

To: Berwyn Heights Town Council
From: James Wilkinson, Chair
Walkable Bikeable Berwyn Heights Task Force

Date: February 12, 2020

RE: WBBH Final Report

Attached please find the final report of the Walkable Bikeable Berwyn Heights (WBBH) Task Force, which was sworn in by Mayor Pro Tem Jason Papanikolas at the September 2019 Town Meeting. Thank you for your suggested edits at the January 27 Council Work Session.

The Town of Berwyn Heights in recent years substantially upgraded its pedestrian infrastructure, notably installation of 12 blocks of sidewalks, improved signage and reflective painting on busy crosswalks. Likewise, grants were secured by the Town to increase markings for on-road bike trails and adjacent bike repair stations. Several factors have driven these changes, including the popularity of the elementary school, Indian Creek Park, Sports Park, and Town Center as walking destinations in Town, greater use of public transportation including the UMD Shuttle and Prince George's County The Bus, wider recognition of the health benefits of walking, and reinvigorated commercial destinations along our business corridor (MD 193/Greenbelt Rd), bike share systems, and the overall expanded connectivity of the Anacostia River Trails system.

However, there is still a great deal of work that can be done - much of it at relatively low or no even cost - to make the Town an even friendlier place for pedestrians and both commuter and recreational cyclists.

These investments have broad popular support, as evidenced by the results of a recent survey of a representative sample of Town residents. The question, "***Which of the Following would make you feel more comfortable walking or biking in Town?***" yielded the following results, each of which appears at least once a Task Force Recommendation:

- 58% Strategic Lighting Improvements
- 40% Traffic Infraction Enforcement
- 38% More Sidewalks
- 36% High Visibility Crosswalks
- 31% Traffic Calming
- 15% Push button crosswalk flashing beacons

When asked to ***Please indicate your level of support for the following initiatives in our community,*** relevant responses included:

- 78% favored Traffic Infraction Enforcement
- 68% favored Issuance of Construction Bonds

In the ***Additional Comments*** section at the conclusion of the survey, there were 14 mentions of the need for sidewalks, improved lighting, and/or increased traffic enforcement. There was a single negative comment about sidewalks not being used. The ratio here speaks for itself.

Finally, the strong levels of support detailed above were despite the fact that 71% of survey respondents did not have children under 18 in their household! So while oftentimes children are top-of-mind when considering pedestrian safety, survey results show that it is a priority issue for wide swaths of adult residents.

Still, of those respondents with children under 18, over 50% send their children to neighborhood public schools. The PGCPs boundary schools for Berwyn Heights are Berwyn Heights Elementary School, Greenbelt Middle School, and Parkdale High School. Of these, BHES and GMS students living in town are designated as walkers to these schools - hundreds of school children ages 5-11, every day, twice a day. Particular attention, therefore, needs to be given to walking routes to and from our neighborhood schools to protect our youngest and most physically vulnerable residents. Improvements to these routes, of course, also improve them for all users.

Vision and Guiding Principles

To guide and focus our work, the Task Force adopted the following as our Vision and Guiding Principles. These concepts helped steer our decision-making and deliberations, and they permeate the final recommendations of the report.

Vision

- Residents and visitors feel safe and comfortable moving about Town, as pedestrians, bicyclists, or other means;
- Residents are encouraged to participate in an active lifestyle;
- Creative infrastructure encourages walking and biking to popular destinations;
- Conflict areas between pedestrians, bicyclists, and vehicles are minimized;
- Public transit is encouraged through infrastructure and availability;
- Conscientious drivers are guided through infrastructure with clear rules and enforcement; and
- Our youth are educated, encouraged and empowered as pedestrians and bicyclists.

Guiding Principles

1. Safety of residents and visitors is paramount, no matter their mode of transportation.
2. Connections to popular locations and existing infrastructure in town and along its periphery will be prioritized.
3. Conflicts between automobiles, pedestrians, and bicyclists will be reduced or eliminated.
4. Extensions and improvements to existing Town pedestrian and cycling infrastructure will be sought wherever possible.
5. Existing and past plans and studies will help inform recommended solutions.
6. Multiple strategies will be used to gauge the opinion of a broad, representative sample of residents and non-resident stakeholders.
7. Some proposed solutions may require long-term implementation plans and/or coordination with neighboring jurisdictions.
8. Multiple options will be presented to the Council for consideration.

Methodology

The Task Force began work by compiling observations from task force members, neighbors, the general public, and other stakeholders to identify areas of greatest conflict between motor vehicles,

pedestrians, and bicyclists. Once identified, '**Conflict Zones**' became the focus points for our work, and the report is largely organized around these. A Conflict Zone might be as small as the spot where a trailhead meets the street; one might encompass an entire intersection; or one might run the full length of a street in the Town, or bordering it.

In the course of our deliberations we realized that many recommendations for Conflict Zones could also be applied as policies or practices at the town-wide scale. These **Town-Wide Recommendations** comprise the first content page of the report; we recommend the Council adopt them wherever possible.

The Task Force met monthly, operating on a consensus basis as it deliberated the details of each Conflict Zone to forge recommendations. Stakeholder views were considered and tapped for input, from groups as disparate as school children, bicycle commuters, emergency response vehicles, seniors, and young families. Prior reports and recommendations to the Town were also considered and some are referenced in the draft report. Also considered were ways to disrupt certain elements of the vehicle traffic ecosystem which cause cut-through traffic, such as traffic-guidance software (Waze, Google maps, etc.).

How to Read the Report

After the Town-Wide Recommendations, the Conflict Zones follow without any particular ordering. Each Conflict Zone is equal in priority to the Task Force, as each represents distinct dangers that must be addressed.

Conflict Zone analyses contain the following elements:

Title:

This defines the location of the Conflict Zone.

Major Considerations:

A one sentence overview of the Conflict Zone.

Nature of Conflict:

Details on conflicts between motor vehicles, bicyclists, and pedestrians.

Recommendations:

For ease of reference, in each Conflict Zone there is at least one Recommendation per Conflict. The Recommendations follow as a one-to-one alphabetical match with the Nature of Conflict items. The number of Recommendations will sometimes outnumber Conflicts as we know it is beneficial to provide options and multiple solutions for the Council.

Reach for the Sky!

These are bold visionary suggestions to the Council, deserving of as much deliberation as any of our other Recommendations. Some would create new traffic patterns, some would require unique infrastructure, and each would require substantial citizen engagement. Our suggestions are ambitious, creative and are utterly achievable.

Appendix- Seminole Street Greenway

In the Appendix, the Task Force proposes a grand revisioning of the west end of Seminole Street from the Indian Creek trailhead to 62nd Ave. It is designed to blend seamlessly with future development and infrastructure along Greenbelt Rd, to calm neighborhood traffic along its route, and to create a unique, signature amenity for the Town that encourages active modes of transit and recreation alike.

Final Thoughts, Ongoing Engagement

This work has been a labor of love by the Task Force. We are confident that our recommendations will result in a much safer and enjoyable Town for pedestrians, cyclists, and families, which by extension will make Berwyn Heights a more attractive destination to the next generation of Town residents.

We also realize that these recommendations will take on greater meaning if bolstered through ongoing education efforts reminding cyclists and pedestrians of best practices for visibility and safety. While outside the immediate scope of the WBBH task force, task force members would likely respond favorably to volunteer opportunities to engage in an ongoing public dialogue, such as tables at Berwyn Heights Day, Hello Husky Night at BHES, and other public events, and school presentations to the Seniors and BHES students. Other high-engagement, high-profile ideas such as establishment of 'Walking School Bus' routes will require deep, ongoing commitment from the school and PTA, but are well worth the efforts to get our children to school safely. We welcome the opportunity to help design and deliver these efforts, and to remain in dialogue with the Council as the WBBH Report Recommendations are prioritized and practical, on-the-ground decisions are made.

Thank you for your commitment to Berwyn Heights and for allowing us to contribute these important observations and suggestions regarding transportation and mobility throughout Town. We look forward to action on the Recommendations, and to ongoing engagement on matters of pedestrian and bicycle safety.

Respectfully submitted,

Walkable Bikeable Berwyn Heights (WBBH) Task Force

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Walkable / Bikeable Berwyn Heights Task Force Recommendations

January 2020

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Town Wide Recommendations

As the Task Force conducted its work, we concluded that many of the recommendations for specific Conflict Zones could also be applied across Town. These **Town-Wide Recommendations** are common sense approaches that we strongly encourage the Council to adopt as formal Town policies or as future best practices.

- Erect signs for “School Bus Stop Ahead” and at school bus stops.
- Add “Local Traffic Only” signage at all entrances to Town. Once in force, the Town may petition navigation applications and services to reroute commuter traffic outside of Town.
- Encourage parking for bicycles at businesses and other destinations throughout Town.
- Adopt and implement general guidelines for lighting and act on the list of areas with inadequate lighting identified by the Neighborhood Watch and Emergency Preparedness group. Improved street lighting makes pedestrians more visible to drivers, especially in crosswalks and along roads.
- Throughout town, examine overgrown vegetation that blocks lighting and hinders the visibility of pedestrians and traffic control signs. Provide guidance to residents on proper maintenance of shrubbery and trees on their own properties, emphasizing visibility of traffic control signs and not blocking street lights.
- Ensure all stop signs include “3-Way” or “4-Way” labels.
- Increase the enforcement of traffic laws through officer activity, speed monitoring and notification devices, signage, and motorist education.
- Crosswalks should be painted with high visibility, reflective paints or materials with diagonal striping.
- Establish a Council Rule that a sidewalk must be installed if none exists as part of any paving project of one or more blocks, unless a Council majority agrees that a compelling case for an exception should be made. Such a rule need not apply to emergency repairs and utility cuts.
- Adopt a town-wide speed limit of 20 miles per hour.

Intersection of Edmonston Rd. and Pontiac St.

Major Considerations:

- The intersection is a heavily used entry and exit to Berwyn Heights for pedestrians, vehicles, buses, and bicyclists.

Nature of conflict:

- a) The confusing intersection frequently backs up, causing drivers to ignore traffic laws.
- b) The crosswalks force pedestrians to cross against heavy traffic.
- c) Missing lane guides and parked cars cause drivers to drive on the wrong side of the road.
- d) The walking time to cross Kenilworth Ave. is inadequate.



Recommendations:

- a) Install flashing pedestrian signs on both Edmonston Rd. and Pontiac St. to improve the visibility of pedestrians to oncoming traffic.
- b) Repaint yellow lines just inside the Town boundary.
 - 1. Add 'guide lines' in the intersection.
 - 2. Restore the center line on Pontiac St. and extend it for 30-50 ft. west from the crosswalk.
 - 3. Paint reflective lines on the pedestrian island between Pontiac St. and Edmonston Rd.
 - 4. Repaint the crosswalk on the west side of the intersection.

5. Add "Don't block the box" signage and pavement painting to the intersection.
- c) Consider extending the no-parking zone from the corner of Pontiac St. and Edmonston Rd. to improve traffic flow and reduce driver confusion.
 - d) Modify the Edmonston Rd. sidewalk to make the southern end wheelchair accessible.
 - e) Increase the length of time for pedestrian to cross Kenilworth Ave.

Reach for the Sky:

Work with the State Highway Administration and the City of Greenbelt to install a pedestrian bridge across Kenilworth Ave. and create pedestrian- and bicyclist-friendly access to Greenbelt Park. This will allow safe access at all times to bikers and pedestrians going to and from schools (BHES and Friends Community School), the bus stops and residences of Westchester Park, and Greenbelt National Park.

Edmonston Rd. North from Pontiac to Seminole including Tecumseh Intersection

Major Considerations:

- The road is a popular route from Pontiac St. to 7-11, McDonalds, and other businesses on Greenbelt Rd.
- People use the road as a cut through to Greenbelt Rd. and to avoid Kenilworth Ave.
- The Town lacks the right of way.

Nature of conflict:

- a) Speeding and running of stop signs puts drivers, bicyclists, and pedestrians in risky situations.
- b) The road has no sidewalks, due to the lack of Town right-of-way on most properties.

Recommendations: Instead of traditional traffic control options, we recommend limiting cut-through traffic by using a limited number of one-way traffic sections.

- Consider making Edmonston Rd. a one way north bound above Tecumseh Pl.
- Make a short one-way section (northbound only) at 63rd Ave. north of Seminole St. to prevent cut through traffic moving to Tecumseh Pl.
- Work with residents or the Maryland SHA to create a sidewalk down the length of Edmonston Rd.



Reach for the Sky:

Given the large number of north-south pedestrian traffic to numerous destinations along Edmonston Rd., including College Park Estates and parks south of town, bus stops along the entire road length south of Pontiac St.; pedestrians crossing Kenilworth Ave. at Pontiac St, and 7-11 at the northern end, the town must work with residents to build sidewalks along the road. This could be achieved by a legal mechanism. For example, tying eminent domain to property sales could require a permanent sidewalk easement at the time of title transfer.

Furthermore, the City of College Park has plans to extend sidewalks along its portion of Edmonston Rd., and now is the time for Berwyn Heights to find creative solutions and make this route safe for pedestrians.

Greenbelt Rd.



Major Considerations:

- The locations identified in the picture are common entry and exit points to Berwyn Heights, which is heavily used by pedestrians, bicycles, and cars.
- These routes are often used as cut throughs. 58th Ave. and Pontiac St. are used to connect Greenbelt Rd. and Kenilworth Rd; 58th Ave and Goucher Dr, to Edmonston Rd. The cut through traffic may contribute to the speeding and running of stop signs observed during rush hour, which is also a time when many pedestrians and bicyclists use Town roads.

Nature of conflict:

- a) Indian Creek Trail ends abruptly at 57th Ave. and Greenbelt Rd.
- b) Pedestrian crosswalks along Greenbelt Rd lack protection from vehicles turning right at red lights from Greenbelt Rd. and are often hidden behind electrical boxes.
- c) Vehicles frequently exit gas stations to 60th Ave. very close to the intersection. The curb on the road along the Xtra gas station is worn away, which causes poor water drainage.
- d) 60th Ave. and 58th Ave. are unsafe bicycle routes due to heavy traffic. The steep hill on the north side of the 60th Ave. intersection puts bicyclists in risky situations.
 - 1. Missing lane guides and parked cars cause drivers to behave unpredictably.

2. Bicyclists crossing intersections at Greenbelt Rd. would benefit from additional protection.

Recommendations:

- a) Add signage to direct bicyclists and pedestrians to new trails that connect to Ballew Rd.
 1. Designate the sidewalk in front of My Eye Doctor as a dismounted bike route.
- b) Traffic engineers should examine the intersection of 60th Ave. and the XtraMart gas station.
 1. Install signs that encourage bike traffic to use 58th Ave., instead of 60th Ave., for accessing the Greenbelt Metro station.
 2. Clarify the stop line on 60th Ave. at Greenbelt Rd, and accommodate fire trucks returning to Station 14 fire house via Greenbelt Rd.
- c) Add sidewalks to the first blocks of Cunningham Dr. and 62nd Ave., and extend the new McDonald's sidewalk along 63rd Ave. to Seminole St.
- d) We offer the following options for improving traffic flow and bikeability of 58th and 60th Ave:
 1. Add a dedicated bicyclist light that turns green before the existing traffic light construct a bike box in front of the stop line, and restrict traffic from turning onto 58th Ave. from Greenbelt Rd. and traffic turning onto Greenbelt Rd. from 58th Ave.
 2. Convert the west side sidewalk of 58th Ave. to a protected bike lane with bollards or a raised curb.
 3. Restrict parking to one side of the road and create a protected bike lane.
 4. Convert 58th Ave to a one-way (northbound only) road.
- e) Re-activate the strobe light on amber/yellow that alerts motorists to pedestrians at the 63rd Ave. intersection, the crossing for Greenbelt Middle School. The strobe on yellow was deactivated several years ago by SHA with no notice or reason.

Reach for the Sky:

Crossing Greenbelt Road at any intersection is unsafe for pedestrians because of the volume and speed of traffic, number of lanes, and a lack of adequate pedestrian infrastructure on the

north side (Greenbelt). The Town should work with SHA and the City of Greenbelt to install pedestrian overpasses at:

1) 58th Ave. to connect the Indian Creek Trail with the Greenbelt Metro Station trail.

2) Cunningham Ave. for access to Beltway Plaza Mall.

a) Contact Quantam, the owners of Beltway Plaza, to advocate for pedestrian and bicyclist access in their redevelopment plans.

3) the 63rd Ave. crossing for BH students attending Greenbelt Middle School, which would positively affect about 100 students a day.

a) Students cross 9 lanes of high-speed traffic at this intersection.

b) A child was killed at this intersection in the late 1990's, and another was hit and seriously injured in the early 2010's. The Town installed sidewalks along 63rd Ave. and worked with the school system for sidewalks on the north side of Greenbelt Rd. However, only an overpass will safely bring our students to and from school every day.

4) The Town should encourage property owners and businesses along Greenbelt Rd. to build infrastructure, such as high-quality bicycle racks, sidewalks, and footpaths, to encourage bicyclist and pedestrian traffic.

5800 Block of Goucher Dr.

Major Considerations:

- The intersection of 57th Ave., 58th Ave., and Goucher Dr. is heavily used by pedestrians, bicyclists, and motorists.
- Steep hills on Goucher Dr. and Cunningham Dr. limit visibility and make stopping difficult during icy conditions.



Nature of conflict:

- a) The angle of 58th Ave. causes traffic turning onto Goucher Dr. to turn too sharply, which could cause collisions.
 1. The pedestrian right-of-way is often disregarded at the exit of the trail between Goucher Dr. and Nevada St.
 2. Stop signs at both 58th Ave. and Goucher Dr. are often ignored by drivers.
 3. The intersection design's is awkward. Traffic that has stopped on 58th Ave. and then proceeds to drive can be met by traffic approaching the stop sign at 57th Ave. This creates a dangerous situation where cars are moving toward the same point simultaneously.
- b) The steep hill on Goucher Dr. limits the visibility of vehicles traveling west.
- c) Visibility at the intersection of Goucher Dr. and Cunningham Dr. is poor. Vehicles are forced to share one lane for both directions of travel.
- d) Vehicles traveling southbound on Cunningham Dr. frequently speed and ignore the stop sign at Goucher Dr.
- e) In icy conditions, stopping becomes difficult for traffic traveling southbound on Cunningham Dr. and for both directions of Goucher Dr.
- f) The school bus stop at Goucher Dr. and Cunningham Dr. is hazardous due to low visibility and from vehicles frequently ignoring stop signs.

Recommendations:

- a) Increase signage and paint a crosswalk to the trail.
 - 1. Label the trail and consider “Look” signage at all intersections.
 - 2. Add crosswalks from the trail across 57th Ave. and Goucher Dr.
 - 3. Add “Pedestrian / Cyclist Trail Ahead” signs on 57th Ave., 58th Ave. and Goucher Dr.
- b) Install a bicyclist stop sign at the trailhead.
- c) Painting stripes on the road can indicate an appropriate angle to navigate the turn.
- d) Installing a local traffic only sign will reduce navigation apps from recommending the 5800 block of Goucher St. as a cut-through route.
- e) Work with the school district to move the school bus stop to a safer intersection.

Reach for the Sky:

If traffic were no longer permitted to travel to and from 57th Ave. and 58th Ave. onto Goucher Dr., the intersection with 57th Ave. and 58th Ave. could be reconfigured to bring it closer to the present stop sign on 58th Ave. This is an amazing opportunity to change how a space is used. The remaining pavement could be designated as a place to learn to ride bikes and scooters. As long as parking restrictions were imposed on the houses along the curb, this area becomes a safe space to encourage the next generation of new riders. **This creates a park for kids by restricting movement at a single intersection.**

Residents would only be slightly inconvenienced by an additional 2 blocks of travel. Residents along 57th Ave. and 58th Ave. can still use Berwyn Rd. to travel east towards Cunningham Dr. and connect to Goucher Dr. Residents east of Goucher Dr. could use Cunningham Dr. to access Berwyn Rd., 58th Ave., and Cunningham Dr. (60th Ave.), streets that already continue through the length of Town.

Quebec St.



Major Considerations:

- At the beginning and the end of the school day at Berwyn Heights Elementary School, Quebec St. between Cunningham Dr. and 63rd Ave. is busy.
- The street has no sidewalks.

Nature of conflict:

- a) At the back of BHES, at the intersection of Quebec St. and 62nd Ave., a stairway directs students leaving school into the middle of the intersection traffic.
- b) Excessive vegetation at the intersection of Cunningham Dr. and Quebec St. blocks visibility for vehicles traveling south on Cunningham Dr. from seeing eastbound traffic coming from Quebec St.
- c) A crosswalk is missing at Quebec Pl. and Cunningham Dr.

Recommendations:

- a) Institute a one-way traffic pattern (eastbound only) on Quebec St. between 60th Ave. and 63rd Ave.
1. The narrower street would provide space for installing a sidewalk or protected pedestrian pathway on the south side of Quebec St.

2. Reconfigure the stairway to be ADA accessible and reroute it to merge with the proposed sidewalk and crosswalk on the west side of the intersection.

b) Convert the drainage swale behind Pops Park, which pedestrians already use as a continuation of the 60th Ave. footpath, into an actual sidewalk or trail and include crosswalks across Quebec St.

c) Install a crosswalk at Cunningham Dr. and Quebec Pl. to connect two sidewalk segments.

d) Add a 3-way stop sign and a crosswalk at 60th Ave. and Quebec St.

e) Consider moving the stop sign on the south side of Cunningham Dr and Quebec St. and further south so it is closer to the corner. The change may impede one residential driveway but only while cars are stopped at the intersection.

f) Install "Low Visibility Intersection Ahead, Proceed with Caution" signs on Quebec St. as it approaches the intersection with Cunningham Dr.

g) Install "School Crossing Ahead" signs on Quebec St. as it approaches the 62nd Ave. intersection from both directions.

h) Create a protected pedestrian and bicycle lane along the south side of the 6000 and 6200 blocks of Quebec St to connect to the new sidewalk along the west side of the 8600 block of 63rd Ave., which would complete a walking loop around the school and community center property.

Reach for the Sky:

Construct a fitness path inside the school fence comprised of a perimeter path around the Pontiac St. field with various fitness stations. A loop of sidewalks around the school could also be connected to existing sidewalks through the neighborhood. This will encourage more walking or bicycling to school, provide an exercise route, and improve the air quality near the school.

Seminole St.

Major Considerations:

- The street is frequently used by motorists as an east-west corridor parallel to Greenbelt Rd., by bicyclists as a route from Greenbelt Rd. to Lake Artemesia, and by pedestrians walking to the northern terminus of the Indian Creek and Anacostia Heritage Trails.



Nature of conflict:

- a) The awkward intersection in front of and adjacent to the playground has limited visibility, and the area is often crowded with bicyclists and pedestrians.
- b) The pedestrian experience along Greenbelt Rd. is loud, visually congested, polluted, and unpleasant.

Recommendations:

- a) Improve traffic navigation by adding a placemaking circle at 56th Ave. and Seminole St.
- b) Install a sidewalk along the length of Seminole St.
- c) Install speed control devices on the one-way portion of Seminole St. between 63rd Ave. and 62nd Ave.; or institute a direction change of the one-way portion of Seminole St. and make Seminole Pl. a one-way route.

Reach for the Sky:

See Appendix

Town Center, Sports Park, and Lake Artemesia



Major Considerations:

- These areas are heavily used by residents and are frequent destinations for visitors to Town.

Nature of conflict:

- a) The exit of Sports Park is not signed as a 4-way stop.
- b) Visibility of the crosswalk at 57th Ave. and Berwyn Rd. is limited by cars parked on the corner.
- c) No stop is required for traffic traveling east on Berwyn Rd. before a difficult-to-see crosswalk.
- d) Motorists cannot always see pedestrians and bicyclists crossing Berwyn Rd. on the Indian Creek Trail.

Recommendations:

- a) Add a 4-Way or All-Way stop sign at Berwyn Rd. and Ruatan St.
- b) Restrict parking on the corner of Berwyn Rd. and 57th Ave.
- c) Add a 3-way stop sign at Berwyn Rd. and 57th Ave. or cut vegetation and restrict parking on the north side of Berwyn Rd. between Ruatan St. and the Indian Creek trail.
- d) Consider installing a raised crosswalk or pedestrian and bicyclist operated flashing lights at the Indian Creek trail crosswalk.

Reach for the Sky:

At 57th Ave. and Berwyn Rd., the Town should remove stop signs and install a landscaped traffic circle to control traffic and to clarify lanes. However, left turning bus traffic and emergency vehicles must be able to safely navigate the intersection.

Ballew Rd.

Major Considerations:

- This route is heavily used by construction businesses, Public Works, bicyclists, and pedestrians.
- The road is used by bicyclists to connect to Cherrywood Lane and the bike lanes that lead to the Greenbelt Metro station.

Nature of conflict:

- a) Both sides of the Greenbelt Rd. underpass have blind curves.
- b) The unmarked sidewalk crossing Ballew Rd. south of the Greenbelt Rd. overpass is dangerous.
- c) Bidirectional traffic is tight when construction trucks and semi's park on the street.
- d) Chronically poor drainage at the entrance of Lake Artemesia creates an unpassable water hazard for recreational and commuting bicyclists
- e) Large numbers of bicyclists and pedestrians on the path culminate in bottlenecks at the gate.
- f) Frequent speeding results in unsafe bicycling conditions north of Berwyn Rd.

Recommendations:

- a) Add speed tables around the blind curves after the Greenbelt Rd. overpass in both directions.
- b) Paint crosswalks across Ballew Rd. south of the Greenbelt Rd. overpass and extend the sidewalk north on the eastern side of Ballew Rd. "Desire paths" indicate an unmet need.
- c) Create a protected lane for pedestrians and bicyclists on the eastern side of Ballew Rd.

d) Consider adding a drain on the eastern edge of Ballew Rd. that connects with the existing drainage system farther down the road.

e) Install a dedicated bike path on the eastern side of Ballew Rd., which is on the MNCPPC floodplain area, from the Lake Artemesia parking to the park gate, including a separate bike entrance or widen the current one.

f) Notify businesses of the existing laws that forbid parking over sidewalks and improve their enforcement.

Reach for the Sky:

Signage welcoming people to own and that advertise park events could be added to this road.

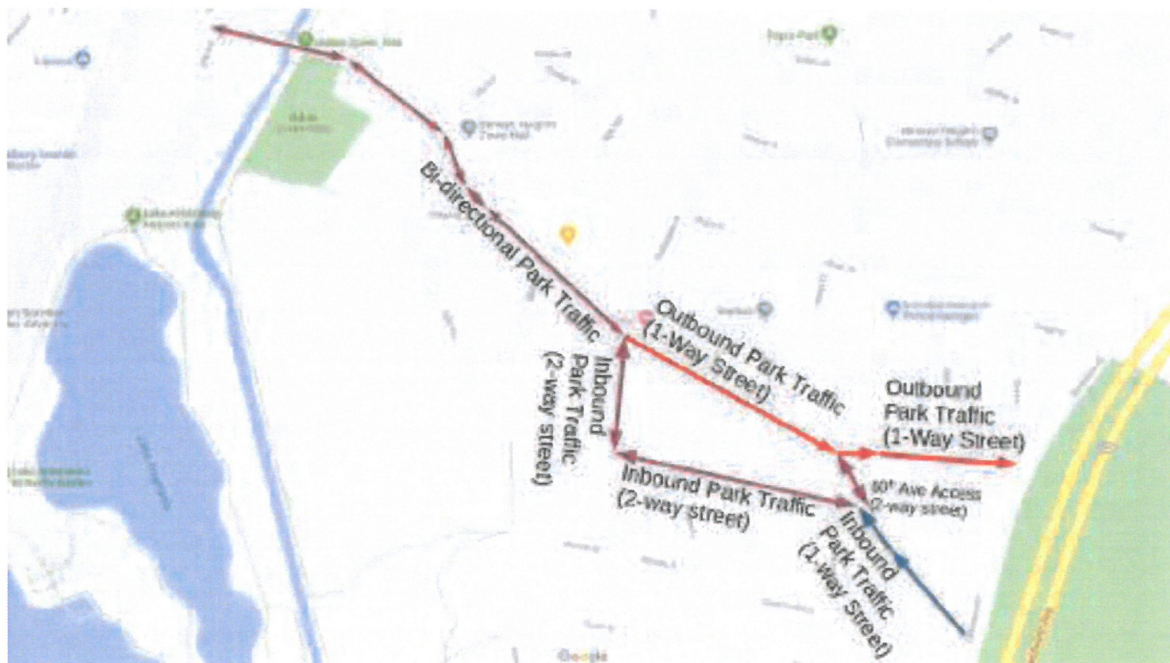
Stationary bicycle-powered pump stations would add an exercise option for people to help drain the water that collects near the entrance of Lake Artemesia.

Consider repaving the flooded area in front of the Lake Artemesia entrance with permeable asphalt.

Eastern End of Berwyn Rd. and Charlton Ave.



Option A: Inbound only traffic on Berwyn Rd. starting at Cunningham Dr. and outbound traffic on Charlton Ave.



Option B: Inbound only traffic on Charlton Ave and Outbound only traffic on Berwyn Rd. starting at Cunningham Dr.

Major Considerations:

- Residents make heavy use of on-street parking.
- Pedestrian frequently use Edmonston Rd. bus stops.
- The area is a major entry point to Town for motorists heading to Lake Artemesia.

Nature of conflict:

- a) On Berwyn Rd. west of 60th Ave. a lack of sidewalks, blind hill, and heavy on-street parking make the area risky for pedestrians and cyclists. The tight uphill turn from Charlton Ave. onto Berwyn Rd. causes visibility issues in both directions of Berwyn Rd. for everyone.
- b) Parked cars on Charlton Ave. create a blind curve beside Villanova St. that makes bi-directional traffic difficult, which endangers cyclists and pedestrians.
- c) The speed limit and stop signs on Edmonston Rd are ignored.
- d) There is no safe passage for pedestrians.

Recommendations:

- a) Create a one way (westbound only) route for the block of Berwyn Rd. between 60th Ave. and Charleton Ave. Alternatively, parking could be limited to the north side of Berwyn Rd. so that cars could pass the blind hill safely, which would also then provide space for a protected pedestrian walkway (see Recommendation e below) and allow for bidirectional bicyclist traffic.
- b) Designate Charlton Ave. as a one-way outbound south of Villanova St. Allow bidirectional traffic for bicyclists.
- c) Add circles at Berwyn Rd. and Charleton Ave. and the intersection of Charleton Ave. and Edmonston Rd. with hardscaping to slow traffic and improve navigation.
- d) Add crosswalks at bus stops on Edmonston Rd.
- e) A protected pedestrian walkway can be created by restricting parking to the north side of Berwyn road so that pedestrians can walk between the curb and parked cars. The

walkway is most needed from 60th Ave. to Cunningham Dr. or, preferably, from Edmonston Rd. to the Town Center.

f) Install a sidewalk along the east side of Charlton Ave. to connect with the proposed pedestrian pathway on Berwyn Rd. and the extensions of the 60th Ave. sidewalk.

Reach for the Sky:

Traffic circles where Charlton Ave. and Berwyn Rd. meet Edmonston Rd. provide an opportunity to create a welcoming sign that unobtrusively slows traffic and provides wayfinding to town attractions like Town Center, Sports Park, and Lake Artemesia.

The length of Pontiac St.



Major Considerations:

- Pontiac Street is the main east-west thoroughfare in Berwyn Heights.
- BHES traffic is heavy at the start and end of the school day.
- Additional traffic concerns include school buses, the University of Maryland shuttle, commuter traffic, and The Bus (the Prince George's County-run commuter bus).

Nature of conflict:

- a) Crosswalks are poorly marked and street lighting at intersections is insufficient or missing.
- b) Speeding and ignoring stop signs compound the safety issues.
- c) Bus stop signage blocks and can distract drivers of stop signs at Cunningham Dr. (eastbound) and Edmonston Dr. (eastbound).
- d) The steep slope in front of the Community Center prevented the installation of a sidewalk, which diverts pedestrians to the road.

Recommendations:

- a) Add high-visibility crosswalks across Cunningham Dr. at Pontiac St. and across 58th Ave. at Pontiac St. to connect sidewalks.
- b) Construct raised intersections (aka "speed table") to emphasize the 4-way and 3-way stops at 58th Ave., Cunningham Dr. and 60th Ave.
- c) Increase the safety of the 60th Ave. trail intersection by adding a raised 4-way stop and improve the lighting.

d) Add painted language such as “STOP” to the road surface in high visibility reflective paint prior to each Stop sign.

e) Install a sidewalk with a retaining wall or designate the roadway in front of the Community Center as a pedestrian path.

f) Increase traffic enforcement along this busy route through Town.

Reach for the Sky:

The Town should proactively partner with Prince George’s County School system for the upcoming realignment of BHES infrastructure to improve traffic flow during the start and end of school days and to maximize infrastructure that promotes access to the school and Community Center for pedestrians and bicyclists. Such infrastructure improvements could include an ADA Ramp to replace the existing stairs to Quebec St, multiple, high quality bicycle racks, and sidewalks along the kiss-and-ride area.

60th Ave. South of Osage St.

Major Considerations:

- The route is routinely used by children who live on the south side of town to reach BHES.

Nature of conflict:

- a) The current sidewalk stops at Osage St.
- b) Crosswalks are missing at the intersections of Osage St. and 60th Ave. and the intersection of Natasha Dr. and 60th Ave.

Recommendations:

- a) Extend the existing 60th Ave. sidewalk to Berwyn Rd.
- b) Link the 60th Ave sidewalk extension to Edmonston Rd. via Charlton Ave.
- c) Install crosswalks at 60th Ave. and Osage St. and at 60th Ave. and Natasha Dr.
- d) Add a sidewalk on the south side of Osage Rd. to connect the 60th Ave. sidewalk with the one on Paxton Ct.

Reach for the Sky:

- At the intersection of 60th Ave and Berwyn Rd., tie the sidewalks and crosswalks to the proposed protected pedestrian lane on Berwyn Rd.
- Use mirrors or a protected pedestrian walkway to improve pedestrian visibility along the blind turn on Natasha Dr.
- Extend the sidewalk down Charlton Ave. to Villanova St.



Appendix A:

Seminole St. Neighborhood Greenway

The Neighborhood Greenway would create a cost-effective 1/2 mile road network that prioritizes non-motorized traffic and would safely connect our parks and playgrounds with commercial districts on Greenbelt Rd. The Greenway would provide recreational opportunities and health benefits for residents. Everyone can continue to drive to destinations in Town. The Greenway can coordinate with and help influence future roadway and infrastructure design at the Beltway Plaza site.

The proposed Greenway would:

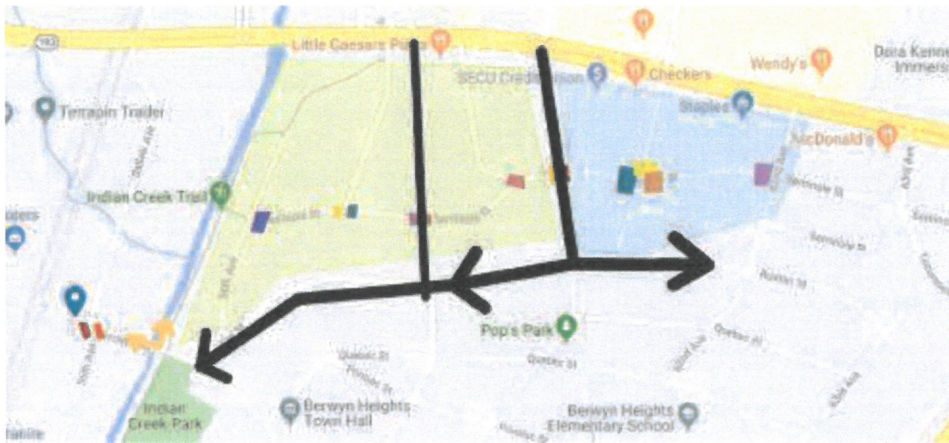
- Actively encourage bicycling by developing a prioritized route using relatively inexpensive signage and new traffic patterns.
- connect to other recreational paths in the area, including the Anacostia rail and the proposed Bicycle Boulevard in College Park.
- Promote a bicycle-friendly entry to Beltway Plaza. Adopting such infrastructure in Berwyn Heights will influence design and development decisions there.



The Greenway is a placemaking **opportunity to paint colorful, rainbow crosswalks** that would identify the Greenway and assist with wayfinding for residents and travelers.



New traffic controls:



- Bicycles and pedestrians may freely travel on Seminole St, and motorized vehicles will be prohibited from using the street to pass through the intersection with 60th Ave. That new traffic pattern will be reinforced with signage for motorists approaching Seminole St.



- Stop signs will be removed for Seminole St. traffic at 57th Ave., though traffic on 57th Ave. will still have a stop sign. Similarly, only traffic on 58th Ave. and Cunningham Dr. must stop at the intersections with Seminole St. In place of stop signs, different traffic-calming measures will be added, such as bicycle-friendly speed humps on Seminole St. from Indian Creek Park to 58th Ave. or beyond.



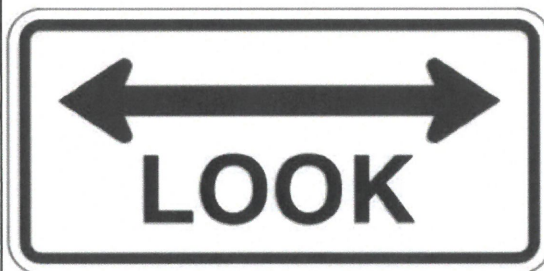
- Signs at 58th Ave., 60th Ave., and Cunningham Dr. will be installed that alert motorists that “Cross-traffic does not stop.” Such signs may be useful to add at 57th Ave. and Tecumseh St.



- To extend the Greenway, Seminole St. between Cunningham Dr. and 62nd Ave. will be a one-way route eastbound. Contraflow bicycle lanes will allow travel on Seminole St. from Cunningham Dr. to 63rd Ave.



Examples of signage:



Note: This plan would require motorists to use Ruatan St. to travel east and west rather than Seminole St. We suggest the Town commission a comprehensive study to determine how that change will impact everyone living and traveling along the route.