

# Memorandum

Town Clerk

To: Town Council  
From: Kerstin Harper  
Date: May 30, 2017

Re: **Bikeway Signage Plan:**

## **Purpose of signage**

- wayfinding on Town streets for out-of-Town bikers and tourists
- mapping the Town in larger region
- mapping points of interest in the Town
- describing the Town of Berwyn Heights in the context of its heritage
- welcoming visitors
- branding ATHA/Maryland Milestones trails

## **Criteria for placement of wayfinding signage**

- use sparingly to avoid confusion (sign jungle)
- give direction at turns and intersections
- be visible from all approaches
- use in-ground as opposed to surface mounting where possible

## **Destinations indicated on wayfinding signs (from Sports Park/ Indian Creek Trailhead)**

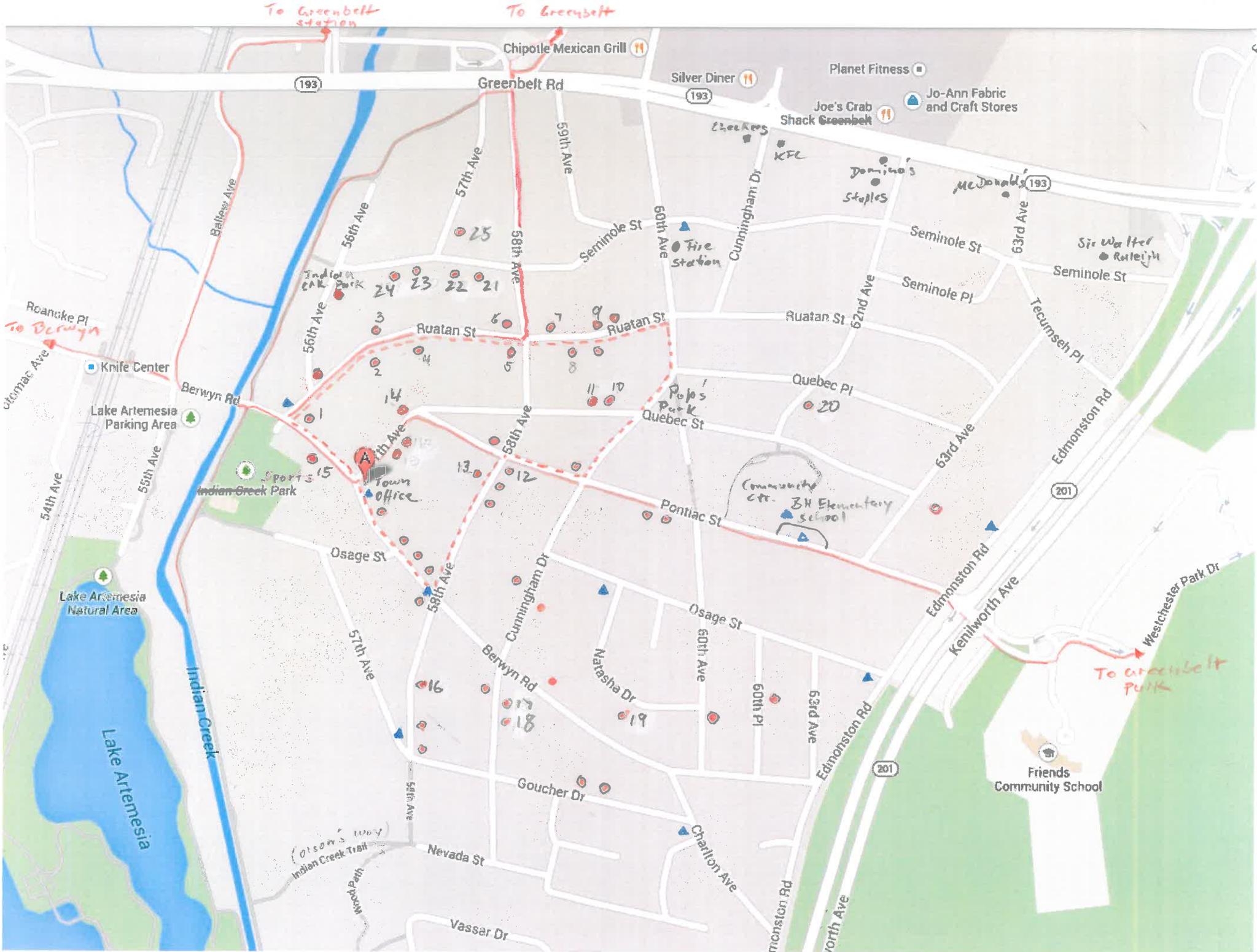
- BH Town Center
- BH School/ Community Center - east
- (Greenbelt Middle School) - north east
- Greenbelt National Park - east
- (Victorian Row) - north
- Greenbelt Station/ City of Greenbelt - north
- Shopping and Restaurants - north
- College Park/ Berwyn - west
- Route 1- west

## **Decision points (starting with easiest)**

- ➔ Approve location of repair stations (Sports Park, Community Center)
- ➔ Approve type and location of bike racks (Town Center, BHES, parks)
- ➔ Approve locations and destinations for wayfinding signs
- ➔ Approve number, locations and content of interpretive signs

**PROJECT BUDGET**  
**Berwyn Heights MHAА Bikeway Non-Capital Grant**

<b>Work Item</b>	<b>Grant Funds Requested</b>	<b>Applicants Proposed Match</b>		<b>Other Project Costs</b>	<b>Total Project Cost</b>
		<b>Applicants Proposed Cash Match</b>	<b>Applicants Proposed In-Kind Match</b>		
Design interpretive sign	\$0.00	\$6,000.00	\$0.00	\$0.00	\$6,000.00
Fabricate interpretive sign	\$0.00	\$6,000.00	\$0.00	\$0.00	\$6,000.00
Design shared bike lane route	\$3,000.00	\$3,000.00	\$0.00	\$0.00	\$6,000.00
Bike racks	\$4,125.00	\$0.00	\$1,375.00	\$0.00	\$5,500.00
Bike repair stations	\$4,125.00	\$0.00	\$1,375.00	\$0.00	\$5,500.00
Signage and paint	\$4,500.00	\$0.00	\$1,500.00	\$0.00	\$6,000.00
Paint shared bike lanes	\$4,250.00	\$0.00	\$750.00	\$0.00	\$5,000.00
<b>TOTAL</b>	<b>\$20,000.00</b>	<b>\$15,000.00</b>	<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$40,000.00</b>
<b>TOTAL MATCH</b>		<b>\$20,000.00</b>			



▲ Historic markers

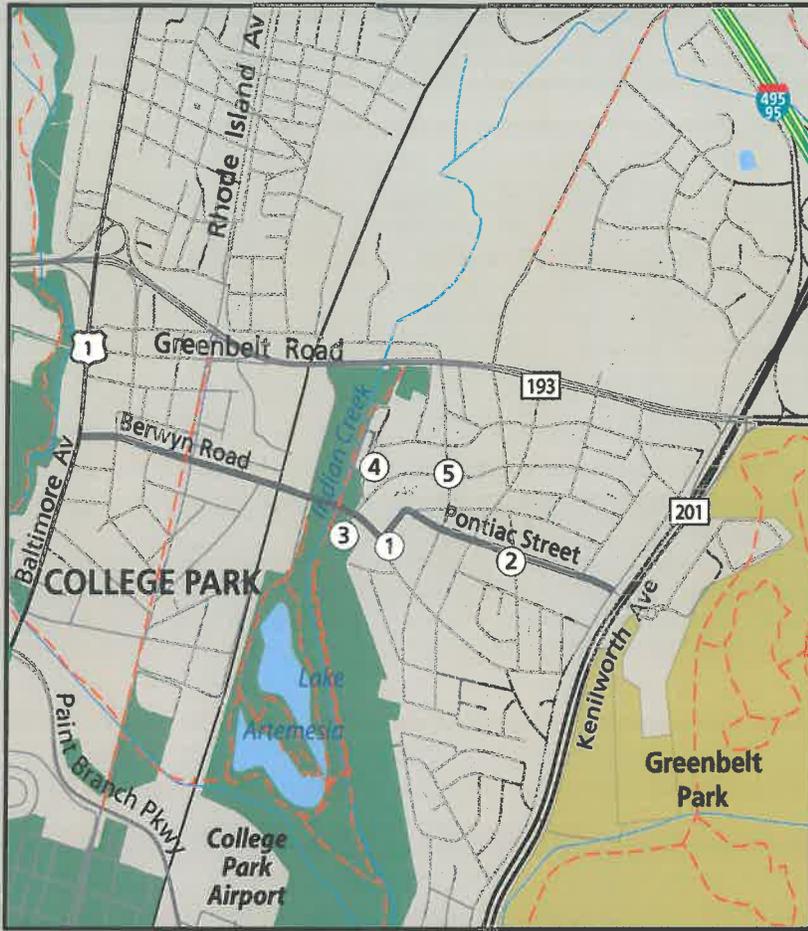
— Shared bike routes

- - - Historic Loop ● Historic Homes



# TOWN OF BERWYN HEIGHTS

Location 3



**1** *Town Center*  
Comprises municipal building housing the Town government, postal contract station, and a small museum, and a 2-story former fire house that now functions as venue for community events and meetings.

**2** *Berwyn Heights Elementary School & Community Center*  
School with gymnasium surrounded by recreational facilities. The court yard showcases an educational garden maintained by students and the PTA. Former site of St. Ann's Infant Asylum.

**3** *Berwyn Heights Sports Park*  
Site of Boys & Girls Club's ball fields and concession stand.

**4** *Indian Creek Park*  
Owned by Maryland-National Capital Park and Planning Commission, this community park uses Native American themes in the playground abutting the trail and creek.

**5** *O'Dea House*  
National landmark 'Shoppell' pattern book house. One of several Victorian homes lining Ruatan Street and part of the Berwyn Heights Historic Homes walking tour.

*The bold gray line represents the Berwyn Road to Pontiac Street Sharrows route. This route connects the Indian Creek Trail to Route 1 and Kenilworth Avenue. Please ride carefully on our community's streets.*

## Welcome to the Town of Berwyn Heights

Established in 1888 as a railroad suburb on the Washington Branch of the Baltimore & Ohio Railroad, this approximately one-square mile residential community was first named Charlton Heights, and became Berwyn Heights when incorporated in 1896.

The hillsides of the Indian Creek on which Berwyn Heights stands were once home to native Americans known as the Anacostans. Indian artifacts, such as arrowheads, stone axes and other archaic tools, still turn up along the Creek after a flood or when people work their gardens. In the 1970s, a Berwyn Heights archaeologist identified one of the largest prehistoric Indian sites on the East Coast nearby.

The first residents moved here to escape Washington's pollution, hot summers, and to enjoy healthier rural surroundings. Many kept chickens, grew orchards and kitchen gardens on their large properties. A number of beautiful Victorian homes remain from that period, mainly in the western sections of the Town. Today, people still move to Berwyn Heights because of the small town character and many recreational opportunities provided by Greenbelt Park, Lake Artemesia and Anacostia Trails.

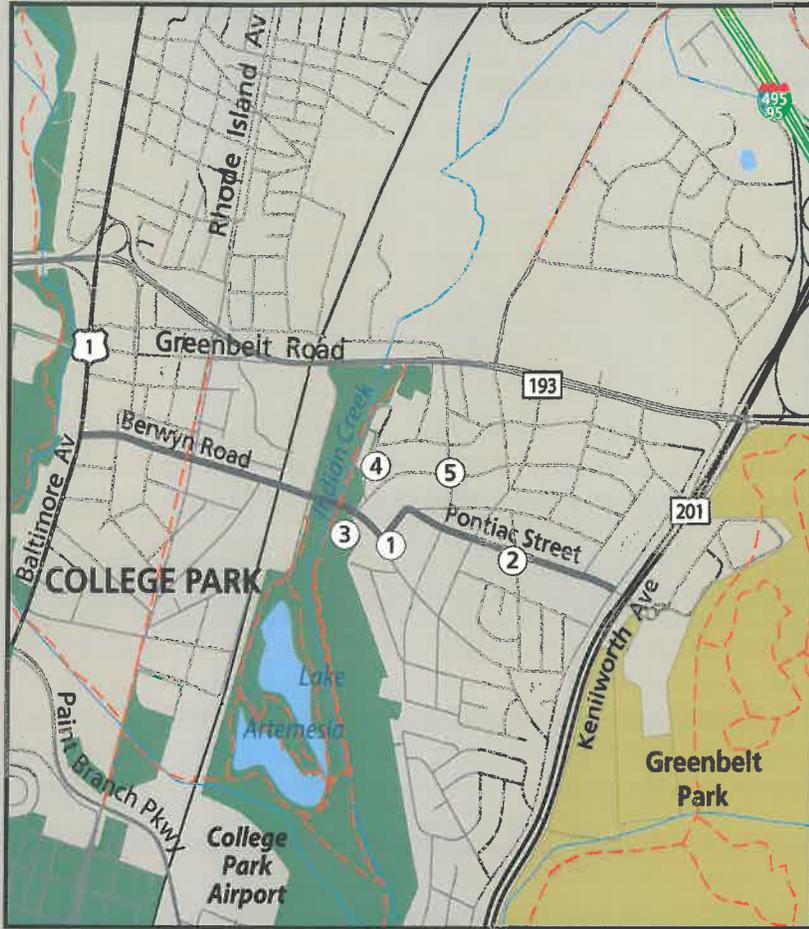
[www.berwyn-heights.com](http://www.berwyn-heights.com)





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Location 8



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**5** *Mercer-Davidson-White House*  
Sears 'Argyle' mail order house on the Prince George's County Register of Historic Homes. and part of the Berwyn Heights Historic Homes walking tour.

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The Washington businessmen who first developed this land were fond of the varied topography. They built their substantial homes on the crest of the hillside that rises 150 feet from the Indian Creek valley and affords a view of the U.S. Capitol on a clear day. The mansion built by Edward Graves, who platted the subdivision, stood on the site of today's Berwyn Heights Elementary School. When sold in 1896, it became the summer home of the St. Ann's Infant Asylum and benefited from the cooling breezes. The house of another Charlton Heights founder, James Waugh, on the ridge in front of the old Edmonston Road.

The Graves and Waugh homes were razed in the 1950s, but several interesting old houses still occupy in the hilltops, including the 1790's *Sportland* on Natasha Drive, the Victorian era *Capitol View* on Goucher Drive, and *Keleher House* on 62nd Avenue.

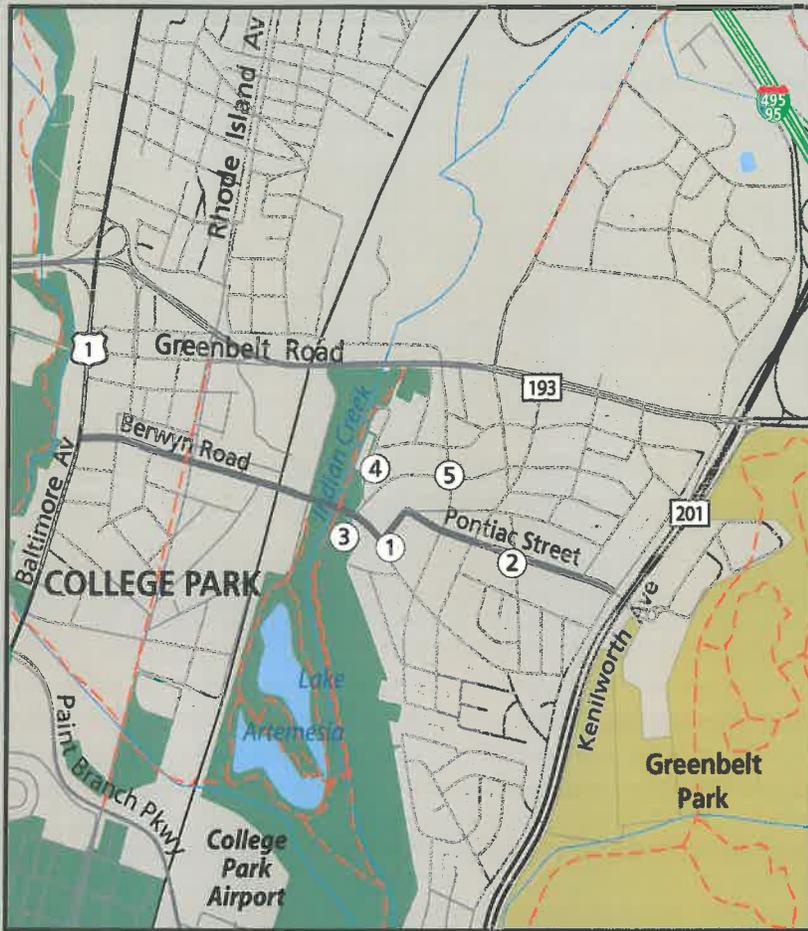
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Today's Greenbelt Road sits on top of the old Branchville Road, which connected the Baltimore-Washington Turnpike (Route 1) and the Branchville stop of the Baltimore & Ohio Railroad (now CSX) with the properties of the Walker family who used to own the land around Greenbelt. Jonathan T. Walker and his son James owned the land just south of Branchville Road before they sold it to the developers of Charlton Heights. It was called Ore Bank Farm because it had a mine that produced 50 tons of iron ore per week at its peak, sent to Baltimore furnaces for smelting.

Former mines, mills and farms have given way to retail businesses, government agencies and the University of Maryland as principal employers of the people that live here. Still, many small business owners and tradesmen make Berwyn Heights their home.

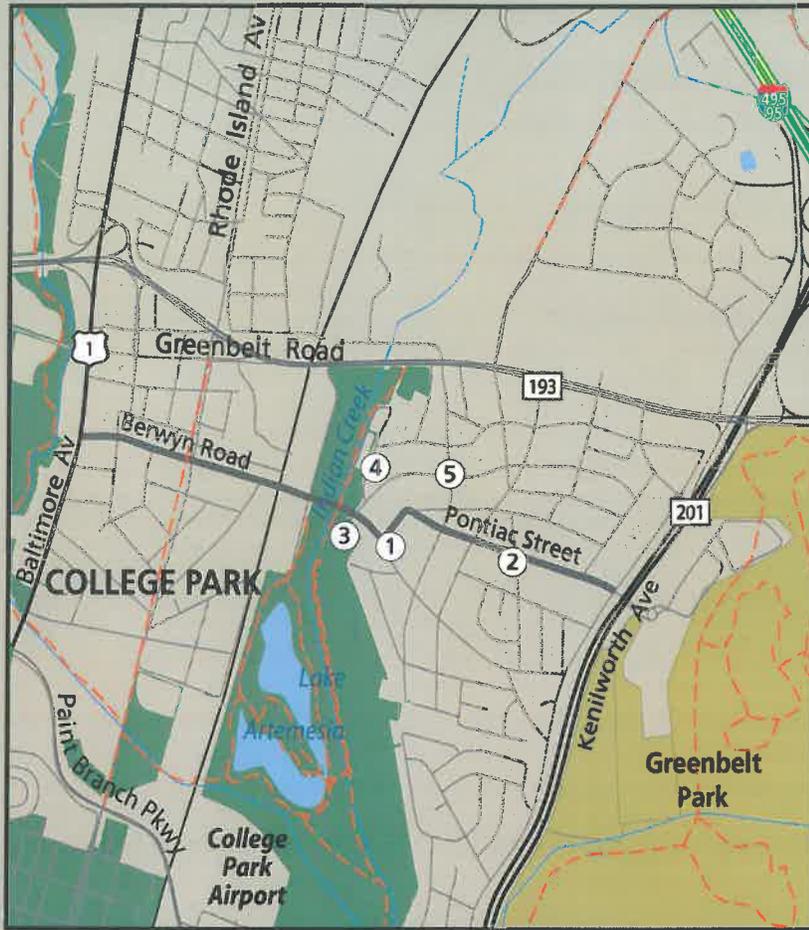
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# TOWN OF BERWYN HEIGHTS

optional location 1



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The B&O trains stopped at Waugh Avenue (now Berwyn Road), then a vital connection to Berwyn, where the post office, general store and most other businesses were located. A Victorian style station house once stood on the west side of the tracks, built in 1890 with money raised by locals served by the trains. The building was torn down around 1962, but MARC commuter trains still stopped until the opening of Metro's Green Line.

The trains not only served passengers, but also brought needed goods and supplies. Former Blundon Avenue, now under Metro tracks, ran next to the B&O rails and was used for on- and off-loading freight. In the early 20th century, entire kit homes were delivered by train. Mail order homes from Sears Roebuck, Harris and Aladdin Companies still dot Berwyn Heights and add to the variety of architectural styles found in the Town.

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Public Work Stand  
Bike Fixation





NO  
MOTOR  
VEHICLES

STATE  
LAW  
STOP  
FOR  
PEDESTRIANS  
WITHIN  
CROSSWALK  
OR  
CROSSING