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Jason M. Schwier
Chair, Odenton Town Center Advisory Committee

October 22, 2024

Ms. Jenny Dempsey
Anne Arundel County Office of Planning and Zoning
2664 Riva Road, 4th Floor
Annapolis, MD 21401

Re: FY26 Odenton Town Center Capital Project Priorities

Dear Ms. Dempsey:

At the monthly September meeting of the Odenton Town Center Advisory Committee (OTCAC), the Committee reassessed its recommendations from the FY25 project priority list for FY26. We are providing you with details of important modifications for consideration by the appropriate County departments in support of key investments in Capital Projects for the Odenton Town Center (OTC).

The Committee formulated these updated recommendations using its deliberative process including review of public feedback from various sources, assessment of priority project status, proposed developments the Committee reviewed in 2024, and the influence these projects have on establishing priorities. With these revisions, the OTCAC continues supporting all efforts the County undertakes to schedule and complete the Top Priority and Supporting Priority Projects, which are essential to help Odenton achieve the mission of the OTCMP.

From this review, the OTCAC identified important updates in three areas, all of which are related to the essential tasks of successfully implementing principles of Transit Oriented Development (TOD) and building multi-modal transportation systems as part of the plan. The Committee highlighted these same three areas in its FY25 priority list and is again stressing their importance for 2025.

- Enhancing TOD at the MARC Station
- Making Bus Stop improvements

- Constructing sidewalks between MD 175 and MD 170

The full list of priority projects is attached to this letter.

Enhancing TOD at the MARC Station and completing the MARC Station Parking Garage

Although TOD is a key element of the OTC, as it should be, implementation of strategic plans to manage transportation and automobile traffic congestion in the core and surrounding areas continues to be underprioritized. To this point, and as the Committee has outlined before, Move Anne Arundel!, the Transportation Functional Master Plan, projects the OTC will have unsustainable traffic volumes exceeding 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 of and additions to the existing services with the goal of increasing the number of people leveraging this service instead of driving. So, a top priority of the Committee continues to be the importance of giving transportation full and early consideration to incorporate alternative modes. To truly implement TOD, reliable local transportation services, such as bus service and bike paths, need to be improved and dedicated to supporting MARC train schedules so that local travelers of MARC have a convenient way both to the station and home without driving a vehicle thereby meeting the first- and last-mile need. This will mitigate the growing vehicle congestion around the MARC station, reduce pollution and fuel usage, eliminate the need for massive road expansion, and reduce safety risks caused by traffic congestion, which is already a major concern. The County has an opportunity to accelerate the adoption of the goals of Move Anne Arundel!, acting on the urgent need for public transportation options in Odenton.

Encouraging the use of bus transportation to and from the Odenton MARC Station as a first- and last-mile solution, is dependent on the convenience of the bus schedule, bus service availability supporting MARC train service schedules, and bus stop locations. Increasing bus ridership is also aided by more prominently displaying and making available bus schedules and stop locations as part of a campaign to entice more riders and provide a well-managed bus service customers can trust.

Bus Stop Improvement

Another top priority task the Committee elevated for FY26 is bus stop improvement to encourage ridership growth and protect passengers departing or arriving at bus stops. Today, many bus stops across the Odenton area do not have protection from weather or traffic and some are not easily reachable by residents with physical disabilities. The OTCAC understands there may be funding available for bus stop improvements, and to move this

forward, the Committee identified several initial candidate locations where bus stop improvements including shelters would best serve the Odenton community.

- Along Piney Orchard Parkway
- MARC East Parking Lot, and
- Charter Oaks Rd. along highway MD 175.

Sidewalk construction between MD-175 and MD-170

Related to improvement of meeting the first- and last-mile needs, is completion of sidewalks in the core, initially along MD-175. Making the core more accessible for walking and biking is essential for building smart communities that provide greater access and safety improvements for pedestrians, cyclists, and citizens with physical handicaps. At present there are gaps in the sidewalk network in this area, leaving pedestrians to navigate brown field areas not designed for pedestrian use, introducing safety liability issues and discouraging patrons from visiting the town center core or traveling to the MARC Station area shops without driving. Adding sidewalks and a bikeway are long overdue.

Thank you for your consideration of these priority tasks and associated funding requests. We are encouraged by the County's support of the Odenton Town Center, putting us on a path toward realizing the goals established by the OTC Master Plan. Thank you for your partnership.

Please let us know if you have questions or need clarification, or if we can help in other ways to realize these goals for the community and the County.

Sincerely,



Jason M. Schwier, Chair
Odenton Town Center Advisory Committee

CC: Sam Snead, Director Office of Transportation

2024 Odenton Town Center Priority Projects

Top Priority Projects (Funded or Partly Funded)

Project	Description	Funding Sources	2024 Status
Odenton Community Park	Design and build a community park that is central to Odenton Town Center.	County	Bid late fall/early winter 2024. Construction is anticipated to start in late spring/early summer 2025.
MARC Station Parking Garage & 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. The OTCAC recommends that first- and last-mile solutions are inetgrated into the TOD design to facilitate greater public transportation ridership.	MDOT, County, Private	Construction Documents. The parking garage project has been funded.
Grid Streets in the Town Center Core (Berger Street, Hale Street, Duckens Street, Baldwin Road, Nevada Avenue, Dare Street)	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.	Design Development. Right-of-way acquisition process is ongoing.
MD 175 Sidewalk: MD 170 to Sappington Station Circle	Complete a final design and construct a sidewalk along the north and south side of MD 175.	MDOT-SHA, County	Design Development. MDOT is awaiting Federal approval to continue with design.

Supporting Priority Projects (Funded or Partly Funded)

Project	Description	Funding Sources	2024 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 (current scope is Mapes Road to Nevada Avenue)	30% design complete. Remaining cost and timeline for project completion to be determined.
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 (Ticker Lane to Hansel Drive/MD 3) is open. Phase II (OTC to Holladay Park Road/MD 3) construction will begin in winter 2024. Phase III (Honeysuckle Lane to Bestgate Road) is in Schematic Design. Phase IV (Ticker Lane to Honeysuckle Lane) is in Schematic Design. Phase V(a) (Medical Parkway to Bestgate Road) is open. Phase V (Bestgate Road to City of Annpolis) may be addressed via a study to connect Poplar Trail to South Shore Trail.

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 has been completed. Phase IVb (Waugh Chapel Road to Annapolis Road to South Shore Trail), which is a spur, is in the process of feasibility and right of way determination.
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Priority Projects Not Currently Funded

Project Title	Description	Funding Sources	2024 Status
Bus Stop Improvements	Enhance bus stops to include various amenities, including but not limited to waiting pad, benches, and a shelter.	MDOT-MTA, County	\$50,000 is available for bus stop improvements.
Pine Street Extension	Planning, design, and construction of Pine Street between MD 170 and Winmeyer Avenue. Extension will provide greater connectivity.	Private, County	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.
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.
Odenton Road and North Patuxent Road Sidewalk	Provide bicycle and pedestrian improvements.	State, County, Private	Funding has yet to be determined.
Odenton Rail Spur	Create a hiker/biker trail connecting the Academy Yard project to the Odenton MARC train station	Private, County	County has decided to not acquire the property.
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.
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 has changed due to right of way acquisition. Site Plan for OTC at Seven Oaks routes Odenton Avenue east to a midpoint of Town Center Boulevard.