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Town Wide Recommendations

As the Task Force conducted its work, we came to the conclusion that many of the recommendations which emerged to address 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 adopted as best practices going forward.

- Erect signs for “School Bus Stop Ahead” and at school bus stop locations
- Add “Local Traffic Only” signage at all entrances to Town. Once in force, the Town needs to petition navigation applications/services from routing commuter traffic through Town.
- Encourage parking for bikes 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. Improved street lighting makes pedestrians more visible to drivers, especially in crosswalks or alongside roads where no sidewalks exist.
- Throughout town, look at vegetation issues that block lighting and 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 at “3-Way” or “4-Way” are labeled as such.
- Enhance 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 before any street paving project of one block or more is undertaken, if no sidewalk exists on at least one side of the street, that a sidewalk **MUST** be installed as part of the paving project, unless a Council majority agrees that a compelling case for an exception should be made (with the exception of emergency repairs and utility cuts.)
- Adopt a town-wide speed limit of 20 MPH.

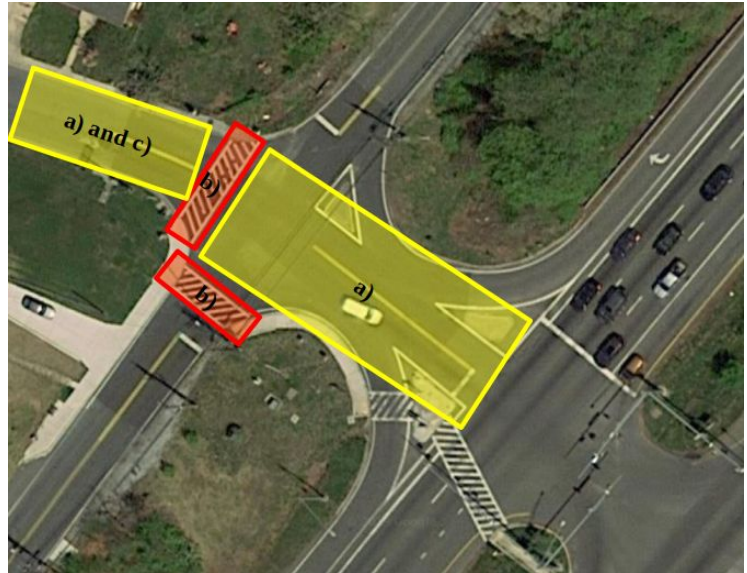
Intersection of Edmonston Rd. and Pontiac St.

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) Re-paint yellow lines just inside the Town boundary
 1. Add 'guide lines' in intersection
 2. Restore center line down Pontiac St extending for 30-50 ft west from the crosswalk.
 3. Paint reflective lines on the pedestrian island between Pontiac & Edmonston Roads
 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 and Edmonston to improve traffic flow and reduce driver confusion.
- d) Modify the Edmonston Rd. sidewalk to make the southern end wheelchair accessible.

e) Increase the crossing time provided by traffic lights and pedestrian signals.

Reach for the Sky:

- Work with State Highway Administration and City of Greenbelt to install a pedestrian bridge across Kenilworth Ave and create pedestrian- and cyclist-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:

- Major traffic route from Pontiac to 7-11, McDonald, etc.
- Major cut through route to Greenbelt Road
- Major cut through route to avoid Kenilworth Ave.
- Town lacks right of way

Nature of conflict:

- a) Speeding and running of stop signs places both drivers, bikers, and pedestrians at risk.
- b) No sidewalks due to lack of 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. to prevent cut through traffic.
- One way at Tecumseh Pl. (perhaps not necessary)
- Possibly short one way section (Northbound only) at 63rd Ave north of Seminole St. to prevent cut through traffic shifting to Tecumseh Pl.
- Work with residents or SHA to create a sidewalk down the length of Edmonston Rd.

Reach for the Sky:

Edmonston Road was identified by many stakeholders as a conflict zone. Given the large number of north-south pedestrian traffic to numerous destinations along Edmonston (College Park Estates and parks south of town; bus stops along the entire length South of Pontiac; Kenilworth pedestrian crossing at Pontiac; and 7-11 at the far northern end), it is imperative



that the town work with residents to build sidewalk the length of the road. This could be achieved by a legal mechanism such as tying eminent domain to property sales which 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 Road, and it is long past time for our Town to face the obstacles inherent with the right of way issues and find creative solutions to make this route safe for pedestrians.

Stakeholders:

Residents; customers of 7-11, Shell and Mcdonald's; Berwyn Presbyterian Church; Verizon; Balkonie Restaurant..

Greenbelt Rd



Major Considerations:

- Common Entry and exit point for Berwyn Heights, which is heavily used by pedestrians, bicycles, and cars resulting in frequent conflicts
- Common cut-through route is between Greenbelt Rd. and Kenilworth Rd is 58th Ave to Pontiac St. or 58th Ave to Goucher Dr. and Edmonston Rd. The cut through traffic is thought to contribute to much of the speeding and running of stop signs during rush hour, which is a time with many pedestrians and bikes are on the roads in Town.

Nature of conflict:

- a) Indian Creek Trail ends abruptly and 57th Ave and Greenbelt Rd.
- b) Pedestrian crosswalks along Greenbelt Rd lack protection from traffic performing right-on-red from Greenbelt Rd
 1. Pedestrians are often hidden behind electrical boxes.
 2. Crosswalks at all busy entry streets from Greenbelt Rd. are hazardous due to traffic turning right-on-red not yielding for pedestrians.
- c) 60th Ave is a confusing intersection due to frequent vehicle traffic exiting either gas station onto 60th very close to the intersection
 1. No/poor curb on Xtra side and poor drainage
- d) 60th Ave north of Greenbelt Rd is not a safe bicycle route due to heavy traffic and the steep hill on the far side of the intersection.

- e) First block 58th Ave is not a safe bicycle route due to heavy traffic
 - 1. Missing lane guides and parked cars cause drivers to drive unpredictably.
 - 2. Cyclists crossing Greenbelt Rd. at the light would benefit from additional protection.

Recommendations:

- a) Add signage to direct cyclists and pedestrians to new trails off of Ballew Rd.
 - 1. Designate the sidewalk in front of My Eye Doctor as a dismounted bike route.
- b) Have traffic engineers look at the intersection of 60th Ave. and XtraMart gas station.
 - 1. Have signs to encourage bike traffic to use 58th Ave. for access to Greenbelt Metro instead of using 60th Ave.
 - 2. Clarify stop-line on 60th Ave. at Greenbelt Rd. (Set back to 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 avenue to Seminole St.
- d) Options for improving traffic flow and bikeability of 58th and 60th Aves.
 - 1. Improve the light at 58th Ave. and Greenbelt Rd. by either adding a dedicated cyclist light that goes before motorists, and adding a bike box in front of the stop line in conjunction with restricting "right on red" traffic turning onto 58th Ave. from Greenbelt Rd. and traffic turning onto Greenbelt Rd. from 58th Ave. to give cyclists a protected crossing through the intersection.
 - 2. Convert the west side sidewalk of 58th Ave. to a protected bike lane with either 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)
- e) Re-activate strobe light on amber/yellow at 63rd Avenue crossing. This is 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:

For pedestrians, crossing Greenbelt Road at any intersection is unsafe due to the volume and speed of traffic; number of lanes; and lack of adequate pedestrian infrastructure on the north side (Greenbelt). The Town should work with SHA and City of Greenbelt to install pedestrian overpasses at

- 1) 58th Avenue to connect Indian Creek Trails with Greenbelt Station trails

2) Cunningham to Beltway Plaza Mall

- a) Engage with Quantam (Beltway Plaza owners) to force inclusion of pedestrian/bike access in their redevelopment plans

3) 63rd Avenue crossing for BH students attending Greenbelt Middle School, which includes roughly 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 90's, and another was hit and seriously injured in the early 2010's. The Town installed sidewalks along 63rd and worked with the school system for sidewalks on the north side of 193; however, only an overpass will bring our students to and from school safely every day.

4) The Town should encourage property owners and businesses along 193/Greenbelt Rd. to build infrastructure (high quality bicycle racks, sidewalks, and footpaths, etc) to encourage cyclist 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, cyclists and motorists.
- Steep hills on Goucher Dr. and Cunningham Dr limit visibility make stopping difficult when icy.



Nature of conflict:

- a) Angle of 58th Ave. causes traffic turning onto Goucher Dr. from 58th Ave. to take too sharp of a turn, causing potential collisions.
 1. Pedestrian right-of-way is often disregarded at the exit of the Boy Scout Trail.
 2. Stop signs at both 58th Ave and Goucher Dr. are often ignored by drivers.
 3. Intersection design is already awkward. Traffic that has already stopped on 58th Ave and then proceeds when it is their turn can be met by traffic approaching the stop sign at 57th. This creates a dangerous situation where cars are accelerating towards the same point at the same time.
- b) Poor visibility for vehicles traveling west on Goucher Dr. where site lines are obscured by the steep hill on Goucher Dr. until drivers pass the stop line at the bottom of the hill.
- c) Poor visibility at the intersection of Goucher Dr. and Cunningham Dr. Folks from both sides are forced to share one lane of traffic for both directions of travel.
- d) Southbound Cunningham Dr. traffic speeding and frequently ignoring the stop sign at Goucher Dr. intersection.
- e) In icy conditions, stopping becomes difficult for both southbound Cunningham Dr. traffic and all directions of Goucher Dr. traffic.
- f) School bus stop at Goucher and Cunningham is hazardous due to low visibility and reports of stop signs being regularly run.

Recommendations:

- a) Increase signage and paint a crosswalk going to trail

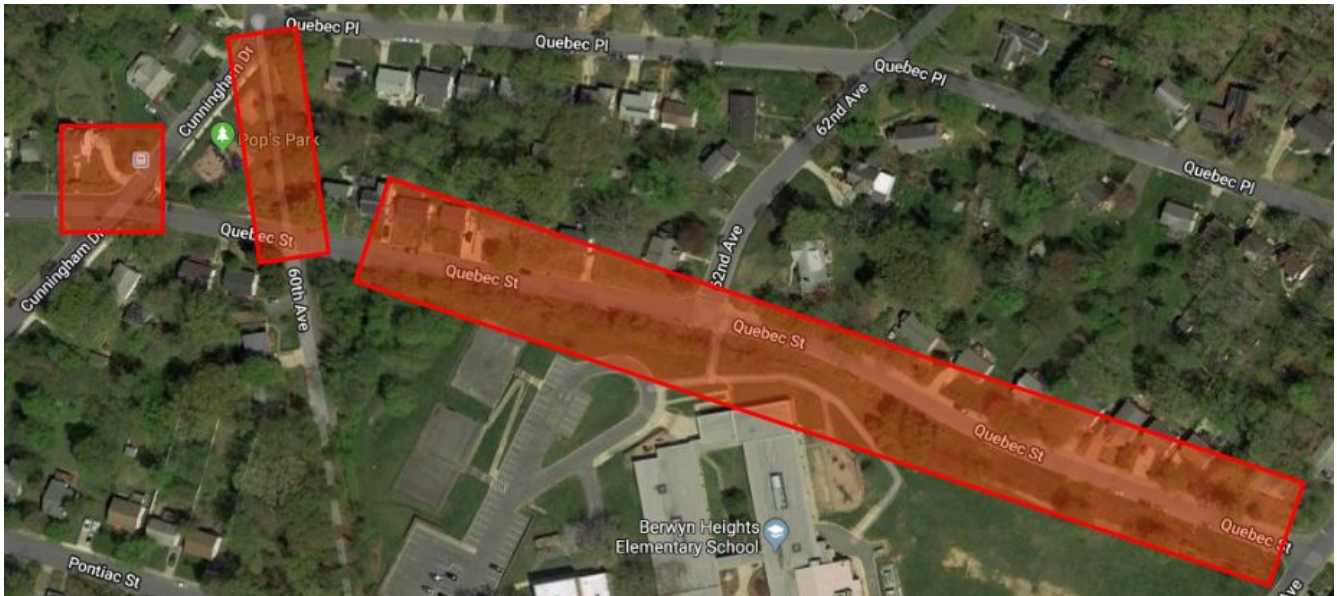
1. Label trail and indicate it intersects 57th, 58th and Goucher. Consider “Look” signage at all intersections.
 2. Add crosswalks from the trail across both 57th Ave and Goucher St.
 3. Add “Pedestrian / Cyclist Trail Ahead” signs on 57th Ave, 58th Ave. and Goucher Dr.
- b) Install a cyclist stop sign at the trailhead to prevent cyclists from riding directly into the intersection without stopping.
 - c) Paint stripes can indicate appropriate angle of turn.
 - d) Sign 5800 block of Goucher St. as local traffic only to reduce navigation apps recommending it as a route.
 - e) Work with the school district to move the school bus stop to a safer intersection.

Reach for the Sky:

This is an amazing opportunity to change how a space is used. If traffic were no longer permitted to travel from 57th or 58th onto Goucher or vice-versa, we could reconfigure the intersection with 57th and 58th to be back significantly closer to where the present stop sign on 58th exists. All of the rest of pavement could be designated as a place to learn to ride bikes/scooters. As long as parking restrictions were imposed on the houses along the curb, this 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 are only slightly inconvenienced by 2 blocks of added travel. Residents along 57th and 58th can still use Berwyn Road to head east towards Cunningham, where they can connect to Goucher to continue as before. Residents from points east of Goucher would similarly use Cunningham to connect to Berwyn Rd. 58th and Cunningham(/60th Ave) are already streets that continue through the length of Town.

Quebec St.



Major Considerations:

- Quebec St., between Cunningham Dr. and 63rd Ave. is normally a quiet street with the exception of the beginning and the end of the school day at Berwyn Heights Elementary School.
- This street is a 2-way street running east and west with no sidewalks

Nature of conflict:

- a) Back of BHES – Quebec St. and 62nd Ave.
 1. Stairway which directs students leaving the rear of the school deposits them directly into the middle of Quebec St./ 60th Avenue intersection into traffic.
- b) Cunningham Dr. and Quebec St.
 1. Visibility issues, vegetation blocks visibility for vehicles traveling south on Cunningham Dr. from seeing eastbound traffic from Quebec St.
- c) Crosswalk missing at Quebec Place and Cunningham Drive

Recommendations:

- a) One way traffic (eastbound only) on Quebec St. between 60th Ave. and 63rd Ave.
 1. Narrow street and
 2. Install sidewalk or protected pedestrian pathway on the south side of Quebec St.

3. Sidewalk to be built on the south side of Quebec St. at 62nd Avenue intersection (adjoining school property at current stairs) Reconfigure stairway to direct students to new sidewalk/crosswalk .
 4. Convert Stairway to an ADA accessible ramp, and reroute to merge with proposed sidewalk, and include a crosswalk on the west side of the intersection.
- b) Convert drainage swale [continuation of 60th Ave footpath, northbound] behind Pops Park into an actual sidewalk/trail, including crosswalks across Quebec St.
 - c) Install crosswalk at Cunningham Drive and Quebec Place, connecting two sidewalk segments
 - d) 3-way stop sign and a crosswalk at 60th Ave. and Quebec St.
 - e) Consider moving the stop sign on the south side Cunningham Dr and Quebec St. and line further south to be closer to the corner. Will impede residential driveway only while cars are stopped at the intersection.
 - f) Install “Low Visibility Intersection Ahead, Proceed with Caution” signs on Quebec St. approaches to intersection with Cunningham Drive
 - g) Install “School Crossing Ahead” signs on Quebec St approaching 62nd Ave intersection from both directions.
 - h) Create protected pedestrian/bike lane along south side of 6000 and 6200 blocks of Quebec St, connecting with new sidewalk along west side 8600 block of 63rd, completing loop around school and community center property

Reach for the Sky:

A fitness path inside the school fence comprised of a perimeter path around the pontiac field with various fitness stations

Completing the loop of sidewalks around the school would make an opportunity to develop a fitness trail around the school and extend it through the neighborhood.

This will encourage more walking or biking to school while reminding everyone of the healthful benefits of exercise, and an improvement of air quality near the school.

Seminole St.

Major Considerations:

- Major east-west corridor parallel to Greenbelt Road
- Heavily-used bicycle route from Greenbelt Rd. to Lake Artemesia area.
- This is the major northern trailhead of the Indian Creek/Anacostia Heritage Trails



Nature of conflict:

- a) Awkward intersection with marginal visibility in front of/adjacent playground and the access to a major regional biking and pedestrian trailway
- b) 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) Sidewalk the length of Seminole Street
- c) Install speed control devices on the one-way portion Seminole Street (between 63rd and 62nd Avenues); or institute a direction change of the one-way portion along with instituting one-way traffic in the opposite direction on Seminole Place.

Reach for the Sky:

See Appendix

Town Center, Sports Park and Lake Artemesia Area



Major Considerations:

Heavily used by all users, and a major destination for visitors to the town.

Nature of conflict:

- a) Exit of Sport Park is not signed as a 4-way Stop
- b) Difficult visibility of the crosswalk at 57th Ave and Berwyn Rd due to cars parked on the corner.
- c) No required stop for traffic traveling east on Berwyn Rd. before a difficult to see crosswalk.
- d) Poor visibility of pedestrians and cyclists crossing Berwyn Rd. southbound 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 for eastbound Berwyn Rd. at 57th Ave and/or
- d) Cut back vegetation and/or restrict parking on the north side of Berwyn Rd between Ruatan St. and the Indian Creek trail
- e) Consider installing a raised crosswalk or pedestrian/cyclist operated flashing lights at the Indian Creek Trail crosswalk.

Reach for the Sky:

The Town should remove stop signs and install a landscaped traffic circle at 57th and Berwyn Rd to control traffic and to clarify lanes. However, left turning bus traffic or emergency vehicles onto eastbound Berwyn Rd must be considered.

Ballew Rd.

Major Considerations:

- Heavy used by construction businesses, Public Works, Cyclists, and Pedestrians, and the road is adjacent to Greenbelt Station.
- Alternate Cycling route using newly created Greenbelt Station trail that connects with the Cherrywood Lane. bike lanes to the Greenbelt Metro and points north and east.

Nature of conflict:

- a) Blind curves on either side of the Greenbelt Rd. underpass
- b) Unmarked sidewalk crossing Ballew south of 193 overpass is dangerous
- c) Bi-directional traffic is tight when construction trucks and semi's are parked on the street.
- d) Chronic 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 winding path, culminating in bottleneck at gate
- f) Frequent speeding results in unsafe biking conditions north of Berwyn Rd

Recommendations:

- a) Recommend adding speed tables around blind curves (just after the underpass for Greenbelt Rd.in both directions
- b) Paint crosswalk across Ballew Ave south of 193 overpass and extend sidewalk northbound on eastern side of Ballew to continue eastbound on southside of Branchville. "Desire Path" indicates an unmet need.
- c) Create a protected lane for pedestrians / cyclists on eastern side of Ballew Rd.
- d) Consider adding a drain on the eastern edge of Ballew Rd that connects with existing drainage system further down on the same side of the road.
- e) Install dedicated bike path on east side of Ballew Ave from Lake Artemesia parking to lake entrance, with separate bike entrance at lake (or widen current pedestrian/bike entrance)
- f) Install bike lane on east side of Ballew Avenue, on MNCPPC floodplain area

- g) Notify businesses of existing laws forbidding parking over sidewalks, and start enforcing those.

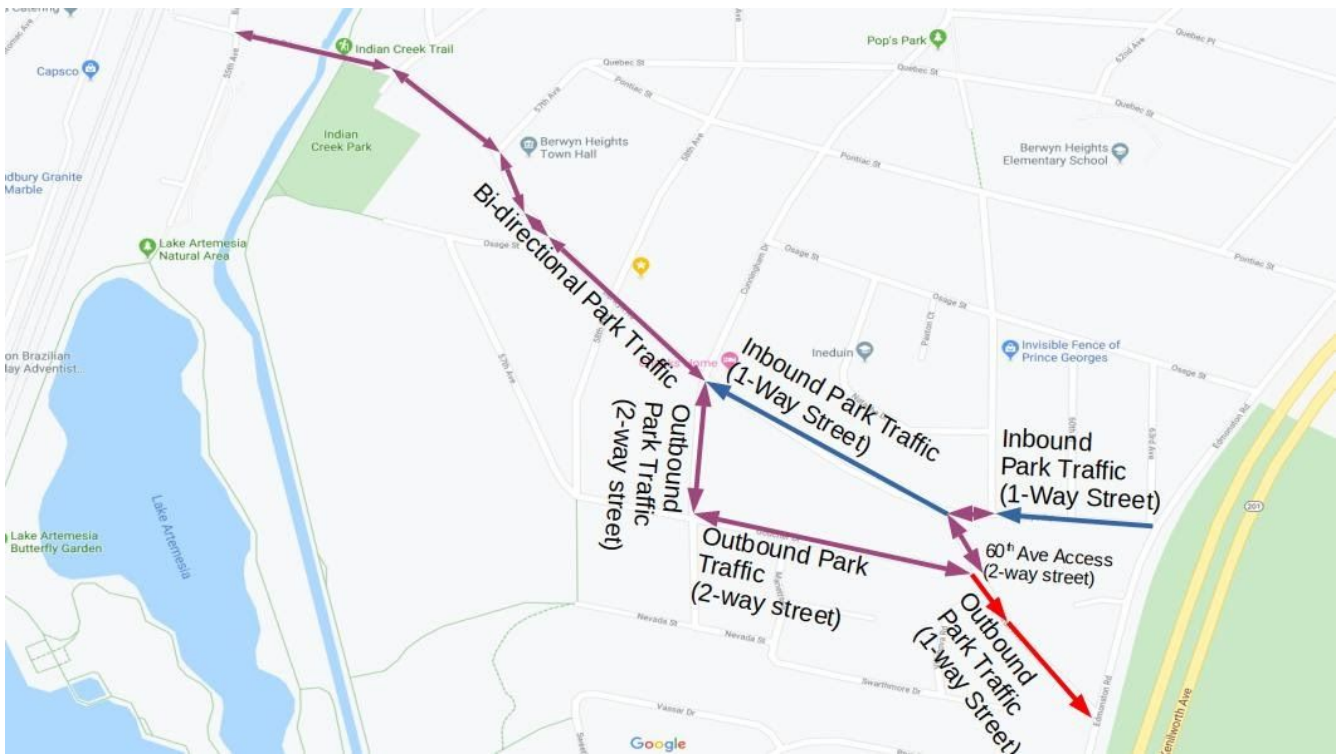
Reach for the Sky:

This route adds opportunities to add signage for town and park events.

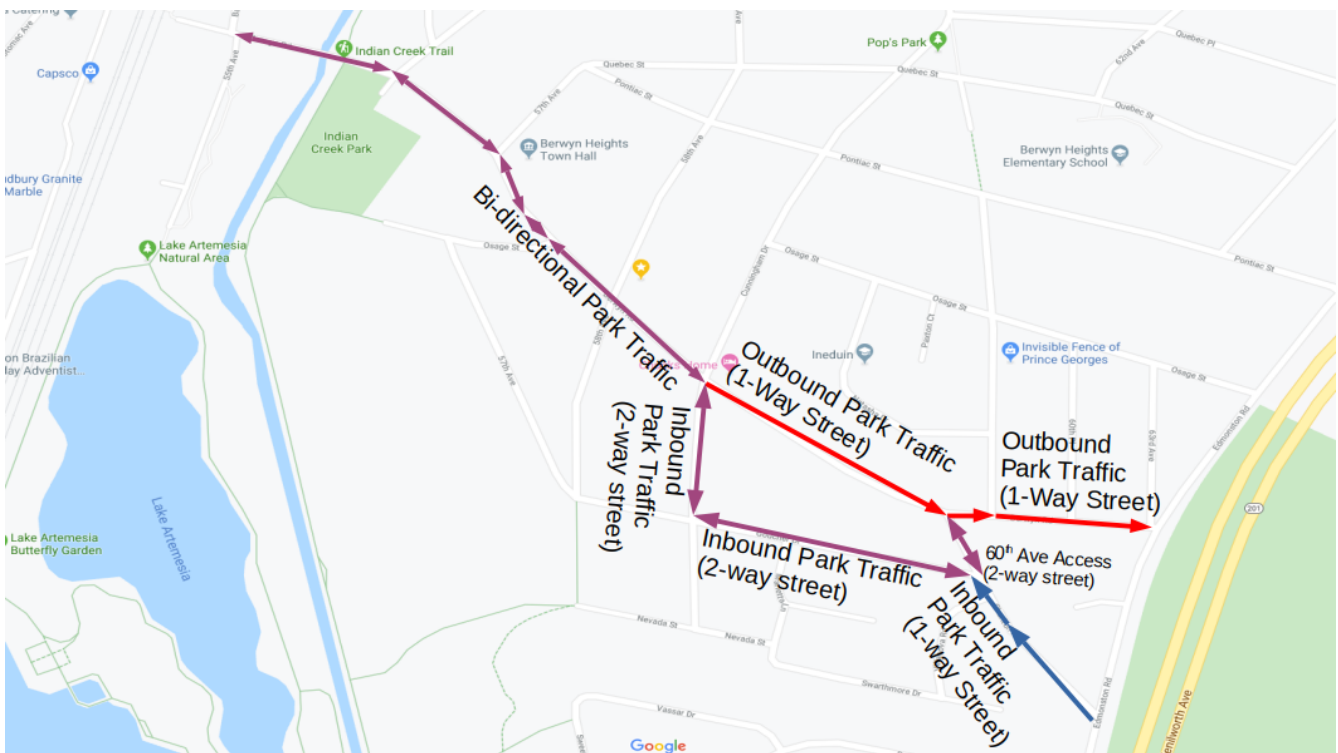
Regarding the drainage issue near the entrance to Lake Artemesia, stationary bicycle-powered pump stations would add an exercise option for lake users to help drain this problematic area of Ballew Ave.

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
- High Pedestrian usage of Edmonston Rd. bus stops.
- Major entry point into town for motorists heading to Lake Artemesia

Nature of conflict:

- a) Berwyn Rd. west of 60th Ave:
 - i. Lack of sidewalks, blind hill, and heavy on street parking on Berwyn Rd., make the area risky for pedestrians and cyclists.
 - ii. Awkward uphill turn from Charlton Ave. onto Berwyn Rd. causes visibility issues in both directions of Berwyn Rd. for all users.
- b) Due to parked cars on Charlton Ave., there is a blind curve right beside Villanova that makes bi-directional traffic difficult, endangering cyclists and pedestrians.
- c) Speed limit and stop signs ignored on Edmonston Rd.
- d) There is no safe passage for pedestrians

Recommendations:

- a) Recommend creating a one way (westbound only) for the block of Berwyn Rd. between 60th Ave and Charleton Ave. Alternatively, parking could be restricted to the north side of Berwyn road so that cars could pass the blind hill safely, which would also then provide space for a protected pedestrian walkway (see Recommendation e below)Allow bi-directional traffic for cyclists.
- b) Designate Charlton Ave. as a one way outbound south of Villanova. Allow bi-directional traffic for cyclists
- c) Add circles at both Berwyn Rd. and Charleton Ave. & Edmonston Rd. with hardscaping to slow north traffic, and improve intersection navigation.
- d) Add crosswalks at north bound Edmonston Rd. bus stops.
- e) A protected pedestrian walkway” can be created by restricting parking to the north side of Berwyn road so that pedestrians can walk, protected from traffic, between the curb and parked cars, at a minimum from 60th to Cunningham Drive; or preferably, from Edmonston Rd. to the Town Center.

- f) Sidewalk along East side of Charlton to connect with proposed pedestrian pathway on Berwyn Rd. and 60th Ave sidewalk extensions.

Reach for the Sky:

Traffic circles where both Charlton Ave and Berwyn Road meet Edmonston Road provide an opportunity to create a nice welcome sign, and provide wayfinding to town attractions like Town Center, Sports Park, and Lake Artemesia, while slowing traffic along Edmonston in an unobtrusive manner.

The length of Pontiac St.



Major Considerations:

- Pontiac Street is the main east-west thoroughfare in Berwyn Heights.
- BHES causes heavy traffic 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 insufficient or missing.
- b) Speeding and lack of stopping at stop signs are also unfortunate issues that compound the safety issues.
- c) Bus stop signage blocking or distracting from stop signs at Cunningham Dr (eastbound) and Edmonston Dr (eastbound).
- d) Severe slope in front of Community Center impeded sidewalk installation, which results in pedestrians being diverted into roadway for a small portion

Recommendations:

- a) Add high-visibility crosswalks across Cunningham Dr at Pontiac St. and 58th Ave at Pontiac St. to connect the Pontiac St. sidewalks.
- b) Speed volume style raised intersections (aka “speed table”) to emphasize 4-way / 3-way stops and crosswalks at 58th Ave, Cunningham Dr. and 60th Ave.
- c) Raised intersection creates 4-way intersection with 60th Ave Trail. Lighting also is an issue at this intersection.
- d) Add painted language such as “STOP” to the road surface in high visibility reflective paint prior to each Stop sign.

- e) Install sidewalk with a retaining wall, or designate a pedestrian path in the roadway in front of the community center.
- f) Increased enforcement of stop sign running and speeding as this is a major route through Town, crossing in front of elementary school and community center, the 60th Ave. footpath crossing, and bus stops.

Reach for the Sky:

The Town needs to be proactive partners with Prince George's County School system in the upcoming realignment of BHES infrastructure to improve traffic flow during the start and end of school days, and to maximize infrastructure which promotes access to the school (and community center) for pedestrians and bicyclists (ADA Ramp to replace existing stairs to Quebec St; multiple, high quality bike racks, sidewalks alongside kiss and ride area, etc)

60th Ave. South of Osage

Major Considerations:

This is a major pedestrian route for children who live on the south side of town to reach BHES.

Nature of conflict:

- a) The current sidewalk stops at Osage St.
- b) Missing crosswalks for the intersections of Osage St and 60th Ave. and Natasha Dr. and 60th Ave.

Recommendations:

- a) Extend existing 60th Ave. sidewalk all the way to Berwyn Rd.
- b) Link 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) Connect 60th Ave sidewalk via spur sidewalk along south side of Osage Rd to existing sidewalk at Paxton Ct.

Reach for the Sky:

- At the intersection of 60th and Berwyn Rd, tie sidewalks and crosswalks to the proposed protected pedestrian lane on Berwyn Rd.
- Address visibility issues along the blind turns on Natasha Dr. using either mirrors or protected pedestrian walkway.
- Extend the sidewalk down Charlton to Villanova.



Appendix A: Seminole Street Neighborhood Greenway

The Neighborhood Greenway creates a ½ mile road network prioritizing non-motorized traffic, safely connecting our parks and playgrounds with commercial districts on Greenbelt Road and all destinations in between. The Greenway creates recreational opportunities for residents and has health benefits for all users. This does not restrict access to the roadway for any users; everyone can still drive to their destinations throughout Town. The Greenway can coordinate with and help influence future roadway and infrastructure design at the Beltway Plaza site.

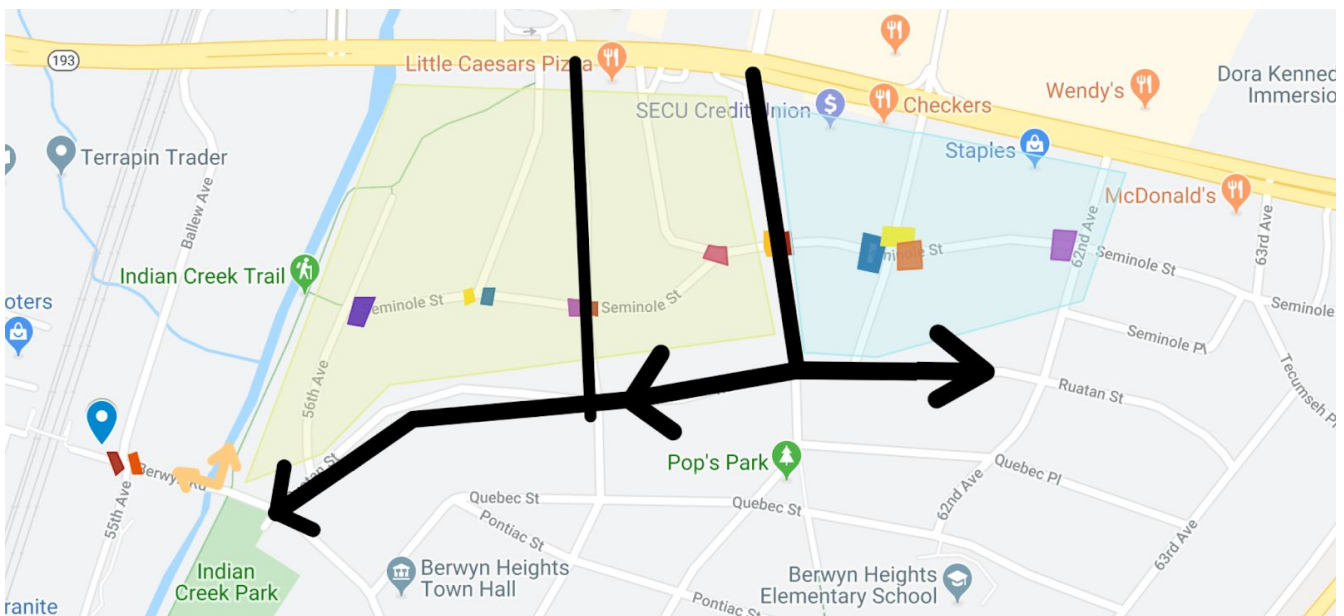
Actively encourages additional cycling trips by developing a prioritized cycling route using only signage and new traffic patterns.

This Neighborhood Greenway connects to greater networks of Anacostia Tributary Trail Network and proposed Bicycle Boulevard network in College Park.

Promotes a bicycle-friendly entry into Beltway Plaza complex -- new development must consider bicycles. Adopting such infrastructure in Berwyn Heights will influence design decisions.



Placemaking Opportunity for Colorful/Rainbow crosswalks would mark the Greenway at all its crosswalks; doubly acts as wayfinding assistance for users.



New traffic controls:

- Cannot pass through intersection of Seminole St & 60th Ave along Seminole St in motorized vehicle. Bicycles and Pedestrians are Exempt from this restriction.

Signage must be visible approaching Seminole from either side of intersection.



- Remove stop signs for Seminole Street traffic at 57th Ave (only 57th Ave must stop). Remove stop signs for Seminole Street traffic at 58th Ave (only 58th Ave must stop). Remove stop signs for Seminole St. at Cunningham (only Cunningham must stop). In place of stop signs, which presently act as traffic calming measures, add different traffic calming measures such as bike-friendly speed humps on Seminole St. from Indian Creek Park to 58th Ave or beyond.



- “Cross-traffic does not stop” marked at 58th, 60th, and Cunningham. Consider adding 57th and Tecumseh.

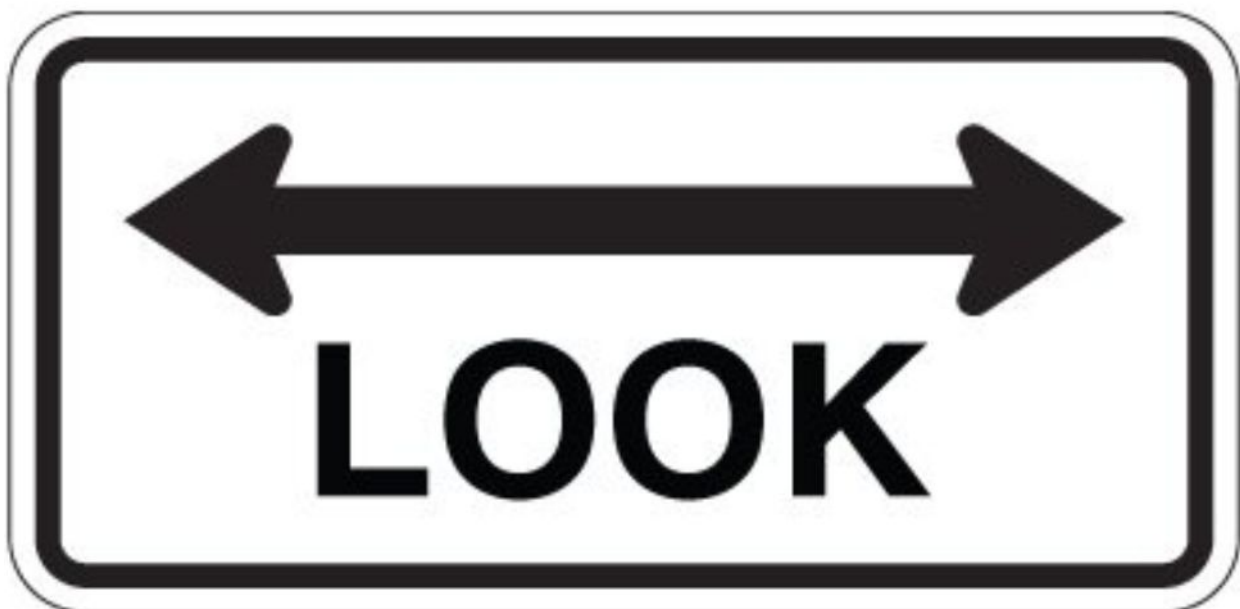


- To extend the Greenway, Seminole between Cunningham & 62nd runs



one-way eastbound. A set of contraflow bike lanes allows travel along Seminole from Cunningham to 63rd Ave **for bikes only**.

Examples of signage:



Why should we advocate for this?

It promotes walking and biking. This is over a relatively small distance of about half a mile, but it would connect many popular destinations of residents and visitors alike. It is incredibly cost-effective to use only paint and signs to extend a non-motorized trail network (Anacostia Tributary Trail Network). For all users, we're maximizing the utility of a resource we already have - a paved roadway.

This is specifically designed to encourage greater walking and greater cycling by decreasing automobile trips along one particular stretch of road. This proposal does give priority to non-motorized users on these blocks. Residents can still drive to their houses and anyone going to the park can still travel along the safer, multi-purpose roadway.



Of Note: Under this plan, motorized users are forced to use Ruatan to travel east/west, rather than having an option for Seminole *or* Ruatan. Suggest a comprehensive study to see how this will impact all neighborhood users and residents living along the route, whether or not they use a motorized vehicle to pass through the space.