

DIRECTION N

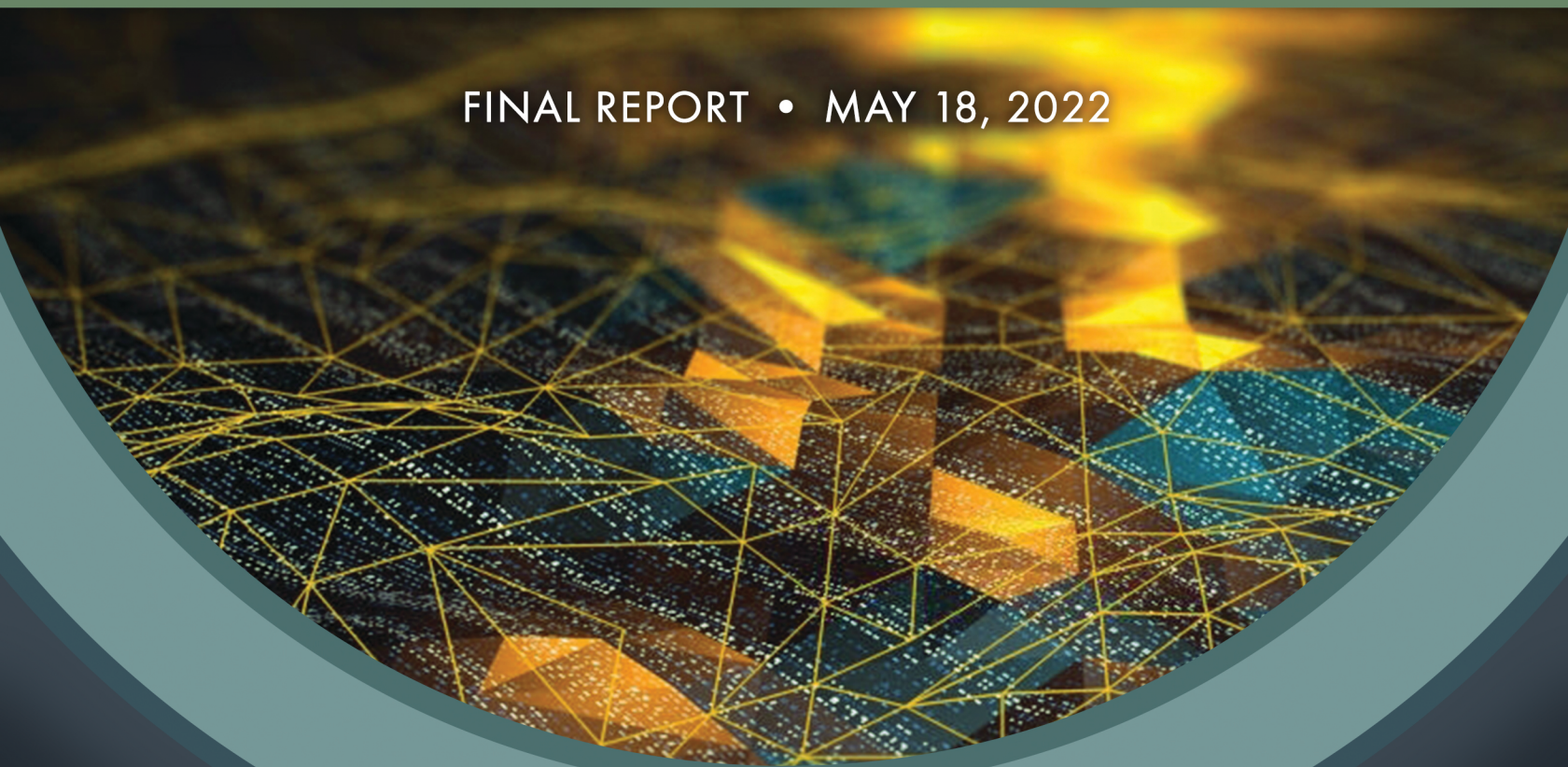
LONG RANGE TRANSPORTATION PLAN
APPENDICES A - E



HEPMPO

Hagerstown/Eastern Panhandle
Metropolitan Planning Organization

FINAL REPORT • MAY 18, 2022



APPENDIX A HEPMPO STAKEHOLDERS

INTERSTATE COUNCIL

The HEPMPO’s Interstate Council (ISC) is the decision-making body of the organization. The group is comprised of representatives from the respective State DOTs, public transit operators, and local elected officials.

In accordance with the HEPMPO bylaws, the Interstate Council is comprised of 17 members, 15 members of which shall have voting privileges and two are non-voting members (noted with asterisks next to their name).

CURRENT HEPMPO INTERSTATE COUNCIL MEMBERS

State	Agency	Representative Name	Representative Title
MD	Washington County, MD	Terry Baker (Jill Baker – Alternate)	Commissioner
WV	City of Martinsburg	Kevin Knowles (Mark Baldwin – Alternate)	Mayor
WV	Berkeley County, WV	Jim Barnhart	Councilperson
MD	Washington County, MD	Charles Burkett, Jr. (Pam Mohn – Alternate)	Commissioner
WV	Jefferson County, WV Municipalities	Duke Pierson (Tony Grant – Alternate)	Mayor, City Of Ranson
MD	City of Hagerstown	Bob Bruchey (Jim Bender – Alternate)	Councilmember
MD	Washington County Transit	Kevin Cerrone	Director (Chair)
WV	Eastern Panhandle Regional Planning and Development Council (Region 9)	Rachel Snavely	Director
MD	Washington County, MD Municipalities	Bill Green	Mayor, Town Of Williamsport
WV	West Virginia Department of Transportation	Chris Kinsey	Regional Planner
WV	Berkeley County, WV	Dan Dulyea	Councilperson
MD	City of Hagerstown	Emily Keller	Mayor
MD	Maryland Department of Transportation	Heather Murphy	Planning Director
WV	Jefferson County, WV	Steve Stolipher	Commissioner
WV	Eastern Panhandle Transit Authority	Elaine Bartoldson	Director (Vice-Chair)
PA	Pennsylvania Department of Transportation	Meribeth Raves*	Program Development
PA	Franklin County Commission	John Flannery*	Commissioner

TECHNICAL ADVISORY COMMITTEE

In accordance with the MPO bylaws, a Technical Advisory Committee (TAC) was established to provide technical assistance and recommendations to the Interstate Council. The TAC is charged with 5 general responsibilities:

1. Oversight of technical work;
2. Coordination of the Long-Range Transportation Plan;
3. Compliance with State or Federal regulations;
4. Review and recommendation of TIP projects and amendments; and,
5. Review and recommendation of new projects and proposals.

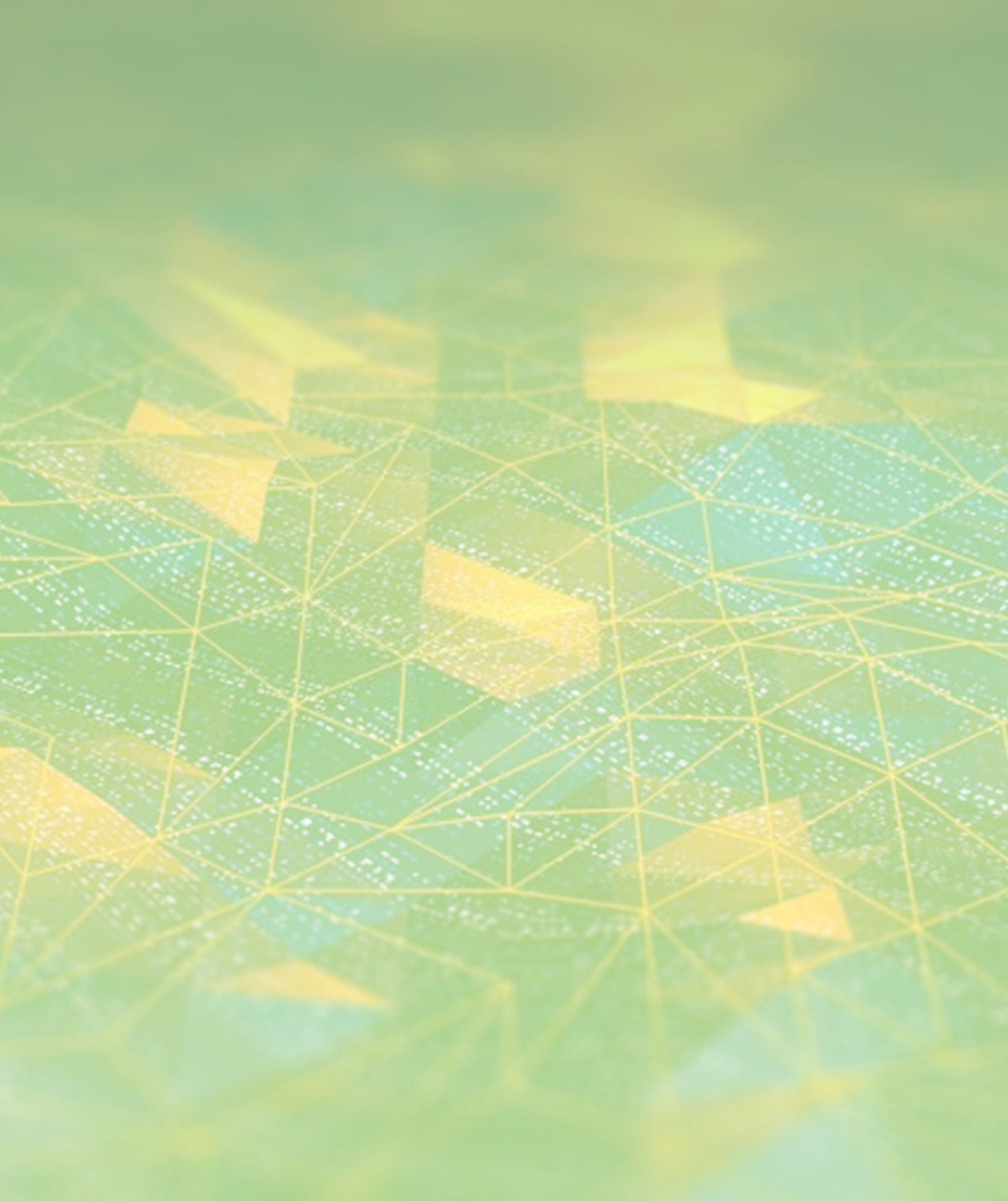
The TAC is made up of 18 voting members and other non-voting members as recommended by the MPO Director and/or ISC members.

CURRENT HEPMPO TAC VOTING MEMBERS

State	Agency	Representative Name	Representative Title
MD/WV	HEPMPO	Matt Mullenax	Executive Director (Chair)
MD	Washington County, MD Planning Department	Jill Baker	Planning Director
WV	Eastern Panhandle Transit Authority	Charles Walker	Deputy Director
MD	City of Hagerstown	Megan Flick	City Planner
WV	Berkeley County, WV Planning Department	Laura Hoffmaster	Planner
WV	Jefferson County, WV Planning Department	Jennie Brockman	Planning Director
MD	Washington County, MD Municipalities	Crystal Danfelt	Town of Williamsport
WV	Jefferson County Municipalities	Edward Erfurt	Assistant City Manager, City of Ranson
MD	Washington County, MD Division of Engineering and Construction Management	Scott Hobbs	Director
WV	City of Martinsburg	Dana Keith	City Planner
WV	Berkeley County, WV	Jim Golden	County Engineer
PA	Franklin County, PA Planning Department	Kenana Korkutovic	Planner
PA	Pennsylvania Department of Transportation	Nathan Walker	District Planner
MD	City of Hagerstown	Kathy Maher	Planning Director
MD	Maryland Department of Transportation	Heather Murphy	Planning Director
MD	Washington County Transit	Stephanie Overcash	Deputy Director
WV	West Virginia Department of Transportation	Chris Kinsey	Regional Planner
WV	Eastern Panhandle Regional Planning and Development Council (Region 9)	Jen Wishmyer	Assistant Director

CURRENT HEPMPO TAC NON-VOTING MEMBERS

State	Agency	Representative Name	Representative Title
MD	Maryland State Highway Administration	Matt Baker	RIPD Chief
WV	Eastern West Virginia Regional Airport	Neil Doran	Airport Manager
MD	Maryland Transit Administration	Travis Johnston	
WV	City of Charles Town	Vacant	Manager
MD	Hagerstown Regional Airport	Rick Johnson	Manager
MD	DM Bowman Trucking, Inc.	Jim Ward	



APPENDIX B VISION PROJECTS

Direction2050 includes an extensive list of “vision” projects. These projects range from minor intersection improvements to significant interstate widening efforts. The vision projects and their planning-level cost estimates (2021 dollars) for Berkeley and Jefferson Counties as well as Washington County are identified in the following tables.

BERKELEY & JEFFERSON COUNTIES VISION PROJECTS

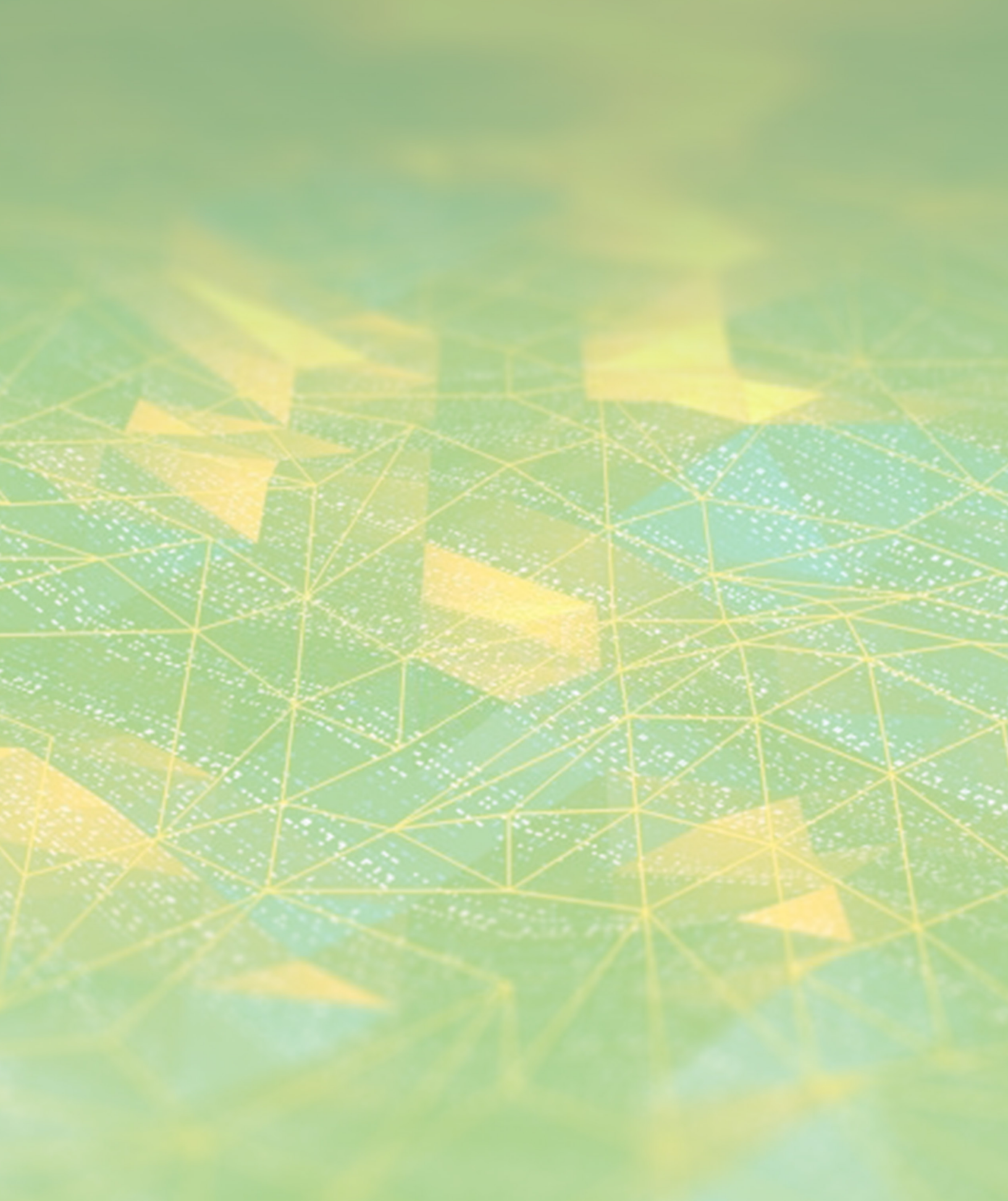
Project ID	Project Name	Project Description	From	To	Cost (\$2021)	Prioritization Score
Berkeley County						
B101.2		Widen to six lanes	Exit 5 / WW32	Exit 5 / WW51	\$ 1,664,283.32	11.7
B101.3	I-81 - Phase 3	Widen to six lanes	Exit 8 / WW51	Virginia	\$ 1,558,226.52	10
B102.1	US 11 - Phase 1 (North)	Intersection Improvements	Edwin Miller Blvd.	Beall Rd.	\$ 12,916,182	12
B102.2	US 11 - Phase 2 (North)	Intersection Improvements	Potomac Intermediate School	Worcester Dr.	\$ 7,470,911	8.8
B102.3	US 11 - Phase 3 (North)	Intersection Improvements	I-81 (Exit 23 Falling Waters)	MD State Line at Potomac River	\$ 5,566,471	10.2
B103.1	US 11 - Phase 1 (South)	Intersection Improvements	Virginia	Naderboush Lane	\$ 9,150,130	10.4
B103.2	US 11 - Phase 2 (South)	Intersection Improvements	Naderboush Lane	Tabler Station Rd.	\$ 5,491,368	9.3
B104.0	US 11	Widen to four lanes	Tabler Station Rd.	WW 4.5/9	\$ 45,033,423	9.4
B105.0	WW 9	New four lane alignment	Morgan County	I-81	\$ 308,468,000	15.3
B108.0	WW 45	Intersection improvements	WW 9	Jefferson County Line	\$ 14,665,001	7.2
B109.0	WW 45	Widen to four lanes (divided)	WW 9	Jefferson County Line	\$ 1,552,988,847	9.1
B110.0	WW 45	Recon. of roadway - safety improvements	Klee Dr.	Jefferson County Line	\$ 94,078,339	5.1
B112.0	WW 51	Intersection improvements	Gemardstown (Reunion Corner Rd.)	WW 51	\$ 8,203,955	3.8
B113.0	WW 901	Widen to four lanes	Ramps from I-81 South	Vineyard Rd.	\$ 41,905,234	7.7
B114.0	I-81 Exit 12 Interchange Modifications	Redesign NB exit ramp add new lane to Foxcroft Ave	Exit 12	Foxcroft Ave	\$ 5,892,638	7.4
B120.0	Edwin Miller Blvd.	Intersection/safety improvements	W. Moler Ave.	Warm Springs Ave.	\$ 14,731,907	13.8
B201.0	CR 1	Widen to four lanes	WW 9	WW 901	\$ 93,819,811	5.6
B202.0	Giles Mill Rd. Bridge	Widen to 2 lanes	Giles Mill Rd.	over Opequon Creek	\$ 1,401,437	2.4
B204.0	WW 115 / Charles Town Rd. / Baker Heights Rd.	Intersection Improvements	WW 115	Baker Heights Rd.	\$ 702,334	5.2
B205.0	Herold Drive Extension	New two lane roadway	Commons Shopping Center	Herold Drive	\$ 12,672,237	5.8
B206.0	Scrabble Road (Berkeley County)	Safety Improvements	Bedington Rd.	Jefferson County Line	\$ 3,070,024	2
B301.0	Commercial Road Connector	Construct new roadway reconstruction (two lanes)	Delmar Orchard Rd.	Proposed Commercial Dr.	\$ 2,164,095	4.3
B302.0	Delmar Orchard Rd.	reconstruction (two lanes)	Klee Dr.	W. King St.	\$ 24,414,738	4.1
B303.0	East-West Connector	Construct new roadway	Klee Dr.	Proposed Commercial Dr.	\$ 5,254,582	3.5
B305.0	Lutz Ave. Extension	New two lane road	Existing Lutz Ave.	Raleigh St. Ext.	\$ 4,413,288	3.9
B306.0	Main Residential Road	Construct new roadway	Residential loop connecting	Delmar Orchard Rd.	\$ 14,617,404	2.7
B307.0	North-South Connector	Construct new roadway	Proposed East-West Connector	Proposed Klee Dr.	\$ 2,164,095	3.3
B308.0	Redeigh St. / Rose St.	Intersection improvements	Redeigh St.	Rose St.	\$ 437,343	6.2
B309.0	Residential Through Road	Construct new roadway	Arden-Neillville Rd.	Delmar Orchard Rd.	\$ 10,800,007	3.8
B311.0	Tavern Rd. / W. Moler Ave.	Intersection Improvements	I-81	Queen St.	\$ 11,043,929	9.7
Jefferson County						
J102.2	US 340 North - Phase 2	Widen to four lanes	Washington St.	Virginia	\$ 2,589,935,182	8.3
J104.2	US 340 / Country Club Rd. - Phase 2	Grade Separate Interchange	US 340	Country Club Rd.	\$ 39,078,662	7.9
J106.0	WW 51	Intersection Improvements	Berkeley County line	W. Washington St.	\$ 11,889,056	4.3
J107.0	WW 115	Access management improvements	US 340	Mission Rd.	\$ 1,013,645	6.4
J108.0	WW 45	Intersection improvements	Jefferson County Line	Potomac Farms Dr.	\$ 14,665,001	6.9
J109.0	WW 45	Widen to four lanes (divided)	Jefferson County line	Potomac Farms Dr.	\$ 1,552,988,847	7.3
J110.0	Merfinsburg Pike Corridor Vision Plan	Streetscape/Turn Lanes	Potomac Farms Dr.	University Dr.	\$ 10,772,000	9.1
J111.0	US 480 Leetown Rd. / Duke St.	Safety Improvements	WW 9	Permain Ln.	\$ 5,512,826	6.3
J201.0	New East-West Roadway	New two lane roadway	Old Country Club Rd.	Shepherdstown Pike	\$ 6,332,859	4.5
J202.0	New Frontage Road	US 340 frontage road	Jefferson Terrace Rd.	Halloway Rd.	\$ 12,472,899	4.1
J203.0	New Frontage Road	US 340 frontage road	ShIPLEY School Rd.	Bakeron Rd.	\$ 4,651,349	1.8
J204.0	New Frontage Road	US 340 frontage road	Bakeron Rd.	Washington Ct.	\$ 4,489,770	1.6
J205.0	New North-South Roadway	New two lane roadway	Millville Rd.	Bakeron Rd.	\$ 5,096,233	3.1
J206.0	New North-South Roadway	New two lane roadway	Keyes Ferry Rd.	Somerset Village Rd.	\$ 2,233,036	4.3
J207.0	Flowing Springs Rd. / WW 230	Intersection Improvements	Flowing Springs Rd.	WW 230	\$ 3,116,340	4.2
J208.0	Flowing Springs Rd. / Country Club Rd.	Intersection Improvements	Flowing Springs Rd.	Country Club Rd.	\$ 2,136,088	4.9
J210.0	Scrabble Road (Jefferson County)	Safety Improvements	Shepherd Grade Rd.	Berkeley County line	\$ 2,116,269	4.2
J301.0	5th Ave. / Route 9 / Flowing Springs Rd.	Intersection Improvements (2)	5th Ave.	Flowing Springs Rd.	\$ 3,184,203	8.8
J302.1	16th Street Extension	New two lane roadway	16 Street	CSX Railroad Tracks	\$ 19,249,564	2.6
J302.2	16th Street Extension	New two lane roadway	CSX Railroad Tracks	Flowing Springs Roundabout	\$ 19,249,564	3.8
J303.0	Belline Ave.	New two lane roadway	North George St.	Cumie Rd.	\$ 28,986,375	2.6
J304.0	Belline Ave.	Streetscape	North George St.	Michelle Dr.	\$ 8,104,853	7
J306.0	Cumie Rd.	New two lane roadway	Old Leetown Pike	WW 51	\$ 24,171,291	1.4
J307.0	Cumie Rd. / Old Leetown Pike	Safety improvements	North Mildred St.	Old Leetown Pike	\$ 6,252,069	3
J308.0	US 340 / Heyett Rd. / Augustine Ave.	Intersection Improvements	Heyett Rd.	US 340	\$ 434,112	7.6
J309.0	Milled St.	Complete Street Corridor	RR Crossing	Belline Rd.	\$ 3,618,315	7.7
J311.0	New Roadways	Improved road connections	Flowing Springs Rd.	Old Country Club Rd.	\$ 18,677,912	5.2
J312.0	Washington St.	Traffic (Roundabout) and Ped. Mobility Improvements	West St.	MILK P. Blvd. (WW 51)	\$ 5,816,000	7.8
J313.0	Washington Ave.	Intersection/Safety Improvements	S. George St.	E. Washington St.	\$ 3,774,284	6.7
J314.0	Presidents Pointe Ave. Ext	New 2-lane connector road	Presidents Pointe Ave.	Flowing Springs Rd.	\$ 3,057,648	6.2
J401.0	Jefferson Terrace Ext	New north-south roadway	Shallow / Deep Creek Drs.	Jefferson Ter.	\$ 4,173,073	2
J403.0	New Frontage Road	US 340 frontage road	Riom Hall Farm Entrance	Blair Rd.	\$ 1,543,628	2.4
J404.0	New Roadway	New two lane roadway	US 340	Keyes Ferry Rd.	\$ 2,014,364	3.6
J405.2	Rockwood Blvd. - Phase 2	New two lane roadway	Rockwood Blvd.	WW 480	\$ 5,055,300	2.8

Bolded denotes Fiscally Constraint Project

WASHINGTON COUNTY VISION PROJECTS

Project ID	Project Name	Description	From	To	Cost (\$2021)	Prioritization Score
W101.2	I-81 - Phase 2	Widen to six lanes	Exit 1	I-70	\$ 136,889,000	17.6
W101.3	I-81 - Phase 3	Widen to six lanes	US 40	US 40	\$ 133,067,000	15
W101.4	I-81 - Phase 4	Widen to six lanes	US 40	Pennsylvania	\$ 117,744,000	14.1
W101.4A	I-81 - Phase 4A Maugans Avenue Interchange Improvements	Interchange Improvements	I-81	Maugansville Ave.	\$ 4,000,000	14.9
W101.4B	I-81 - Phase 4B Showalter Road - Interchange Improvements	Interchange Improvements	I-81	Showalter Rd.	\$ 8,000,000	14.9
W102.0	I-70	Widen to six lanes	Frederick County	I-81	\$ 835,900,000	13.4
W104.0	I-70	Widen to six lanes	I-81	I-68	\$ 1,271,300,000	11.6
W105.0	MD 60	Widen to four lanes	Marsh Pike	Longmeadow Rd.	\$ 16,000,000	6.2
W106.0	MD 63	Widen to four lanes (divided)	I-70	North of US 40	\$ 68,200,000	8.8
W107.0	MD 64	Multi-lane reconstruction	Eastern Blvd	Little Annetiam Rd.	\$ 71,400,000	7.1
W108.0	MD 65	Widen to five lanes	Poffenburger Rd.	Hagerstown South Limit	\$ 97,800,000	12.5
W110.0	MD 65	Widen to four lanes (divided)	Poffenburger Rd	MD 68	\$ 46,400,000	9.1
W111.0	MD 65	Intersection improvements	MD 68	Shepherdstown Pike	\$ 6,020,000	4.6
W112.0	MD 65 / I-70	Interchange Reconstruction	I-70	MD 65	\$ 57,052,960	11.5
W113.0	MD 66	Two lane reconstruction	US 40 Alt.	Braeburn Drive	\$ 58,700,000	5.1
W114.0	MD 66	Two lane reconstruction	South of Mt. Aetna Road	MD 64	\$ 51,900,000	6.2
W115.0	MD 68	Two lane reconstruction	Pinesburg Rd.	US 11	\$ 39,900,000	6.1
W116.0	US 11	Widen to four lanes	Hagerstown City Limit (Haven Rd.)	Industry Dr.	\$ 68,400,000	1.1
W117.0	US 11	Widen to four lanes	0.5 mile N of I-81	0.1 mile S of Wilson Blvd	\$ 69,400,000	12
W118.0	US 340 - Potomac River Bridge	Widen to four lanes (includes Potomac River Bridge)	Virginia State Line	Keep Tryst Rd.	\$ 61,900,000	7.5
W119.0	US 40	Widen to four lanes	MD 63	MD 144	\$ 18,400,000	8.3
W120.0	US 40	Widen to six lanes (divided)	I-70	Eastern Blvd	\$ 242,700,000	12.9
W121.0	US 522	Widen to four lanes (includes Potomac River Bridge)	West Virginia	I-70	\$ 100,000,000	5.4
W122.0	US Alt. 40	Two lane reconstruction	W. of MD 67	Frederick County	\$ 31,500,000	4.1
W123.0	US Alt. 40	Two lane reconstruction	Funkstown	MD 68	\$ 43,029,000	7.4
W124.0	US 340	Widen to four lanes and interchange improvements at MD 67	MD 67	Keep Tryst Rd.	\$ 85,500,000	6.5
W125.0	MD 63 / MD 68 Intersection	Intersection improvements, turn lanes	MD 63	MD 68	\$ 1,596,320	6.2
W126.0	MD 60 (Leitersburg Pike) / MD 62 Intersection	Intersection improvements, traffic signal, turn lanes	MD 60	MD 62	\$ 1,979,120	3.9
W127.0	MD 60 (Leitersburg Pike) / Leiters Mill Road	Intersection improvements	MD 60	Leiters Mill Rd.	\$ 886,688	4.5
W128.0	I-70 / Exit 32 Dual Highway Interchange	Interchange improvements, collector / distributor lanes	I-70	US 40 Dual Hwy	\$ 8,250,000	6.8
W129.0	MD 63 Greenastle Pike	Widen to three lanes (add TWLTL) Bridge	I-70 South	Bluff Pt Hwy.	\$ 2,047,760	5.8
W202.2	Colonel Henry K. Douglas Dr. Extended - Phase 2	New two lane road	Bridge over Annetiam	Phase 1	\$ 6,295,168	2.7
W202.3	Colonel Henry K. Douglas Dr. Extended - Phase 3	New two lane road	Bridge over Annetiam	South of Annetiam	\$ 5,925,656	3.3
W202.4	Colonel Henry K. Douglas Dr. Extended - Phase 4	New two lane road	Alt. 40	South Pointe Dr.	\$ 461,000	5.2
W204.0	E. Oak Ridge Dr. / South Pointe Dr.	Intersection improvement - traffic signal	E. Oak Ridge Dr.	South Pointe Dr.	\$ 2,699,463	5.4
W205.0	Eastern Blvd. / Annetiam Dr.	Intersection improvements	Eastern Blvd.	Annetiam Dr.	\$ 7,850,000	6.7
W206.3	Eastern Blvd. Extended - Phase 3	Two lane highway w / center turn lane and signal	Annetiam Dr.	MD 60	\$ 2,105,000	7.5
W208.1	Longmeadow Rd. - Phase 1	Widen three to five lanes	Hedifax Dr.	Marsh Pike	\$ 2,105,000	7.5
W208.2	Longmeadow Rd. - Phase 2	Widen three to five lanes	Marsh Pike	MD 60	\$ 10,387,776	7.7
W209.0	Marsh Pike	Widen to four lanes	MD 60	Longmeadow Rd.	\$ 3,399,088	7.2
W210.0	Maugans Ave.	Widen to three lanes	I-81	Maugansville Ave.	\$ 7,919,000	5
W211.0	Maugans Ave.	New two lane road	Maugansville Ave.	Garden View Rd.	\$ 10,724,000	3.7
W212.0	N. Main St.	Widen road	Geiswe Way	Smithsburg HS Parking Lot	\$ 829,488	3.2
W213.0	Newgate Blvd.	New two lane road	Newgate Blvd.	US 40	\$ 3,500,000	6.1
W215.0	Showalter Rd. East	New road construction	US 11	Paradise Church Rd.	\$ 2,251,000	2.5
W216.0	Underpass Way / Hedifax Blvd.	Roadside construction	Underpass Way	Hedifax Blvd.	\$ 1,500,000	7.2
W217.0	Burnside Bridge Rd.	Intersection Improvements	Burnside Bridge Rd.	Mills Rd.	\$ 544,000	1.7
W219.0	Mt. Aetna Road	Spot Improvements	Whitehall Rd	Mapleville Rd	\$ 2,400,000	2.4
W302.0	Haven Rd.	Two Lane Reconstruction	Pennsylvania Ave.	Northwest Connector	\$ 6,421,184	5.7
W303.0	MD 60	Multi-lane urban reconstruction (4 lanes)	Northern Ave.	Marsh Pike	\$ 19,600,000	8.7
W304.1	Monroe Blvd. / Warrior Blvd. Extension (North)	New two lane road	MD 68	MD 34	\$ 13,052,195	3.5
W304.2	Monroe Blvd. / Warrior Blvd. Extension (South)	New two lane road	MD 34	MD 67	\$ 9,464,535	0.6
W307.2	Southern Blvd. - Phase 2	New collector - four lanes	Edgewood Dr.	Frederick St.	\$ 14,035,912	6.6
W309.0	Barbers Blvd.	Corridor Improvements, signal coordination	Pennsylvania Ave.	Virginia Ave.	\$ 2,807,242	10.2
W310.0	Roadside and Independent Road	Roadside Improvements	Gossard Mill Rd.	National Pike	\$ 1,025,000	2.4
W311.0	Sandstone Dr.	Roadway Redesign	Greensburg Rd.	Kreitzinger Rd.	\$ 500,000	2.4

Bold denotes Fiscally Constraint Project

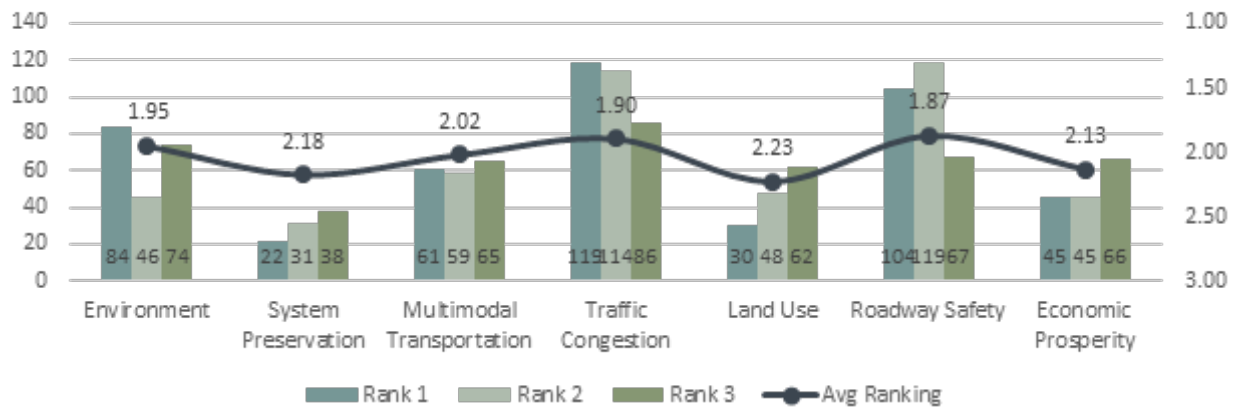


APPENDIX C PUBLIC OUTREACH

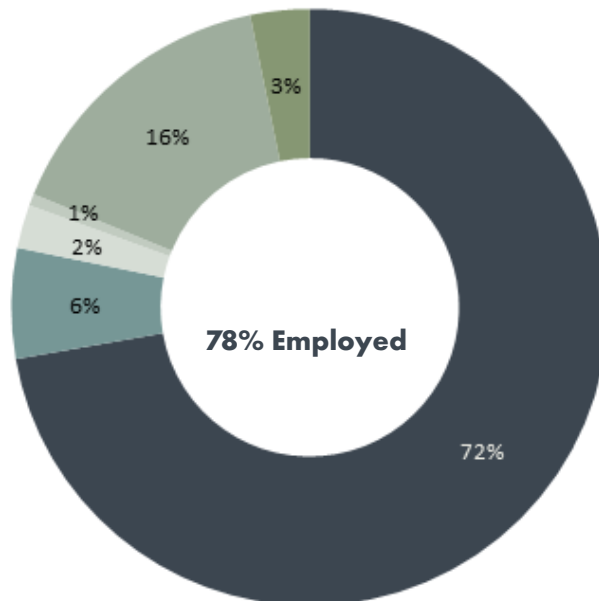
The interactive online Public Outreach Survey and Intercept Survey allowed the public and specifically members of the environmental justice communities to identify transportation priorities, provide suggestions for how to improve transportation in the region, as well as map locations of concerns or areas in need of improvement. The following tables, charts, and figures shows the survey results.

PUBLIC OUTREACH SURVEY

What's Important to you?



Are you employed?

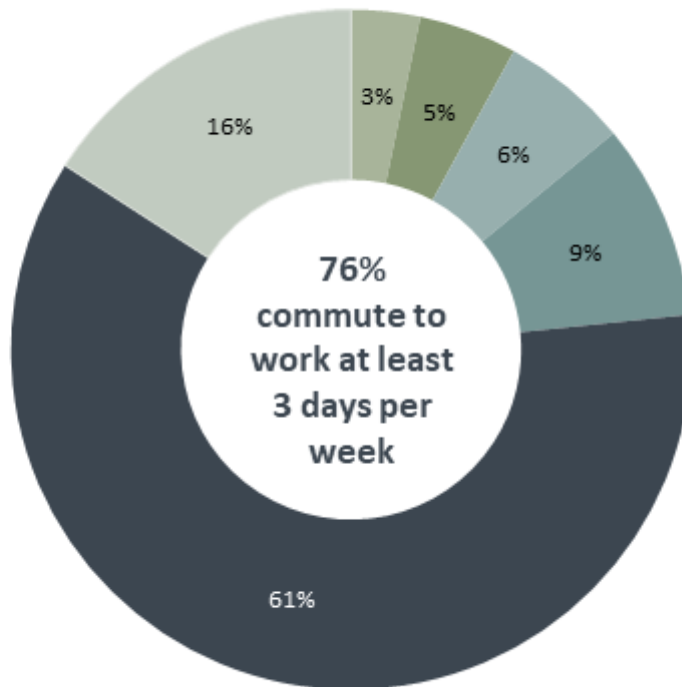


■ Yes, Full-time ■ Yes, Part-time ■ No, Unemployed ■ No, Student ■ No, Retired ■ No, Other

Top Industries for Employment

Industry	Respondents
Other	83
Healthcare & Social Assistance	54
Professional & Technical Services	44
Education	41
Public Administration	40
Manufacturing	22
Finance & Insurance	21

Prior to the pandemic, how many days per week did you typically commute to work?

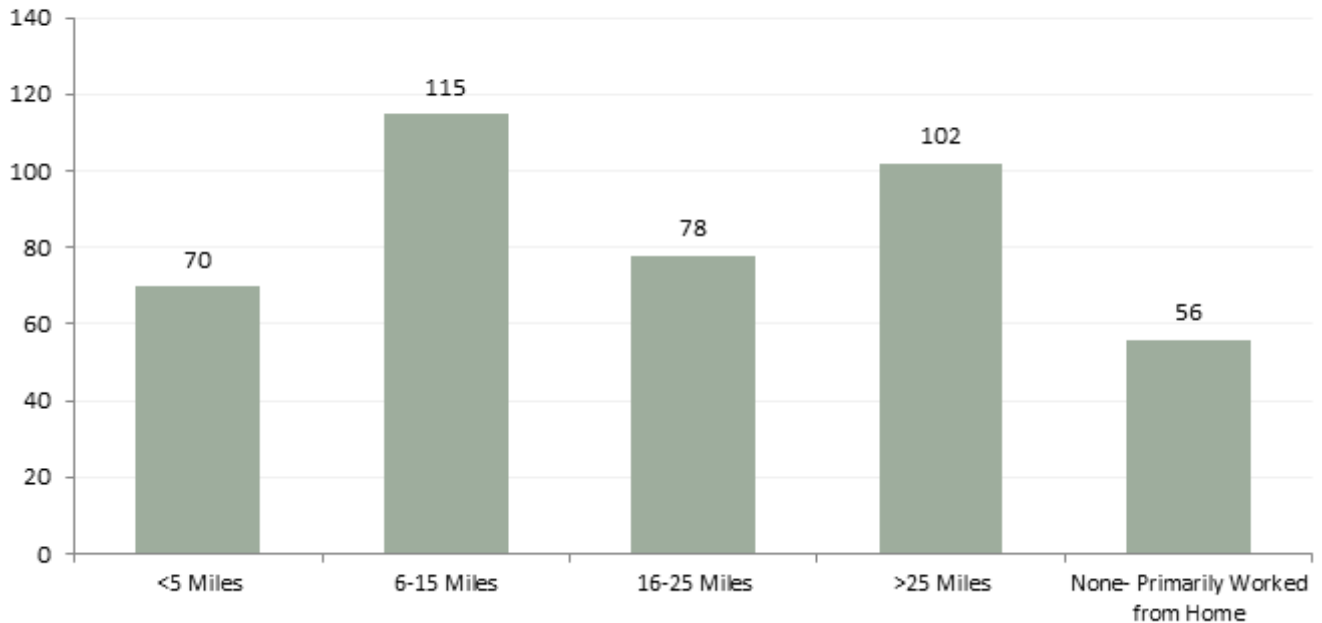


■ 1 Day per week
■ 4 Days per week

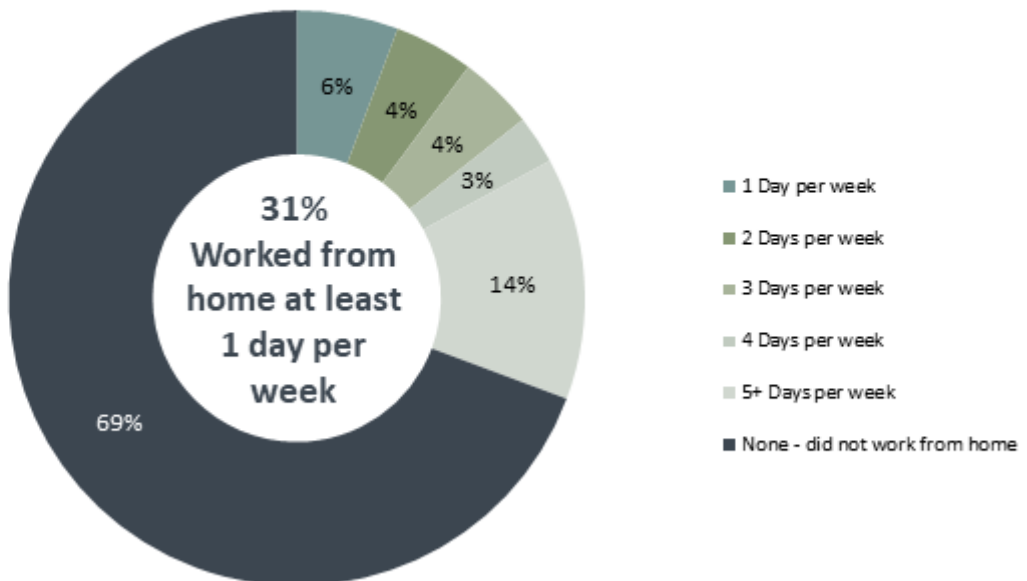
■ 2 Days per week
■ 5+ Days per week

■ 3 Days per week
■ None- Exclusively Worked from Home

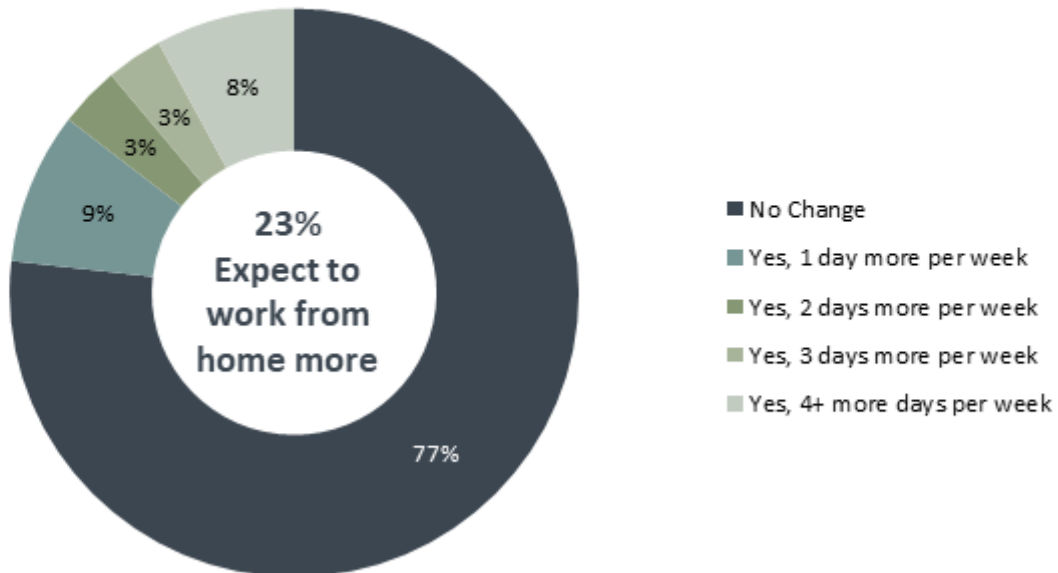
What is your typical one-way commute to work in miles?



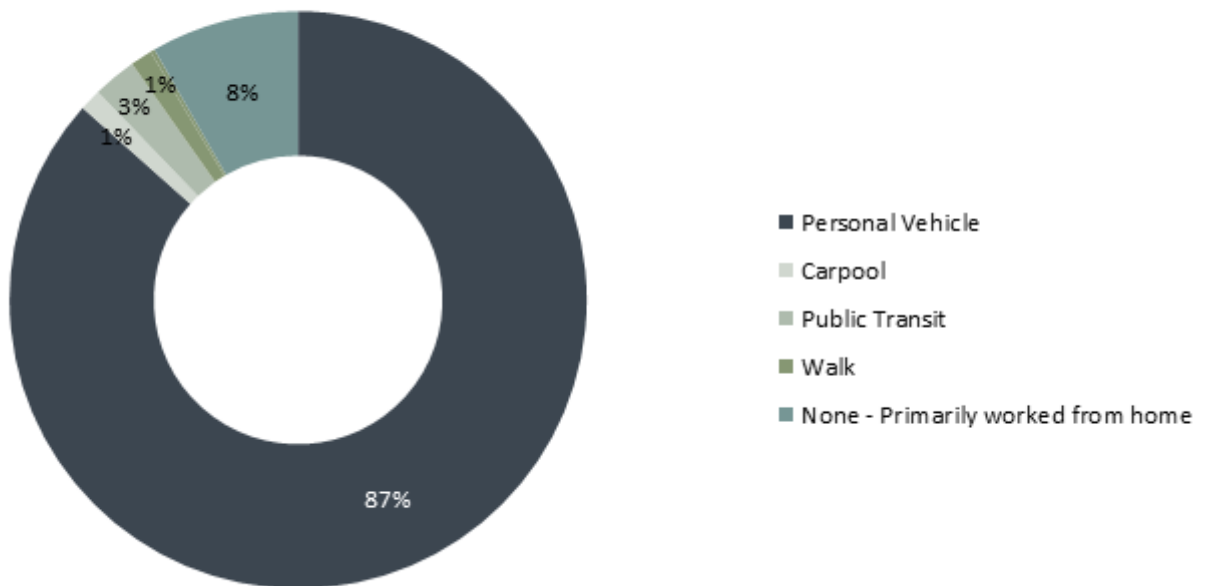
Prior to the Covid pandemic, how many days per week did you work from home?



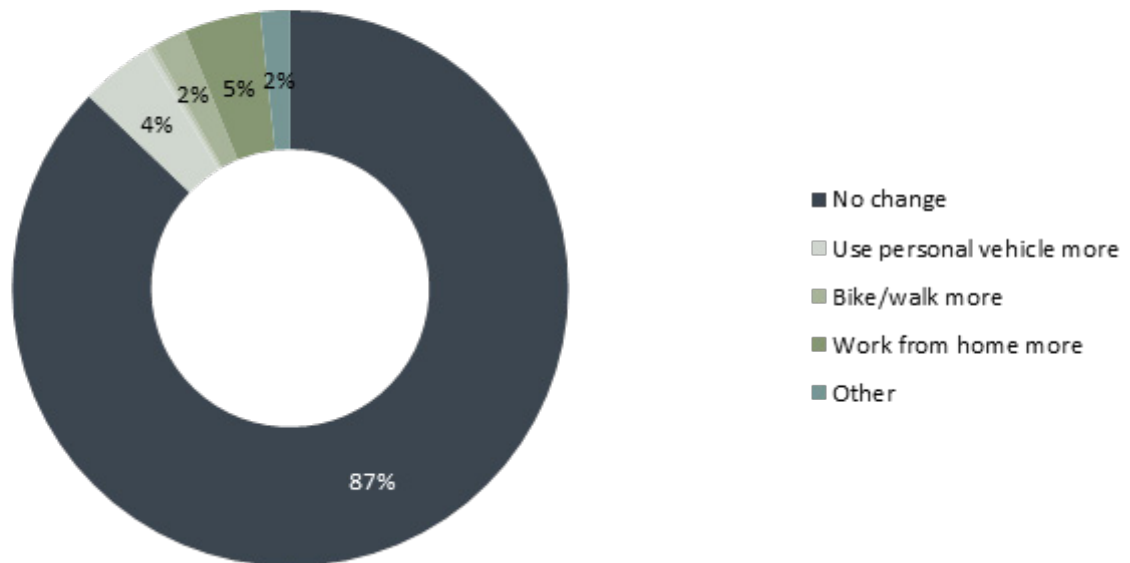
After the Covid pandemic ends, do you expect to work at home more often?



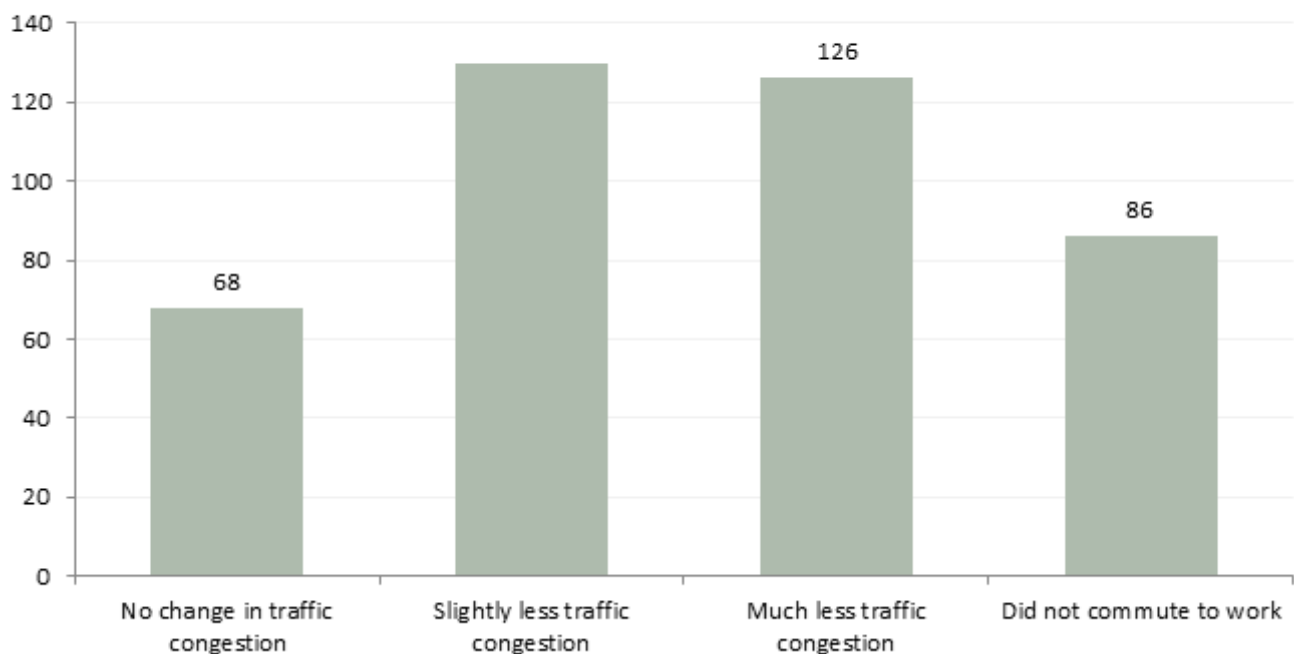
Prior to the Covid pandemic, what was the primary mode of transportation you took to work?



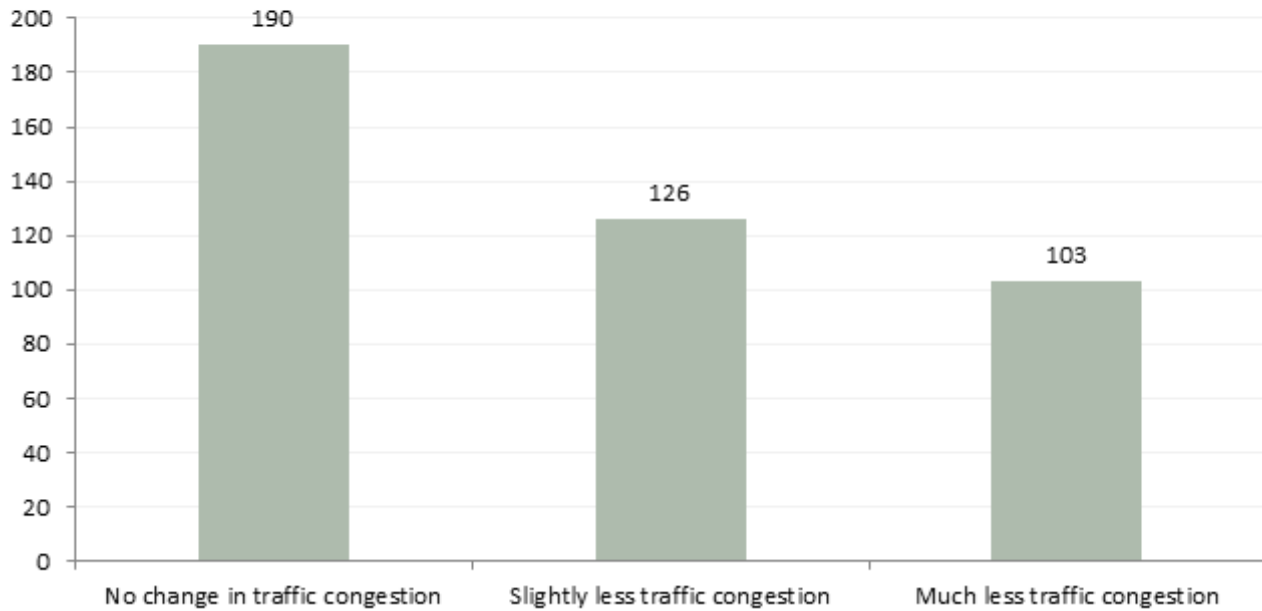
After the Covid pandemic, do you expect to change the way you get to work?



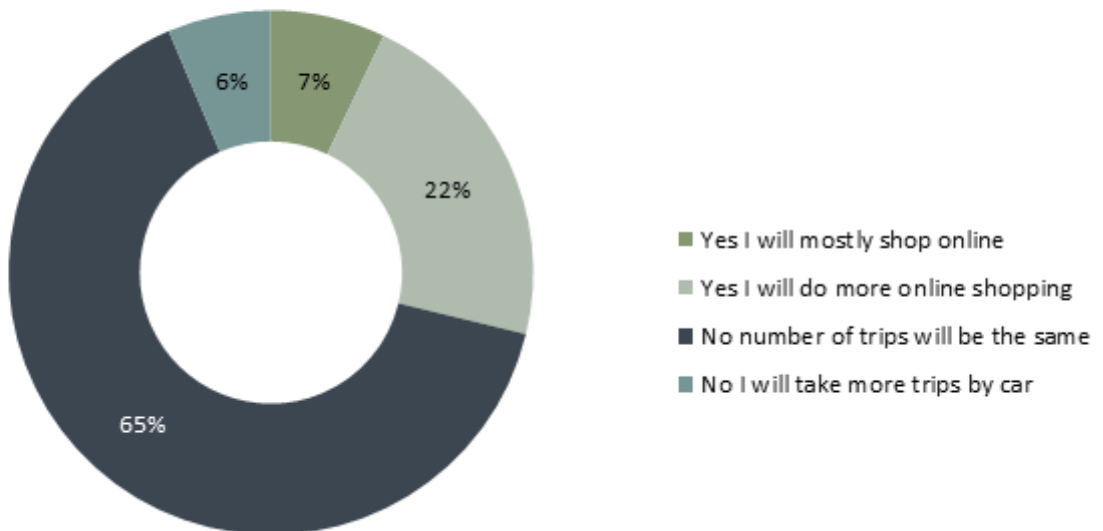
During the Covid pandemic, have you experienced less traffic congestion during your work commute?



During the Covid pandemic, have you experienced less traffic congestion when making shopping, medical, or other personal (i.e. non-work) trips?



After the Covid pandemic, do you expect to reduce the number of shopping/grocery trips taken by car in the future?



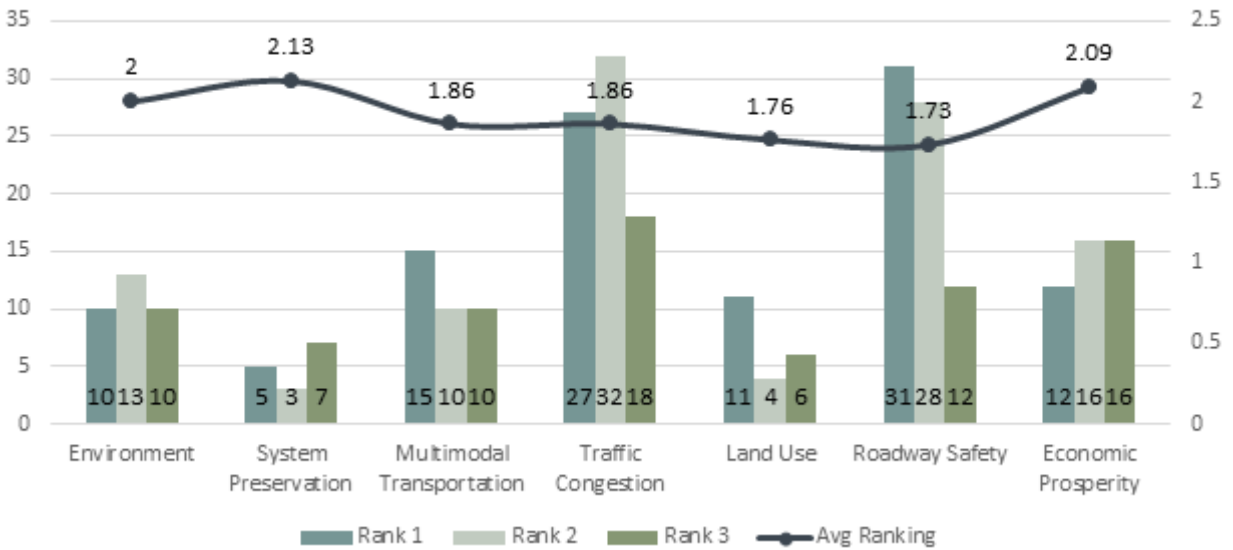
INTERCEPT SURVEY

The intercept survey was conducted in-person at businesses and other public places in Charles Town, Martinsburg, and Hagerstown. The intercept survey locations, shown in the table below, were picked due to high transit use and likelihood of environmental justice population presence.

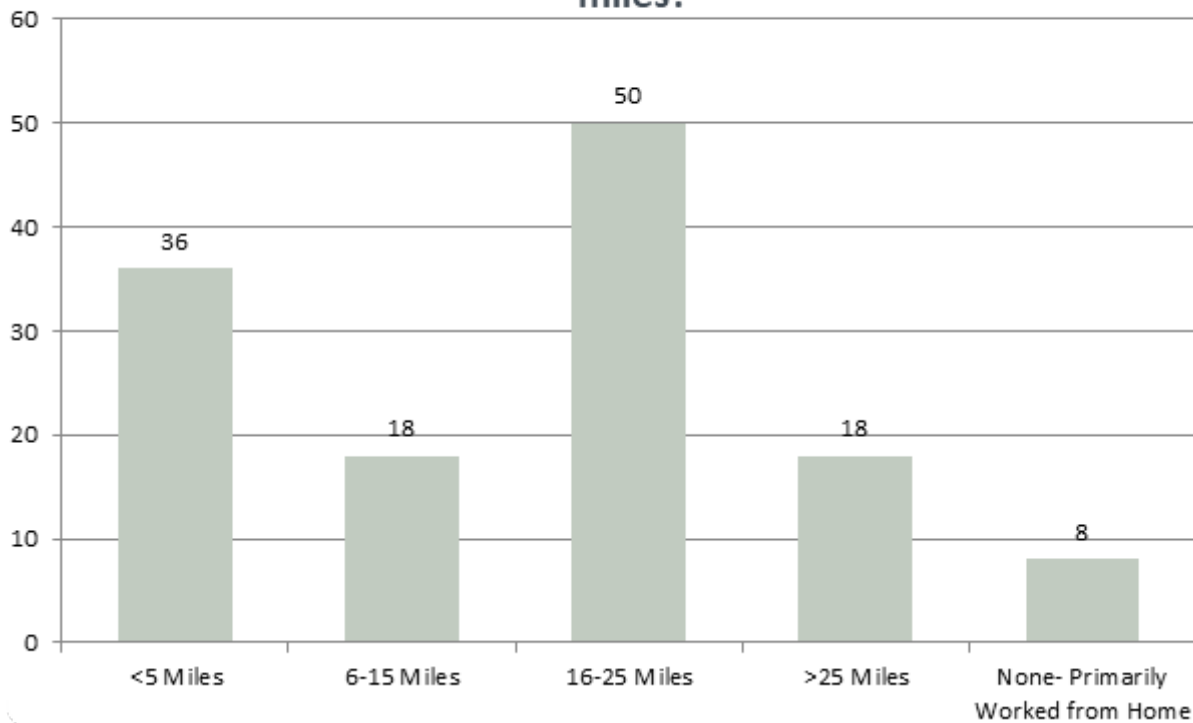
INTERCEPT SURVEY LOCATIONS

Location	Address	City	County
Five Below	180575 Garland Groh Boulevard	Hagerstown	Washington
WCT Bus Transfer Station	123 West Franklin Street	Hagerstown	Washington
Washington County Free Library	100 South Potomac Street	Hagerstown	Washington
Big Lots	10 Eagle School Road	Martinsburg	Berkeley
Weis Market	400 Enterprise Circle	Martinsburg	Berkeley
Sav-A-Lot	205 Eagle School Road	Martinsburg	Berkeley
Caperton Train Station	229 East Martin Street	Martinsburg	Berkeley
Martinsburg-Berkeley County Public Library	101 West King Street	Martinsburg	Berkeley
Goodwill	160 Patrick Henry Way	Charles Town	Jefferson
Southern States	1040 Somerset Boulevard	Charles Town	Jefferson
Charles Town Library	200 East Washington Street	Charles Town	Jefferson

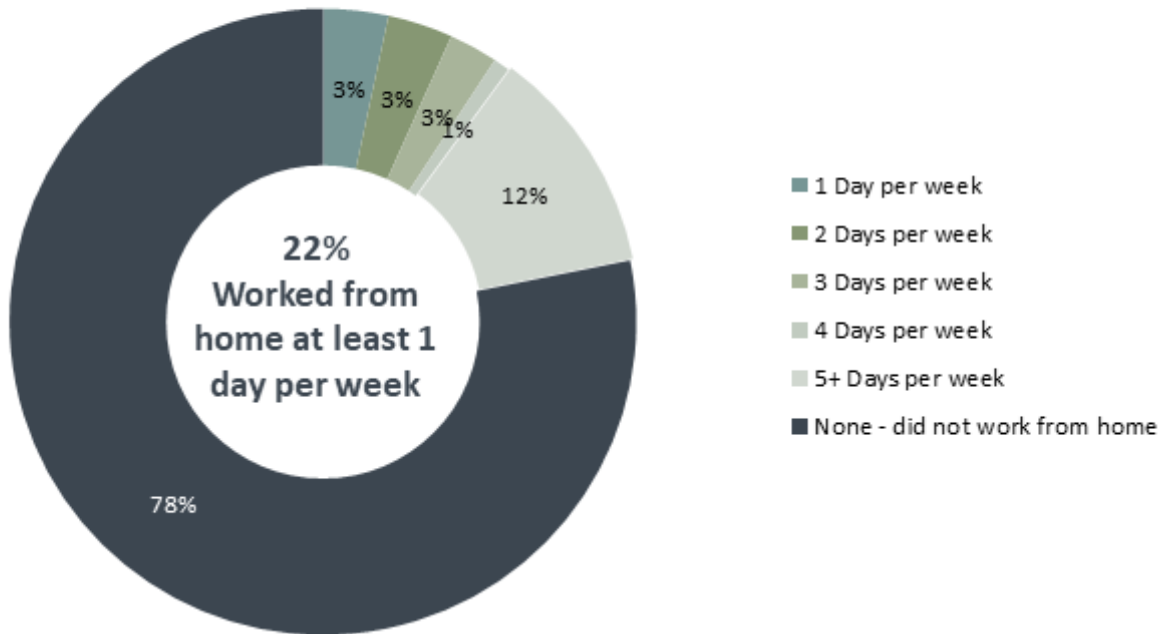
What's Important to you?



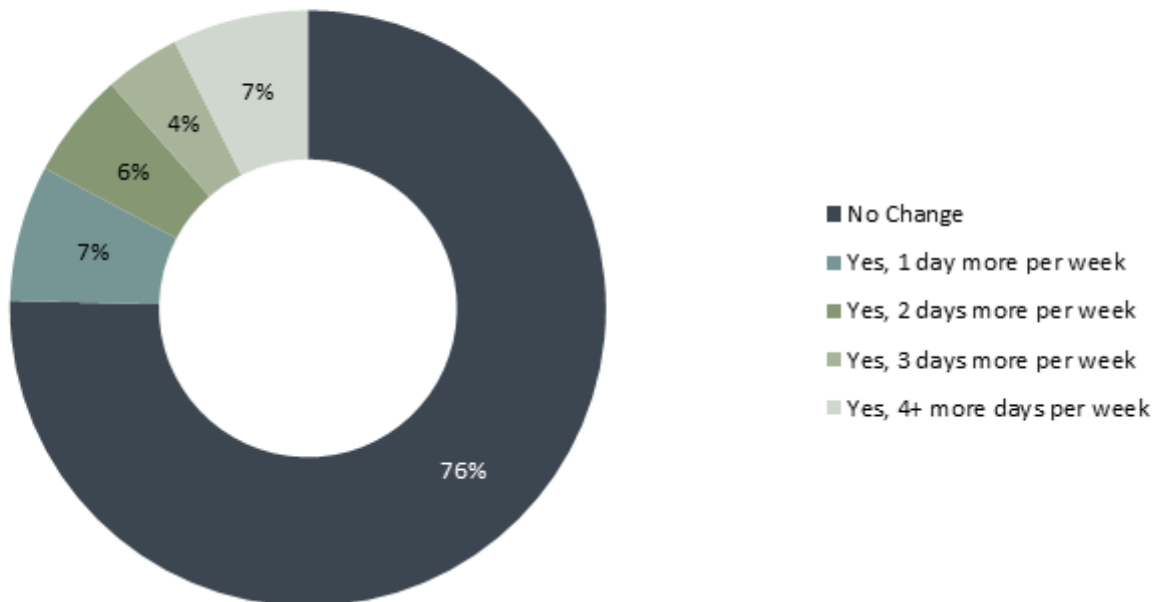
What is your typical one-way commute to work in miles?

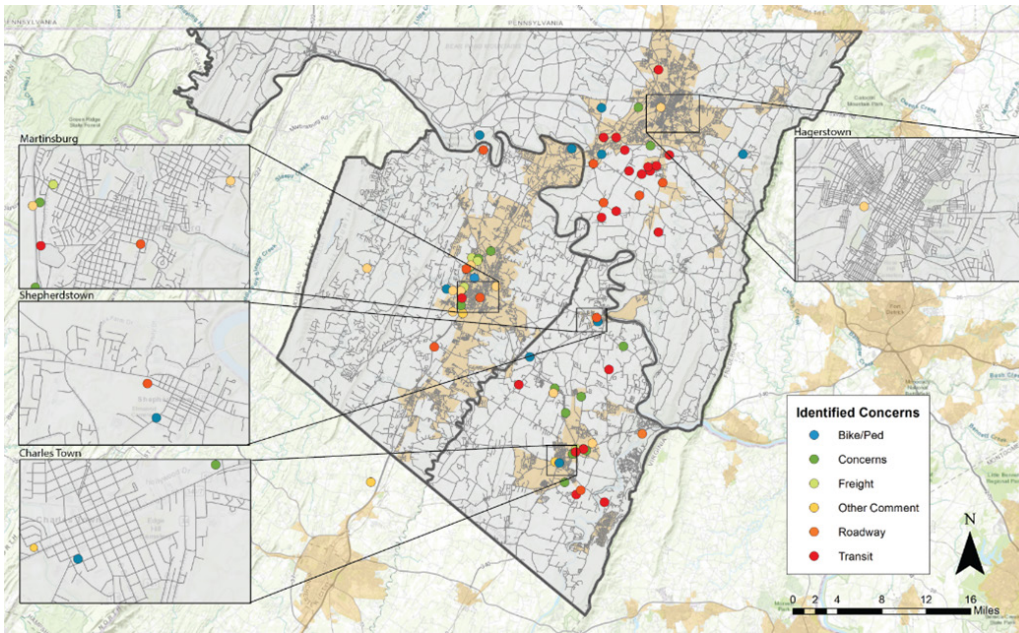


Prior to the Covid pandemic, how many days per week did you work from home?



After the Covid pandemic ends, do you expect to work at home more often?

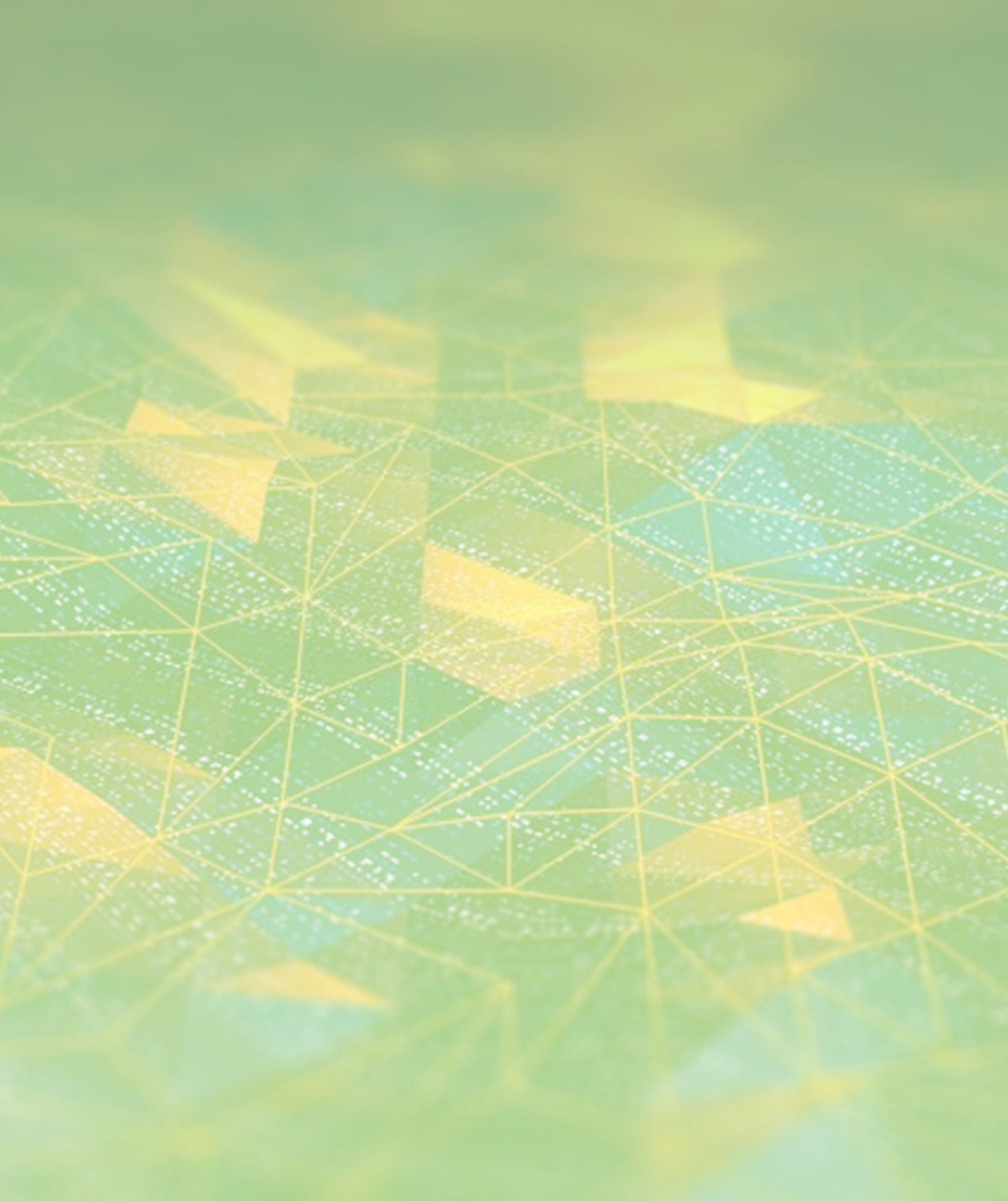




Marker Summary	
Bike/Pedestrian - 11	
Crosswalk needed	
Sidewalk needed	
Bike path/lane needed	
Roadway - 11	
Additional lane(s) needed	
Road maintenance needed	
Transit - 20	
New route/service needed	
More frequent service	
Extend services hours	
Freight - 4	
Concerns - 15	
High Vehicle Speed	
Too many commercial driveways	
Deteriorating road conditions	

OTHER INTERCEPT SURVEY COMMENTS:

- It is a--wesome that you are here today, thank you for doing this.
- We need more lighting.
- The interstate traffic gets really bad on the weekends coming from VA or MD.
- I hope this feed back I'm giving you really makes a difference for the people in Charles Town.
- More sidewalks on roads to walk safely on busier roads.
- Scenic bike routes and more bike paths
- There are few paths. One is very good, but we need branches off of that to commute to Shepherdstown easier.
- Can we have more buses running by the mountains?
- It would be great to have a bus to connect between towns or something affordable like a shuttle
- Concerns about road conditions and crashes

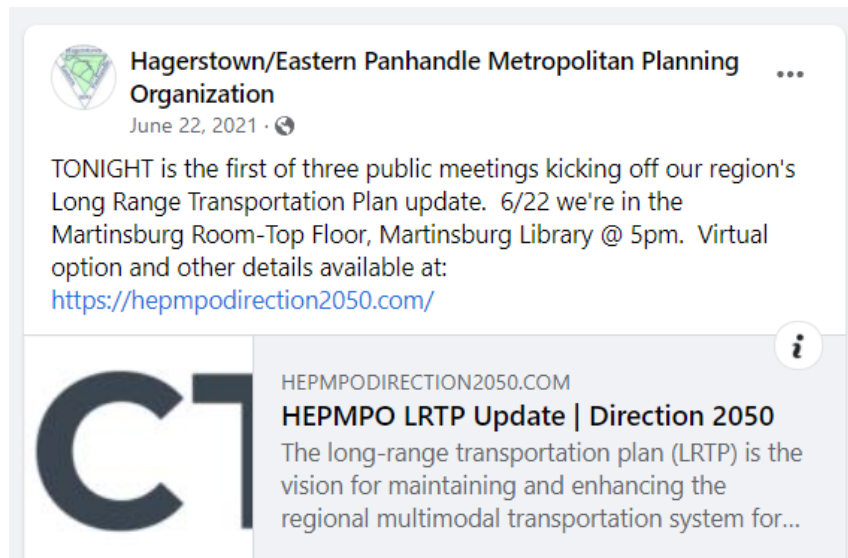



APPENDIX D PUBLIC NOTIFICATIONS AND COMMENT

Both sets of meetings were announced via public notice and social media postings. The draft document was made available on the HEPMPO website and the LRTP project website. Copies were also made available to the main libraries and the offices of the public transit providers, local governments, the Eastern Panhandle Regional Planning & Development Council (Region 9,) and the HEPMPO. Details regarding the public comment period, including a copy of the press release, articles from local newspapers, and public comments and responses to those comments are below.


PUBLIC NOTICES

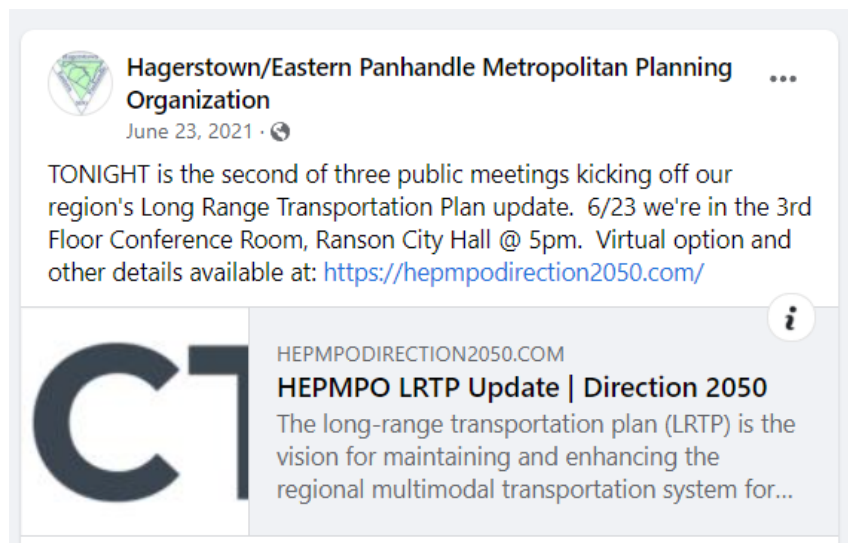
FACEBOOK




 **Hagerstown/Eastern Panhandle Metropolitan Planning Organization** ...
June 22, 2021 · 🌐


TONIGHT is the first of three public meetings kicking off our region's Long Range Transportation Plan update. 6/22 we're in the Martinsburg Room-Top Floor, Martinsburg Library @ 5pm. Virtual option and other details available at: <https://hepmopdirection2050.com/>


 HEPMPODIRECTION2050.COM
HEPMPO L RTP Update | Direction 2050
The long-range transportation plan (LRTP) is the vision for maintaining and enhancing the regional multimodal transportation system for...



 **Hagerstown/Eastern Panhandle Metropolitan Planning Organization** ...
June 23, 2021 · 🌐


TONIGHT is the second of three public meetings kicking off our region's Long Range Transportation Plan update. 6/23 we're in the 3rd Floor Conference Room, Ranson City Hall @ 5pm. Virtual option and other details available at: <https://hepmopdirection2050.com/>


 HEPMPODIRECTION2050.COM
HEPMPO L RTP Update | Direction 2050
The long-range transportation plan (LRTP) is the vision for maintaining and enhancing the regional multimodal transportation system for...

 **Hagerstown/Eastern Panhandle Metropolitan Planning Organization** ...

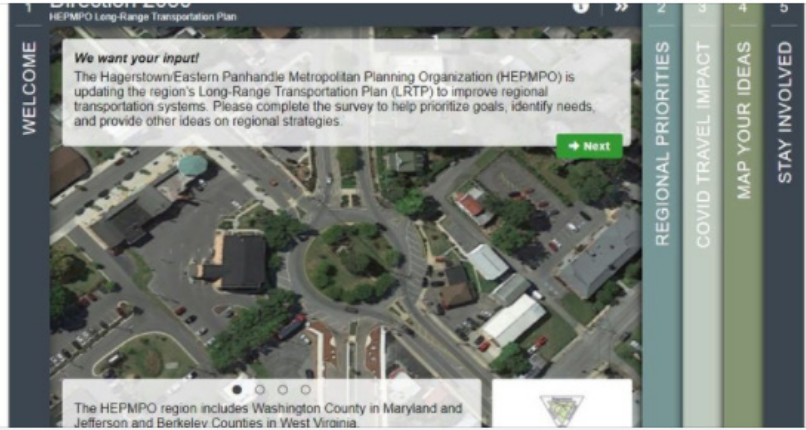
June 29, 2021 · 🌐

TONIGHT is our last public meeting for Long Range Transportation Plan Update's first round of public outreach. In-person starting @ 4pm, Conference Room 334, Washington Co. Free Library, Hagerstown. Virtual details here:

 HEMPODIRECTION2050.COM
HEPMPO LRTP Update | Direction 2050
 The long-range transportation plan (LRTP) is the vision for maintaining and enhancing the regional multimodal transportation system for...

 **Hagerstown/Eastern Panhandle Metropolitan Planning Organization** created an event. ...




June 1, 2021 · 🌐



TUE, JUN 29, 2021

Long Range Transportation Plan - Public Meeting ☆ Interested

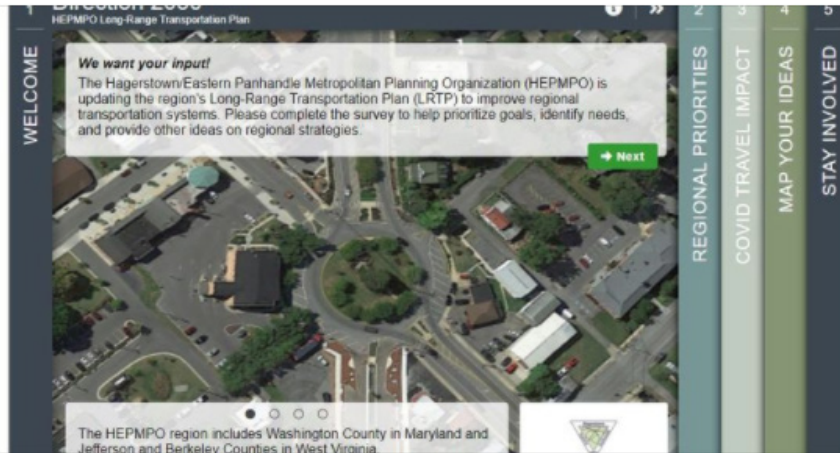
Washington County Free Library, 100 South Potomac Street, Hagerstown MD 21740

 Like  Comment  Share



Hagerstown/Eastern Panhandle Metropolitan Planning Organization created an event.

June 1, 2021 · 🌐



TUE, JUN 22, 2021

Long Range Transportation Plan - Public Meeting

☆ Interested

Martinsburg-Berkeley County Public Libraries, 101 West King Street, Martinsburg WV 25401

👍 Like

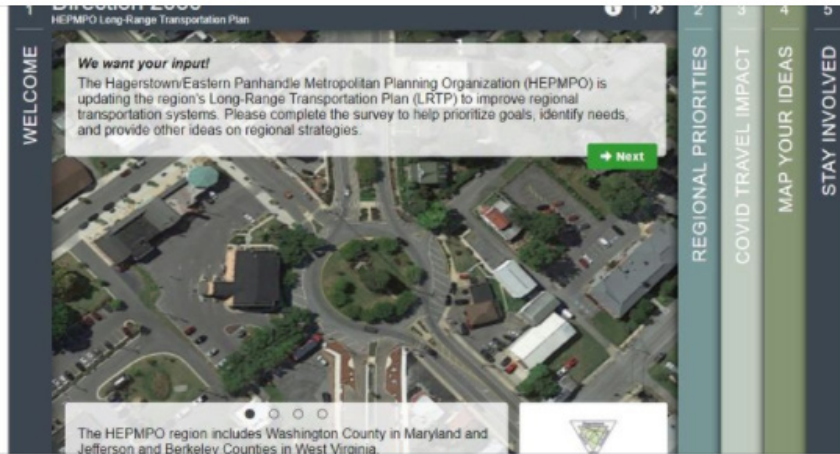
💬 Comment

➦ Share



Hagerstown/Eastern Panhandle Metropolitan Planning Organization created an event.

June 1, 2021 · 🌐



WED, JUN 23, 2021

Long Range Transportation Plan - Public Meeting

☆ Interested

Ranson City Hall, 312 South Mildred Street, Ranson WV 25438

👍 Like

💬 Comment

➦ Share

THE HERALD-MAIL PUBLIC NOTICE

(RECEIVED)
5/13/22

LOCALiQ

PO Box 630519 Cincinnati, OH 45263-0519

The Herald-Mail

PROOF OF PUBLICATION

Hagerstown-Eastern Panhandle Mpo
Hagerstown-Eastern Panhandle Mpo
33 W WASHINGTON ST STE 402
HAGERSTOWN MD 21740

STATE OF MARYLAND, COUNTY OF WASHINGTON

The Herald-Mail is a daily newspaper of general circulation, printed in the English language and published in the City of Hagerstown in said County and State, and that annexed hereto is a copy of a certain order taken from said newspaper in which the order was published.

Published in the issue dated:
04/15/2022, 05/04/2022

Sworn to and subscribed before on 05/04/2022

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost:	\$376.92	
Order No:	7143110	# of Copies:
Customer No:	564191	1
PO #:	L RTP	

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Please do not use this form for payment remittance.

SARAH BERTELSEN
Notary Public
State of Wisconsin

Public Notice
The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) hereby notifies all interested persons that the Draft Long Range Transportation Plan (LRTP) is available for review and comment. The HEPMPO is a federally designated regional transportation planning organization that includes Washington County, MD; Berkeley and Jefferson Counties in WV; and a small portion of Franklin County, PA. The LRTP evaluates current and projected regional transportation needs for the tri-state region for the next twenty-five years. Conclusions developed from this study will impact future decisions on development and funding of projects related to highways, freight, bicycle and pedestrian facilities, and transit operations for both the short and long term planning periods. Three identical public workshop meetings will be held throughout the region to introduce the draft documents, answer questions, and take comments. The meetings will be held from 5:00 pm to 6:30 pm at the following locations:
 • Wednesday, May 4, 2022 – Ranson City Hall, 3rd floor Conference Room, 312 S Mildred Street, Ranson, WV
 • Thursday, May 5, 2022 – Martinsburg Public Library, Martinsburg Room, 3rd Floor, 101 West King Street, Martinsburg, WV
 • Thursday, May 12, 2022 – Washington County Free Library, Conference Room 334, 100 South Potomac Street, Hagerstown, MD
 Copies of the draft LRTP are available online at the website www.hepmo.net/direction; on display at the Washington County Free Library-Hagerstown, Martinsburg-Berkeley County Library, Charles Town Library, the Washington County Transit office, and the Eastern Panhandle Transit Authority office. The public comment period for the draft LRTP will begin on Saturday, April 16, 2022 and end at 4:00 pm EST on Tuesday, May 17, 2022. Written comments may be mailed to the HEPMPO's office at 33 W. Washington Street, Suite 402, Hagerstown MD 21740, sent via email to info@hepmo.net or submitted on-line at www.hepmo.net/comments. Only written comments will be accepted. Questions should be directed to Matt Mullenox at (240) 313-2081. Apr. 15, May 4, 2022 #7143110

PUBLIC COMMENT

Date	Comment	Response
4/12/22	I'd recommend something like: I-81 – Phase 4A at Maugans Avenue – Interchange Improvements – Current & YOE = \$4M; I-81 – Phase 4B at Showalter Road – Interchange Improvements – Current & YOE = \$8M.	This was incorporated into the final document.
4/15/22	There appears to be a typo on page 28 (Table 20: Washington County Fiscal Constrained Projects). W101.4A is titled I-81 Interchange at Maugansville Ave (Exit 9). Maugansville Ave is Exit 8 and Maugans is Exit 9. Thus, this should read W101.4A is titled I-81 Interchange at Maugans (Exit 9). This same error occurs on page 7 of the appendices (Washington County Vision Projects).	This was incorporated into the final document.
4/29/22	<p>Lengthening the on ramp for South bound I-81 at exit 7 Salem Ave made a big difference in safety and traffic flow. Thank You! The study mentions the Showalter Road exit and that's great but there are other exits on & off that need attention. Showalter Road doesn't create the interruption of flow nearly as much as the exits to the south. The congestion begins at or past Exit 9 Maugans Ave south bound and ends there north bound. I believe the SHA would agree since the speed limit is reduced south of that exit (south bound). Lengthening the acceleration/deceleration lanes for the ramps beginning with Maugans Ave south to Exit 1 would really help. Traffic speed in many cases significantly reduces at off ramps particularly when there is very little deceleration lane available. Maugans Ave Exit 9 North bound not so long ago backed up onto the interstate. My wife exits there week days for work and she had to stop on the shoulder of I-81 many times in the morning. Scott Hobbs was very helpful with that situation when I contacted him. There was a signal timing issue on Maugans Ave at McDonalds that created the back up. Scott & I discussed the timing of that light, he asked the state to change it. G To my knowledge there hasn't been a back up there since. So I know that even the simplest solutions make a big difference. Since lengthening on/off ramps is expensive you are looking for less expensive ways of improving traffic flow. We are long over due for an actual move right law in this state. Traffic can't flow smoothly if motorists are traveling side by side at the same speed creating back ups. If the state won't do it maybe Washington County could? I don't know the statistics but it seems counter productive to flow of traffic when you reduce the speed. The reduction in speed near exit 9 doesn't help with separation of motorists. (congestion) I realize safety is always a concern but bunch ups aren't safe. Motorists have to be on high alert with bunch ups/back ups which creates stress and loss of patience for some. Instead of slowing traffic down, enforce move right via warnings or citations for impeding traffic if the state won't implement an actual move right law. I can't tell you how many times I've gotten behind two motorists doing the same speed side by side for miles creating a 10,15,20, or more car back ups. I-70 is no different than I-81 when it comes to the length of on/off ramps. If we can't get a third lane from the Dual Hwy to I-81 the next best thing is to increase the ramps. We have been told (indirectly via The Herald Mail) that SHA Engineers consider the Cloverleaf exit at the Dual Hwy to be safe but by what standards and what time period? 1956? I live in Tammany Manor outside Williamsport (I-70/I-81 corridor) and travel east to Frederick every day of the week. So I urge you to do the same (post COVID-19) at 6am headed east and 5pm headed west thru the week between exit 32 & I-81 to see what so many of us do. The ramps need to be longer. There is very little deceleration length on off ramps in both directions at Rt 66, Dual Hwy, Sharpsburg Pike, Downsville Pike is better but could still use more as well as the I-81 exit. Lengthening that off ramp back to the Rt 11 over pass helped a lot (Thank You) but because of the volume of traffic exiting and the reduction in speed (by motorists) that lane could begin just past the Bower Ave overpass. The "improvements" to the on ramps at exit 29 Sharpsburg Pike in both directions helped traffic on the Pike but did nothing for the flow of I-70. The east bound on ramp should not enter traffic west of the Sharpsburg Pike but rather east of it. There is already a light at that intersection so it wouldn't affect the flow of traffic significantly but with a proper acceleration lane would increase the flow of east bound I-70 tremendously. The west bound on ramp should extend to meet the Downsville Pike off ramp. It made a tremendous difference at exit 7 Salem Ave to Exit 6 Dual Hwy. I'm not sure what the SHA was looking to accomplish. I'm sorry this is so long but this subject is on my mind daily. I believe that in order to make improvements to our interstates you have to listen to the citizens that travel them the most, so Thank You for the opportunity to do so. Please keep in mind that many of the folks traveling I-70 have to travel from as far away as Baltimore and DC/Northern Va. They sit quite often several places along the way so the stress has to be unbelievable. I couldn't do it. To and from Frederick is bad enough.</p>	<p>Just a quick follow-up, have you shared the comments you provided previously with MDOT SHA (see attached)?</p> <p>I'd be happy to forward them if you'd like...there may be some projects in works I'm unaware of tied directly to your thoughts and recommendations.</p> <p>For example, I know they had been planning an engineering study to examine I-70 Exit 32 but COVID derailed it. I'm not sure if that has restarted.</p> <p>Also, MDOT SHA is also getting ready to do improvements on the Exit 8, Exit 9 and Exit 10 interchanges on I-81, and hopefully they will begin work on realigning the I-70 Exit 29 interchange in the next few years.</p> <p>Linda Puffenbarger is MDOT SHA's District 6 traffic engineer I would recommend reaching out to for their latest plans...her email is LZerbee@mdot.maryland.gov. District 6's Community Liaison is Shelley Miller at SMiller4@mdot.maryland.gov.</p>

5/6/22	Use of word "roundabout" in LRTP Appendix B for the #J312.0	This was incorporated into the final document.
5/17/22	See letter on page 30 and 31.	<p>1) HEPMPO shares the City's concern for the safety of the US340/Augustine Avenue/Huyett Rd Intersections (Project #J308.0). This project is identified in the draft LRTP as a high local priority and is on the fiscally constrained project list. The fiscally constrained project list includes all new projects HEPMPO prioritizes for future implementation based on forecasted revenues for system expansion.</p> <p>After re-reading the project title for #J308.0 I see an area we could improve is ensuring "US340" is included in the project's title so there is no confusion over the project's extent.</p> <p>2) Project #J312.0 (WV51/Summit Point/Washington St Intersection) is identified in the draft LRTP as a high local priority and is on the fiscally constrained project list. In the draft LRTP we do not explicitly identify an alternative from the 2021 WV51 Feasibility Study. The project description is listed as "Intersection and Ped. Mobility Improvements" and the draft LRTP does not specifically recommend bicycle lanes for this project. Your comment on considering bicyclist's safety is well-taken. Should the project move from its current planning phase into engineering, your stated concerns regarding bicycle lanes should be considered carefully by WVDOT and others before moving forward.</p>

5/17/22

Hello, Thank you for accepting public comments regarding the LRTP of the HEPMPO. As a resident and commuter within Jefferson County, WV these are my comments: Project that need to be high priority: E. Washington St./William Wilson Freeway from Martin Luther King Jr. Blvd to Walmart shopping center in Jefferson County, WV was identified through public comment as an area desperately needing safety improvements for pedestrians. Citizens without vehicle transportation must walk/bike to access jobs and goods/services and this corridor consistently sees accidents involving pedestrians. There is no continuous sidewalk and no pedestrian signals at the intersections of Flowing Springs Rd/E. Washington St, E. Washington St. and Jefferson Terrace Rd, nor at the intersection with Patrick Henry Highway despite a growing number of citizens needing to cross from one side to the other in this area. Currie Rd. to Washington St. in another stretch identified by public comment that absolutely needs to have a pedestrian/bicycle pathway. Especially with the news that Martinsburg has successfully acquired the land easements necessary to connect the Route 9 pedestrian trail with their downtown, it makes sense to complete this trail on the Ranson/Charles Town end to create a continuous active transportation trail. Overall, I would like to see Active Transportation promoted across Jefferson County. With the immense number of new homes being built, we will soon see our roadways become more dangerous and congested. Giving people safe alternatives to driving will be paramount. Loudoun County has done an excellent job of incorporating linear trail systems, which is something I would like to see Jefferson County and the HEPMPO consider and incorporate into their plans. Complete Streets for everyone should be a high priority across the county and region. J107.0 which includes access management improvements to WV115 is a high priority especially due to the 400+ new homes being built in the new Kings Crossing subdivision. An EPTA bus route along Rt115 to Mission Road should also be considered. J207.0 Flowing Springs Road will likewise see massive new development and the creation of new traffic hazards do to the addition of residential entryways to the main road. This project should be moved to Short Term priorities. Projects that should NOT be high priority for our MPO: J312.0 W. Washington St in Charles Town does not need a roundabout. This is a low-speed area and the main cause of minor accidents in the area seems to be due to the frequency of backups cause by the railroad crossings. The amount of industrial truck through-traffic needs to be relieved through downtown Charles Town (Washington St) thus a new road is needed which would connect Summit Point Road to Rt340/Berryville Pike, well outside of Charles Town limits. In addition to this yet-unplanned road would be Projects J306.0 and J307.0 which would create a bypass to the northwest. These roads would help alleviate many of the current issues at the Y-intersection of W. Washington St and MLK Jr Blvd. J102.2 US 340 North being widened to 4 lanes seems absolutely unnecessary since any improvements made on the West Virginia or Maryland side will still bottle neck into the two-lane bridges and portion of the roadway in Virginia. Use that \$260million dollars to improve safety on the many roads within the county that are set to see massively increased traffic due to development. As a 20+ year resident of Jefferson County, I feel the focus of the MPO needs to be on increasing active transportation for residents of the area and improving roadway safety, NOT on creating the fastest/easiest transport of freight to areas outside of the region. Movement of freight from warehouses and industrial areas should not come at the expense of the quality of life of citizens, the environment, or the quaint and historic nature of our communities.

If I could provide a few responses... your comments on pedestrian and bicycle safety (W. Washington St, along US340 and to the WV9 Bike Path) are well said and could help guide work and recommendations in HEPMPO's upcoming Regional Bicycle and Pedestrian Plan work beginning in FY23.

HEPMPO has a resolution of support for Complete Street efforts ([link](#)) and participates in State of West Virginia's Complete Streets Advisory Board Meetings ([link](#)).

To your comment on the WV51/CR13 area/corridor, the majority of crashes are associated with the intersection itself. Improvements to the intersection could increase safety and operations, as well as provide safer pedestrian accessibility and crossings. Observations of confusion over movements, slopes, sight lines and turning movement angles are documented. Page 56 of our Draft Long Range Plan, Project #J312.0 is described as "Intersection and Ped. Mobility Improvements" and identified in the draft LRTP as a high local priority. This project is on the fiscally constrained project list and we do not explicitly recommend intersection designs.

Project #207.0 is on our fiscally constrained project list and new improvements most likely are coming sooner with the future development of the new Shepherdstown Elementary School/campus. Project #J102.2 has a high ranking as our model weighted results from our public survey placing the highest priority on increasing safety and reducing congestion. While this project is unfunded, WV DOT recently completed an operational improvements study through this corridor that sought recommendations to utilizing the existing right-of-way: [link](#). The Operational Improvements were identified as an \$11 m General Obligated Road Bond project from 2018.

<p>6/1/22</p>	<p>On behalf of numerous residents of Western Charles Town, and southwestern Jefferson County, and in preparation for the county-wide briefing, please accept the following two requests (non-FOIs) specifically regarding HEPMPO.</p> <p>1) As HEPMPO has issued the Long-Range Transportation Plan (LRTP). Please provide a copy of the specific document (paper or email) that HEPMPO received from the West Virginia Department of Transportation, designating the inclusion of, or the official selection of Alternative #1, the roundabout option (one of three proposed options in the "WV 51 Feasibility Study, found at https://www.hepmo.net/studies) into HEPMPO's Long-Range Transportation Plan (LRTP). This project has the ID# J312.0 as referenced on Page 56 of the attached LRTP. It is estimated to cost \$5,816,000.</p> <p>2) Name of the federally department and sub-entity that designated HEPMPO as a federal regional transportation planning body.</p>	<p>Thank you for reaching out and for your interest in regional transportation planning issues.</p> <p>Part of your first question was addressed in our prior communication contained in the attached email dated May 6, 2022.</p> <p>To be clear, no one from WV DOT has ever communicated to HEPMPO a preferred alternative from the three identified in the 2021 WV51 Feasibility Study. As you referenced, the planning project #J312.0 is listed on page 56 with a project description: "Intersection and Ped. Mobility Improvements." No alternative from the 2021 WV51 Feasibility Study has been selected by either WV DOT or HEPMPO. As concluded at the end of the 2021 WV51 Feasibility Study, all three alternatives were recommended to move forward in the NEPA process. Here is a link explaining more about this: https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=environm.</p> <p>To your second question, HEPMPO was established following the US Census designating the greater Hagerstown region as an urbanized area. The creation of MPOs was mandated by the 1962 Federal-Highway Act to carry out the metropolitan planning process. Attached is the July 1996 MOU creating our agency. We report our planning activities ultimately to the Federal Highway Administration and Federal Transit Administration.</p>
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City of Charles Town

101 East Washington Street, P.O. Box 14, Charles Town, WV 25414
Phone: (304) 725-2311 ♦ Web: www.charlestownwv.us

VIA E-MAIL AND FIRST-CLASS MAIL

May 17, 2022

MAYOR
Robert M. Trainor

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Elizabeth Ricketts

Jeff Hynes

Kevin Tester

Jean Petti

Julie Philabaum

Michael George

Rikki Tuxford

City Clerk

Todd Wilt

HEPMPO Office
33 W. Washington St., Suite 402,
Hagerstown, MD 21740
mmullenax@hepmo.net

Re: Comments for the Draft Long Range Transportation Plan – Direction 2050

Dear Mr. Mullinax, Interstate Council, and Technical Advisory Committee,

The City of Charles Town (City) submits the following for your consideration:

Project ID J308.0 – The intersection of Augustine Ave, Huyett Rd, and US-340/Berryville Pike is a high priority for the City. Several deadly accidents and many more minor accidents have occurred at this busy intersection over the past several years. The rapid expansion of the Huntfield neighborhood, proximity of Washington High School, as well as additional housing developments on Augustine Ave and the planned opening of a convenience store/gas station has exacerbated an already dangerous intersection that requires positive action sooner rather than later. We recommend/request that correcting this intersection and its associated safety issues be given your highest priority.

Project J312.0 – The intersection Martin Luther King Jr. Blvd and W. Washington St. The *WV-51 Feasibility Study* final report produced by Carpenter-Marty Transportation, presented 3 alternatives for improving this intersection, which is made more complicated by two very active Norfolk Southern railroad crossings approximately 1700 and 1100 feet to the west of the “Y” intersection of Martin Luther King Jr. Blvd and W. Washington St. with about only 1050 feet between the crossings. One alternative stated in the report included the creation of a roundabout at the “Y” intersection, which based on feedback from downtown businesses, residents along Martin Luther King Jr. Blvd, Washington St, and Summit Point Rd, is not in the best interest of the City or the residents. Primarily because the alternative does not address the heavy volume of daily truck traffic that passes through the downtown corridor of Washington St. An alternative project, although not currently funded, could be the proposed creation of a two-lane roadway – Projects J306.0 and J307.0 – which would likely change the current needs at the existing Martin Luther King Jr. Blvd and W. Washington St intersection.

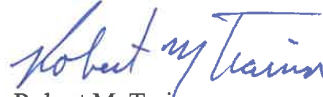
Another concern with the J312.0 project is the proposed creation of a bike lane as part of “pedestrian mobility improvements.” While the City is in favor of this general initiative, studies referenced by the Metropolitan Planning Organization state that many accidents and resulting injuries occur where signs encourage bicycling but where the roadway offers no buffer or protection. Since there is no designated bike lane beyond the “Y” intersection

on either Washington St/Rt51 or Summit Point Rd, the City, for safety reasons, is not in favor of creating bike lanes in this area.

The City of Charles Town looks forward to more closely partnering the Hagerstown/Eastern Panhandle Metropolitan Planning Organization for a more coordinated approach to our regions many transportation challenges.

Thank you for your time and consideration of these comments and for your dedication to planning a safe, secure and efficient transportation system in our region.

Sincerely,



Robert M. Trainor
Mayor

cc: Jefferson County Commission, WV
City of Ranson, WV

Articles

HEPMPO seeks public priority input for upcoming long range transportation plan



By Breanna Francis bfrancis@journal-news.net Jun 8, 2021




Matt Mullenax of HEPMPO speaks during an presentation in Ranson in 2019.
Journal file photo



MARTINSBURG — The Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is seeking the public's input through the end of June regarding citizens' various transportation needs and priorities in the region as it begins the process of creating its next Long Range Transportation Plan.

Full publication

Best of The Best



BEST OF THE BEST: Winners and Finalists
Announcing the winners and finalists for The Journal's 2021 Best of The Best contest.

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- Berkeley Co. Schools Superintendent announces retirement
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- Martinsburg woman alleges unlawful arrest by Eastern Panhandle Drug and Violent Crimes Task

According to Matt Mullenax, executive director of the HEPMPO, the organization is tasked with creating a detailed action plan every five years, which covers projects to be addressed during that span of time and can cover any number of environmental, economic and quality-of-life issues as it pertains to transportation in the area.

“The Long Range Transportation Plan is something that every metropolitan planning organization is required to create and update every five years to ensure that the needs of the community are being identified and addressed as necessary,” Mullenax explained. “There are roughly 400 MPOs in the nation who all work to address their own unique transportation needs in metropolitan areas identified by the census, and ours is responsible for Berkeley, Jefferson and Washington counties.”

Mullenax explained that each plan, as it is mandated in the Fixing America’s Surface Transportation Act, is meant to cover several components of transportation expansion in the areas served, including traffic safety in the region, congestion issues, land-use priorities and economic and environmental prosperity.

As well as utilizing public input to judge local transportation needs, Mullenax said the group also looks at population projections for the area, existing transportation conditions and the group’s forecasted revenue for both maintaining existing projects and paying for upcoming expansion efforts.

Mullenax said the goal is to address priorities and needs as they arise and change, all in hopes of supporting the region’s continued growth.

“We released a public survey last week, and we’ve already had 189 responses,” Mullenax said. “Not only are we looking to see what people’s written regional priorities are when it comes to transportation, but we also have an interactive map that allows people to zoom into different areas and pinpoint exact locations of issues in their communities. We’ve also included an entire section that is trying to understand the travel impacts of COVID-19, including its impact during the pandemic, as we are now coming out of it and so on.”

Mullenax said any and all input is welcome and can address any number of things, from major transportation issues — like roadways, freight travel and roadway expansion needs in heavily congested areas — to smaller, quality-of-life transportation issues — like street lighting and the general surface condition of roads in the area.

In addition to the public input survey available currently, Mullenax said the HEPMPO team would be conducting intercept surveys in which team members would go to historically underrepresented areas of the counties they serve to hear input regarding these populations’ needs and properties in hopes of ensuring everyone’s concerns are heard and addressed appropriately throughout the plan’s creation process.

Mullenax said citizens have until June 30 to submit their priorities and concerns via the public input survey available on the group’s website at hempodirection2050.com. While there, Mullenax said interested parties can submit their email address and phone number to be updated about the plan’s progress over the course of its creation, including alerts to upcoming surveys and public hearings.

Following the closure of this survey, Mullenax said the HEPMPO team, along with their advisory committee, as well as city and county planners and engineers, will look at the data gathered, draft an initial Long Range Transportation Plan and once again seek public input on its draft document, to include several public hearings slated to be held in March of next year.

Hagerstown/Eastern Panhandle transportation group wants to hear public's ideas on roads



Mike Lewis
The Herald-Mail

Published 9:22 a.m. ET June 14, 2021



U.S. Sen. Ted Cruz leads The People's Convoy at Hagerstown Speedway

U.S. Sen. Ted Cruz, R-Texas, rallied The Peoples Convoy at Hagerstown Speedway on Thursday morning and left in the lead truck headed for the Beltway. *Dave Rhodes, The Herald-Mail*

A regional planning group wants to hear people's views on roads, bike trails and other transportation issues.

The [Hagerstown/Eastern Panhandle Metropolitan Planning Organization](#) has set up an online survey and three public meetings to get public input as it updates the region's Long Range Transportation Plan.

HEPMPO is a federally mandated transportation planning organization. It helps plan for future transportation needs in Washington County and Berkeley and Jefferson counties in West Virginia.

The [online survey](#) asks about road improvements, transit routes, sidewalks, traffic, bike paths, maintenance concerns, accessibility and other issues. It is open until June 30.

People can take the survey at <http://metroquestsurvey.com/xm4t4s>.

In addition, HEPMPO has scheduled three public meetings to discuss the update and get input. The meetings will be:

- June 22 from 5 to 6:30 p.m. at the Martinsburg (W.Va.) Public Library.
- June 23 from 5 to 6:30 p.m. in the Ranson, W.Va., City Hall.
- June 29 from 4 to 5:30 p.m. at the Washington County Free Library, Conference Room 334, Hagerstown.



Interstate 81 - Maryland Veterans Memorial Highway

A link to the survey may also be found at www.hepmo.net.

Written comments may be mailed to the HEPMPO office at 33 W. Washington St., Suite 402, Hagerstown, MD 21740 or sent via email to mmullenax@hepmo.net.

All comments must be received by June 30.

More information on the Long Range Transportation Plan process can be found at hepmopdirection2050.com.

MARYLAND

Hagerstown/Eastern Panhandle transportation organization opens survey to get public input on road infrastructure

by: **Roshan Davis**

Posted: Jun 16, 2021 / 10:58 PM EDT

Updated: Jun 16, 2021 / 10:58 PM EDT



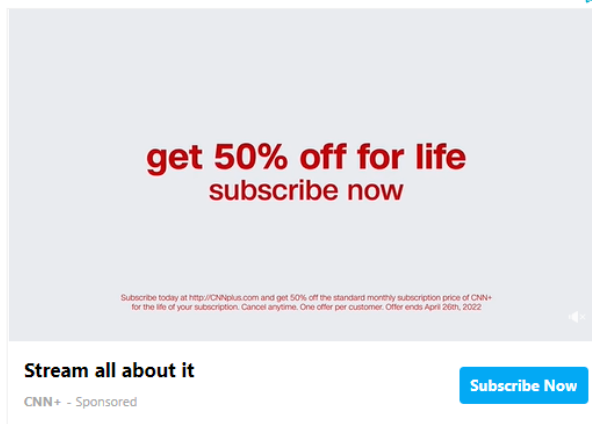
SHARE    

HAGERSTOWN, Md. (WDVM) — If you live in Washington, Berkeley, or Jefferson Counties, the local metropolitan planning organization wants to hear from you.

The Hagerstown/Eastern Panhandle MPO (HEPMPO) has a survey online until June 30. HEPMPO is a federally-funded organization that oversees long-term infrastructure plans for urbanized areas, and the survey is a routine check into the suggestions and issues residents have regarding the current state of their transportation infrastructure — from roads to sidewalks, to bike paths, and everything in between.

While these ideas will be added to the organization's multi-decade plan, some suggestions could take effect much sooner. According to HEPMPO Executive Director Matt Mullenax, during a recent survey in 2014, many people voiced their concerns about pedestrian safety near Dual Highway. Within a few short years, HEPMPO was able to fix the issue.

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“We partnered with the State Highway Administration of Maryland and we did a pedestrian safety study along parts of that corridor. And eventually, that led to SHA developing sidewalks from Cannon to Eastern,” said Mullenax.

Several in-person meetings will also be held for those who want to talk in-depth about their issues and suggestions. The scheduled dates and times of these meetings are as follows:

- June 22 from 5 to 6:30 p.m. at the Martinsburg (W.Va.) Public Library.
- June 23 from 5 to 6:30 p.m. in the Ranson, W.Va., City Hall.
- June 29 from 4 to 5:30 p.m. at the Washington County Free Library, Conference Room 334, Hagerstown.

According to Mullenax, the survey should take less than 30 minutes.

SIGN-IN SHEETS



DIRECTION 2050

Long Range Transportation Plan
Public Meeting Sign-In Sheet

Martinsburg, WV

Name	Organization	Email
STEVE PEARSON	INDEPENDENT OBSERVER	EDITOR@WEARE7UP.OBSEVNR.COM



DIRECTION 2050

Long Range Transportation Plan
Public Meeting Sign-In Sheet

5/4/22

Jefferson County

Name	Organization	Email
Bob Anderson	City of Ranson	banderson@ransonwv.us
Mike Tolbert	Resident Charles Town	mtolbertde@yahoo.com
Jean Petti	CT Council	jpetti@charlestownwv.us
Elizabeth Ricketts	City of Charles Town	ericketts@charlestownwv.us
Edward Erfurt	City of Ranson	eerfurt@RansonWV.us

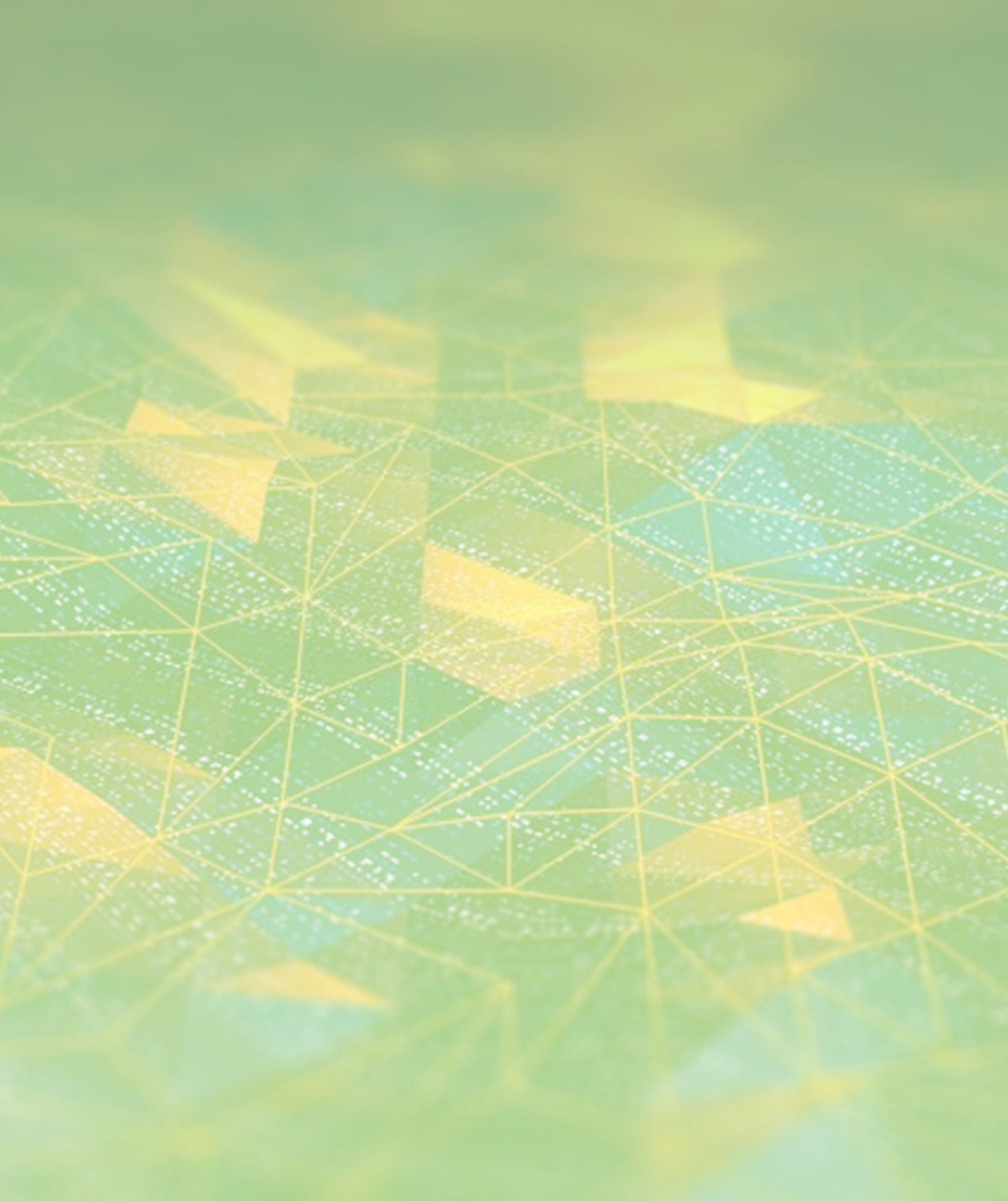


DIRECTION 2050

Long Range Transportation Plan
Public Meeting Sign-In Sheet

Washington County

Name	Organization	Email
JIM BENDER	CITY FINE	JBENDER@HAGERSTOWN.MD.ORG



APPENDIX E COORDINATION STRATEGIES

There are several general coordination strategies that can ultimately improve transit services in the HEPMPO Region. The following presents appropriate strategies that can be implemented within the region, and the timeframe in which they could be implemented.

COORDINATION STRATEGIES FOR TRANSIT SERVICE

Coalition	
<p>A coalition is a group of agencies and organizations that are committed to coordinating transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition can be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad based purposes (such as to educate local communities about transportation needs).</p>	
Benefits	<ul style="list-style-type: none"> • Develops a broad base of support for the improvement of transit services in the region. • Allows the coalition to speak with the community and region’s decision-makers, thereby increasing support for local funding.
Implementation Steps	<ul style="list-style-type: none"> • Impacts of new developments on current roadway and infrastructure capacities.
Timeframe	<p>1 to 3 years. Developing a coalition earlier may assist with the recovery from the on-going COVID-19 pandemic, as new funding possibilities and local or regional needs may be identified.</p>

Common Fare Instruments	
<p>Common fare instruments between agencies in a single region maximize simplicity in using multiple transit services. This will become especially important when service between Martinsburg and Williamsport is implemented, as riders will now be able to transfer between two separate transit systems. While Washington County currently utilizes electronic farecards, EPTA does not. EPTA should investigate adopting an electronic farecard system compatible with the Washington County system in order to allow smooth and simple transfers between the two systems. Coordination with MTA should be undertaken as well to allow for seamless transfers to MTA services in the region, including MTA Route 991 and the MARC Brunswick Line.</p>	
Benefits	<ul style="list-style-type: none"> • Allows riders to use a single farecard for travel in all three counties.
Implementation Steps	<ul style="list-style-type: none"> • Investigate feasibility of installing fareboxes with farecard reading capabilities on EPTA vehicles connecting to Washington County. • Purchase and install new fareboxes and farecards.
Timeframe	<p>5 years</p>

COORDINATION STRATEGIES FOR TRANSIT SERVICE (CONT.)

Joint Planning and Marketing	
<p>This level of coordination involves agencies working cooperatively with either other similar agencies or a local provider in order to make known the needs of their clients and become involved in the local planning and marketing of services. For example, several local human service agencies may meet with local transit planners in an area to develop operating and marketing plans which attempt to meet the needs of the agencies' clients.</p>	
Benefits	<ul style="list-style-type: none"> • Reduces the need for expensive planning documents for each transit agency. • Allows for more complex coordination in capital development and operational functions. • Reduces the duplication of service among the coordinating agencies.
Implementation Steps	<ul style="list-style-type: none"> • The coordinating agencies should meet with regional transit and transportation planners to develop a scope of work for the planning process. • The scope of work should identify the goals and objectives. • A timeline should be developed for the completion of the planning document. • The planning and marketing documents should develop recommendations for making decisions regarding operations, services, capital, funding, coordination, and administration.
Timeframe	1 to 3 years

One-Call Center	
<p>A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area.</p>	
Benefits	<ul style="list-style-type: none"> • Reduces administrative costs for the participating agencies. • Provides the first step to centralized dispatching. • Streamlines the information sharing process, thereby improving customer service.
Implementation Steps	<ul style="list-style-type: none"> • The agencies need to meet in order to determine which agency will house the call center, how the call center will be funded, and what information will be provided to the customer. • Set up the telephone line and purchase the needed communications equipment. • Develop a marketing brochure that details the purpose of the call center, hours of service, and telephone number.
Timeframe	5 years

COORDINATION STRATEGIES FOR TRANSIT SERVICE (CONT.)

Contracts for Service	
<p>Contracts for service are created with another human service agency or a public provider to provide needed trips. This can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public transportation provider. The contract revenue can then be used as local match for the local public transportation provider using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aides or teachers.</p>	
Benefits	<ul style="list-style-type: none"> • Increases the amount of local match that can be used to pull additional state and federal funding for transit services into the region. • Reduces the duplication of transportation services in the region, thereby creating an economy of scale and improving the overall transit performance level.
Implementation Steps	<ul style="list-style-type: none"> • The agencies should meet to identify the needs and capacity of the contract parties. • Develop a contract that details the responsibility of each party.
Timeframe	3 to 6 years

COORDINATION STRATEGIES FOR TRANSIT SERVICE (CONT.)

Joint Planning and Marketing	
<p>This level of coordination involves agencies working cooperatively with either other similar agencies or a local provider in order to make known the needs of their clients and become involved in the local planning and marketing of services. For example, several local human service agencies may meet with local transit planners in an area to develop operating and marketing plans which attempt to meet the needs of the agencies' clients.</p>	
Benefits	<ul style="list-style-type: none"> • Reduces the need for expensive planning documents for each transit agency. • Allows for more complex coordination in capital development and operational functions. • Reduces the duplication of service among the coordinating agencies.
Implementation Steps	<ul style="list-style-type: none"> • The coordinating agencies should meet with regional transit and transportation planners to develop a scope of work for the planning process. • The scope of work should identify the goals and objectives. • A timeline should be developed for the completion of the planning document. • The planning and marketing documents should develop recommendations for making decisions regarding operations, services, capital, funding, coordination, and administration.
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Timeframe	5 years

