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Jason M. Schwier
Chair, Odenton Town Center Advisory Committee

October 30, 2022

Mr. Samuel Snead
Anne Arundel County Office of Transportation
2664 Riva Road
Annapolis, MD 21401

Re: 2022 Odenton Town Center (OTC) Annual Report and Priorities

Dear Mr. Snead:

With the completion of the yearly OTC Annual Report and Priority Project Lists, the Odenton Town Center Advisory Committee (OTCAC) recognizes the need for proactive advocacy to achieve the goals and objectives of the OTC Master Plan. The OTCAC prepared a set of recommendations (attached) for consideration by appropriate county agencies in support of key investments in Capital Projects for the OTC in Fiscal Year 2024 and beyond.

These recommendations were formulated as part of the Committee's deliberative process that reviewed various plans and reports impacting the OTC. Specifically, we reviewed previous OTCAC inputs and Annual Report submissions; incorporated information from the Vision Zero Strategy, the County Transportation Master Plan (CTMP), the Pedestrian and Bicycle Master Plan, and the MDOT-MTA Fort Meade/Odenton Small Area Plan; and considered the impact of how priority projects could solve current and projected issues within the Odenton community. The OTCAC maintained the structure used in the 2021 OTC Annual Report Priority Projects List. The Committee continues to promote scheduling and completing Top Priority and Supporting Priority Projects.

Among Priority Projects not currently funded, the OTCAC identified three projects in particular needing strong support. The 2022 OTC Annual Report provides greater details behind the three priorities summarized below on pages 5-7.

1.) Upgrade Existing and Add New Bicycle and Pedestrian Crossings to Improve Safety and Support Transit Oriented Development Pedestrian and Bicycle Integration

The OTCAC supports the County's vision for achieving zero traffic fatalities. Over the past year, the OTCAC received presentations on proposed developments in multiple locations across the OTC that have the potential to derail this vision. In accordance with the OTC Master Plan, much of the development within the OTC occurs along the main arteries of Annapolis Road (MD-175)

and Telegraph Road (MD-170). Both of these roads are currently set at higher speeds (40 miles per hour) and do not have proper pedestrian crossings at locations where pedestrians currently or will cross, increasing the risk of fatalities. As an example, and as noted in the Annual Report, presentations made to the OTCAC for a Starbucks in the Odenton Shopping Center and a Starbucks at the intersection of Annapolis Road and Baldwin Road show that pedestrian crossing traffic in these areas will increase, similar to what is seen at Starbucks establishments elsewhere. Simply, the volume of pedestrian traffic crossing Annapolis Road at these locations will dramatically increase, as will risk to pedestrians and cyclists. Neither of these locations have the proper pedestrian crossings or bicycle infrastructure. Existing developments introduce similar safety risks, compounding the problem. For example, no pedestrian crossing exists at Harding Avenue or Oakton Avenue across Annapolis Road, despite the higher density and proximity to places of worship, medical facilities, and restaurants. The County has an opportunity to connect previously developed areas of Odenton and encourage a safe walkable community where residents have alternatives to using their vehicle for crossing a primary roadway.

2.) Make Important Bus Stop Improvements to Encourage Public Transportation as Part of Transit Oriented Development Initiatives

As the overall Odenton and the OTC areas see continued development and an influx of new residents, the OTCAC suggests that the County consider supporting the fundamental infrastructure needed to support the increased public transportation options envisioned for West County, one of which is installing structured bus stops. As noted in the CTMP, the OTC is projected to have unsustainable traffic volumes that exceed the current road infrastructure. To decrease the overcrowding of arterial roads, the MDOT-MTA Fort Meade/Odenton Small Area Plan suggested incorporating public transportation options that provide improvements or replacements of the existing services and increase the number of people leveraging this service instead of driving. To support both the current and potential alternate services and encourage ridership, Odenton needs installation of new infrastructure to support riders boarding public transportation at transit stops. Current stops are frequently along major roadways with no concrete pad or structure, exposing riders to the weather and adding challenges for disabled riders to even reach the bus. The County has an opportunity to accelerate the adoption of the goals of the CTMP regarding public transportation options in Odenton by providing riders with adequate infrastructure commensurate with the needs of the service.

3.) Extend Pine Street coinciding with the Academy Yard development to Provide a More Interconnected Community

To support the County's vision to have an interconnected community, the OTCAC encourages the County to consider supporting the planning, design, and construction of the Pine Street extension between Winmeyer Avenue and Baltimore Avenue. This recommendation is a subset of the Priority Project item within the Annual Report because the remainder of the needed extension between Mt. Vernon Avenue and Telegraph Road is contained within the proposal for the development of Academy Yard. A public-private partnership to complete the two portions of the Pine Street Extension and finally connect Winmeyer Avenue to Telegraph Road will provide much needed connectivity for the residents living and businesses existing within this area of Odenton. The completed extension will enable residents to directly access businesses on Winmeyer Avenue and Pine Avenue without adding to the congestion on Annapolis and

Telegraph Roads. Extending Pine Street has long been requested by residents within the affected area, but the recent proposal by the Academy Yard developer to provide a portion of the extension breathed new life into this improvement. The County has an opportunity with the Pine Street Extension to complete the final segment in concert with the private developer.

While the OTCAC specifically chose to highlight the Pine Street Extension, we note that the Academy Yard development also synergistically compliments the MD-170 Streetscape and Odenton Rail Spur Priority Projects. The OTCAC supports the County's efforts to assist the Academy Yard development to reach completion and ensure that it meets the specifications and requirements of the OTC Master Plan, inclusive of extending Pine Street.

Thank you for your consideration of these priority planning initiatives and capital funding requests. Together with these initiatives, we also encourage the County to help accelerate development projects across the Odenton community to realize anticipated near-term OTC goals. On behalf of OTCAC members, we look forward to continued collaboration with the County in line with the vision of the OTC Master Plan.

Please let us know if you need further information or have questions.

Sincerely,



Jason M. Schwier, Chair
Odenton Town Center Advisory Committee

CC: Steve Kaii-Ziegler, Director Planning and Zoning

Table 1. Odenton Town Center Priority Projects

Top Priority Projects (Funded or Partly Funded)			
Project	Description	Funding Sources	2022 Status
Odenton Community Park	Design and build a community park that is central to Odenton Town Center.	County	This project is fully funded and has moved from the feasibility study into the Schematic Design phase. Topographical and environmental constraints plan are underway.
Transit-Oriented Development	Construct a mixed-use and multi-modal development on the west parking lot of the Odenton MARC Train Station that includes residential and commercial uses as well as a parking garage.	MDOT, County, Private	The Odenton MARC Station parking garage has been partly funded and is currently in the Schematic Design phase.
Grid Streets in the Odenton Town Center Core	Complete the design, right-of-way acquisition, and construction for all streets per the OTCMP to the maximum extent practicable. Project will create greater connectivity as well as bicycle and pedestrian amenities.	County to fund design and acquisition; construction funded by County and/or private developers through required streetscape improvements.	The project is in the Design Development phase. Funding for construction has been restored.
Supporting Priority Projects (Funded or Partly Funded)			
Project	Description	Funding Sources	2022 Status
MD 175 Improvements: Mapes Road/ Charter Oaks Boulevard to MD 170	Complete improvements along MD 175 from Mapes Road/ Charter Oaks Boulevard to MD 170 to increase capacity. Includes intersection improvements, medians, sidewalks, and hiker/biker trail.	MDOT-SHA	Schematic Design complete. Remaining cost and timeline for project completion to be determined.
WB&A Trail	Design and construction of a paved multiuse trail on portions of the roadbed of the former WB&A Railroad. The trail will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County.	Federal, MDOT, County	There are 2 phases left for the WB&A Trail. The bridge phase is under construction. Phase IV, which is a spur, is expected to enter design this fiscal year.
South Shore Trail	Design, acquire property, and construct a trail utilizing the abandoned WB&A Railroad between Annapolis and Odenton.	Federal, MDOT-SHA, County	Phase I is open. Phase II is in the Construction Documents phase. Phase III feasibility study is complete. Phase IV is in design. Phase V(a) is open. Phase V may be addressed via a study to connect Poplar Trail to South Shore Trail.
MD 175 Improvements: MD 170 to Sappington Station Circle	Complete a final design and construct a sidewalk along the south side of MD 175.	MDOT-SHA, County	Project Initiation phase nearly complete.

Priority Projects for Future Funding

Project Title	Description	Potential Funding Sources	2022 Status
Upgraded and New Bicycle and Pedestrian Crossings	MD 175 between the Dairy Queen/Post Office and the Sappington Station roundabout: Upgrade current bicycle and pedestrian crossings. Construct mid-block crossing to connect Odenton Health and Technology Campus to the Odenton Shopping Center.	MDOT-SHA, County	Specific funding has yet to be identified.
Bus Stop Improvements	Enhance bus stops to include various amenities, including but not limited to waiting pad, benches, and a shelter.	MDOT-MTA, County	Specific funding has yet to be identified.
Pine Street Extension	Planning, design, and construction of Pine Street between MD 170 and Winmeyer Avenue. Extension will provide greater connectivity.	County, Private	Partial sections will be improved by developers of Academy Yard.
MD 170 Streetscape	Retrofit MD 170 to include bicycle and pedestrian amenities.	State, County, Private	Partial sections will be improved by developers of Academy Yard.
Odenton Road and North Patuxent Road Sidewalk	Provide bicycle and pedestrian improvements.	State, County, Private	Funding has yet to be determined.
Odenton Avenue	Design and construction of planned road connecting Annapolis Road (MD 175) and Town Center Boulevard. Project will create greater connectivity.	State, County, Private	Alignment concept is complete and most right-of-way is reserved. Funding for design, acquisition, and construction has yet to be determined.
Odenton Rail Spur	Create a hiker/biker trail connecting the Academy Yard project to the Odenton MARC train station	County, Private	Feasibility has yet to be determined.
Shared Use Path from Odenton Road at Sappington Station Roundabout north to BWI Trail	Create a shared use path linking the South Shore Trail at the Sappington Station roundabout to the BWI Trail.	County	A feasibility study was completed in 2022. Funding has yet to be identified.
Nevamar Water Tower at Academy Yard	Ensure the water tower is maintained during the site's redevelopment, and allocate funding for the restoration of the water tower.	County, Private	The water tower is located on a property that is proposed for redevelopment. Requests to preserve and restore the water tower were made at several OTCAC meetings.