that reflects appropriate relationship to both the boulevard and parkway conditions.

Goal 6: Create a network of pedestrian and bikeways throughout Odenton.

Objective 1: Provide people with a safe and attractive choice of making short trips on foot or bike to local destinations and longer trips by bike to area destinations and to provide people with safe access to a recreation trail system within the Odenton Small Area with links to the region's emerging national hiker/biker system.

Recommendations

1: Implement the adopted *Pedestrian and Bicycle Master Plan*, particularly as it applies to the Odenton Small Planning Area. Implementation of this Plan should provide County residents with opportunities to move around their immediate neighborhood and their communities on foot, by bike and by transit. The Plan should provide the basis for funding and implementing, over time, the needed pedestrian and bike facilities on State and County roads. It should ensure that new development is oriented toward supporting pedestrian, bike and transit travel.

2: Encourage public and private developers to be pedestrian oriented.

3: Amend the County Subdivision Code to include a requirement for multi-modal mobility design and establish pedestrian-oriented performance standards for the pedestrian-oriented zone.

4: Provide adequate funding in the budget for trail development, design, maintenance and promised amenities to ensure that the public needs and expectations will be met before the hiker/biker trails are started.