

## Appendix A: Public Comments

Date	Comment	Response
Comments in Support of Proposed Conceptual Design		
6/1/2021	Hello - just want to say how much I love the plan and how much biking means to me in Shepherdstown. The extensions into downtown (both marker 16's on plan) are great!	<p>Thank you for your input and support for the Martinsburg Pike Corridor Vision Plan.</p> <p>As the corridor vision plan secures funding and moves forward into engineering design, consideration for burying the utilities would be a great option as this was included for in the Fairfax Blvd reconstruction in Ranson, WV.</p> <p>The complete streets concepts included in the plan provide proven safety measures for alternative modes of transportation like biking and walking and provides for future multimodal connections.</p>
6/1/2021	I think this is a great plan so far. I think we should look to the new work down in roundhill va for traffic calming devices. We need to add those speed humps into town to dissuade tractor trailers from making it their daily route.	
6/3/2021	Can you include burying the telephone poles in this project to improve the aesthetic. Everything looks great but we need to get rid of the telephone poles.	
6/8/2021	<p>I am writing in favor the proposed Martinsburg Pike CVB as presented in the draft proposal.</p> <p>I live less than 1/4 mile from the proposed roundabout at 45/Potomac Farms Dr and use that traffic light for probably 80% of my errands. I would LOVE to see a roundabout at that intersection. Not only to slow traffic down heading into Shepherdstown, but to make that intersection safer as well. Cars speed into town not realizing that they are entering an area of increased development but also increased pedestrians. There are many residents of (the neighborhoods of) Chaplains Choice and Heatherfields who walk to the Food Lion and into Shepherdstown proper, to the Dollar General shopping center, along Potomac Farms Dr, and to Morgan's Grove Park. They should not have to take their lives in their hands. Even being in a car is hazardous; one must always look two or three times for cars heading eastbound on 45 before entering the intersection to make sure they see the light and will stop in time. There is no delayed green at either light (at either end of Potomac Farms Dr) which makes them all the more dangerous.</p>	

Date	Comment	Response
	<p>I'm also in favor of traffic calming measures along the stretch of 45 as presented in the draft. The stretch of 45 between the traffic light and the Domino's used to be 40mph less than 10 years ago. Raising the speed limit to 45, right as development was being planned for that same stretch, was absurd. Again, many folks walk and bike that route into town and to school. A lowered speed limit, sidewalks, and medians would be terrific.</p> <p>I realize this is a proposal and in the beginning planning stages, but I think these are great ideas. I am much in favor of them.</p>	

Date	Comment	Response
6/3/2021	<p>Matt thank you for this. I'm not an urban planner but this all looks like amazing. as a medical doc and citizen the benefits of active transportation are priceless. i just wrote a chapter on obesity and diabetes in Appalachia and lack of any active transportation , esp walking to school, has shifted in the last 40-50 yrs and is one of the factors in the epidemic w no vaccine (soda and sweetened beveragesa problem too....grrr). lots of small local solutions if we can do the big one with the lanes.</p> <p>Here is our local program in Ranson where there are bike lanes. We share bikes at my store. See pics.</p> <p>These could pop up here. Bike shares in HF now and Bavarian Inn.</p> <p>Imagine kids and families walking or biking to school, town, library, the park, or just to have fun could also spur some new economy here is portugal in NYT article today</p> <p><a href="https://www.nytimes.com/2021/06/02/world/europe/portugal-bike-boom.html">https://www.nytimes.com/2021/06/02/world/europe/portugal-bike-boom.html</a></p>	<p>Thank you for your input and support for the Martinsburg Pike Corridor Vision Plan.</p> <p>As the corridor vision plan secures funding and moves forward into engineering design, consideration for burying the utilities would be a great option as this was included for in the Fairfax Blvd reconstruction in Ranson, WV.</p> <p>The complete streets concepts included in the plan provide proven safety measures for alternative modes of transportation like biking and walking and provides for future multimodal connections.</p>
6/14/2021	<p>I like all the suggestions for improvement. We live on Billmyer Mill Road; Shepherdstown is within an easy bike or walk distance for us and we would do that more frequently if it were safer.</p>	
6/14/2021	<p>The Martinsburg Corridor Plan looks fabulous! A recommendation I would strongly suggest is to continue the path through downtown Shepherdstown. Why stop at University Drive? Thanks, Charles S. Connolly.</p>	<p>Thank you for your input and support for the Martinsburg Pike Corridor Vision Plan.</p> <p>As the corridor vision plan secures funding and moves forward into engineering design, consideration for</p>



Date	Comment	Response
6/21/2021	I think all these changes would be a welcome addition for ease and safety, especially with our community growing and already being behind the curve for upgrades. Thank you for your hard work in putting this proposal together.	burying the utilities would be a great option as this was included for in the Fairfax Blvd reconstruction in Ranson, WV.  The complete streets concepts included in the plan provide proven safety measures for alternative modes of transportation like biking and walking and provides for future multimodal connections.
6/15/2021	Fabulous concept and design! Please extend thru downtown.	
6/27/2021	I like it.	
6/3/2021	I think this looks great with the roundabout, but can't we use continuous concrete curbing along the bike path instead of the six foot sections with poles. It's an upgrade from what's there but honestly it would look better without the roundabout and more money spent on street scape and bike path.	
6/30/2021	I love everything about this plan. Hopefully the the sidewalk that will extend up the driveway to the new Sheetz will eventually be a connection to the new library.	
Comments Against the Proposed Roundabout		
6/1/2021	I am against the he roundabout wholeheartedly. That area does not have the traffic congestion to warrant a roundabout. The construction delays in traffic would also be unnecessary. The point of traffic congestion is E. German S and Rt. 480. Fix that.	Thanks for your comments and participating in the public engagement with the MP CVP. The study considered the roundabout and intersection improvements for the intersection with Potomac Farms Road and Martinsburg Pike. The primary factors were safety, especially the speeds along the corridor of over 50 mph, the truck turning movements at the intersection and the existing right-of-way.
6/10/2021	Install roundabout at this location. Will slow traffic entering the Corporation?	The roundabout provides a traffic calming measure and proven safety countermeasure according to FHWA ( <a href="https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/">https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/</a> ). It also acts a gateway into the
6/10/2021	Install roundabout at this location. Will reduce delay and crashes. Will slow traffic in the corridor.	

Date	Comment	Response
6/11/2021	Please don't make a traffic circle. I've yet to meet someone who likes them. While I know that in theory, circles can handle more volume safely, in reality, no one knows how to go through them. All it needs is a tree trim and a turn lane.	<p>corridor and Shepherdstown. Our initial conceptual drawing shows that it could fit into the existing right-of-way while providing the minimum turning radius for truck traffic. However, the design phase of the intersection improvements must meet the WV Department of Transportation engineering regulations and will consider multiple alternatives before selecting a final alternative.</p> <p>Other factors that may impact the final alternative will include project costs, funding sources, impacts on property owners, environmental clearances, stormwater management, truck volumes, and traffic, pedestrian and bicyclist safety. These will all be considered during the engineering / design phase.</p> <p>The corridor vision plan highlights the roundabout as one option for the intersection, but other intersection improvements to include signal improvements, and turn lanes with bicycle / pedestrian facilities could be viable options as well.</p>
6/16/2021	Constructing a roundabout here is a bad idea, in my opinion. Too many properties would be negatively impacted by this type of intersection. There is not enough area here for a roundabout, and widening the road for a median would have similar impacts	
6/16/2021	Not another 'Traffic Circle' there is a traffic light there at this time that is working. I have to navigate them way to often and they do not help unless you think the inherent danger of them is a good thing.  Also your survey is unusable.	
6/29/2021	Why put a roundabout at this location. The signal light works well. How many homes and businesses will be destroyed?	
6/29/2021	I use the Potomac Farms / Rt 45 intersection frequently. In my opinion no benefit would be obtained by a rotary at this intersection.	
6/22/2021	I am writing to express concerns about the proposed traffic circle at Potomac Farms and Route 45. I feel this is an unnecessary project that will cause more harm and traffic accidents. Large equipment passes through this intersection frequently (farmers and tractor trailers). As a taxpayer who lives about 1 mile from this location, I am opposed to your traffic circle proposal.	

Date	Comment	Response
6/30/2021	<p>We really, really don't want a roundabout just west of Shepherdstown, at the intersection of Martinsburg Pike and Potomac Farms Drive, because it would destroy the rural small-town ambience of Shepherdstown and be irritating to use.</p> <p>It is way too expensive.</p> <p>Instead of a roundabout, the intersection could be altered to have turn lanes with turning signals, if that would help.</p> <p>It does not seem likely to reduce accidents near the University Drive connection. The 25-mph speed limit sign can be moved further west, closer to the present stoplight, to make a longer slow-speed path for cars headed east.</p> <p>Even a stoplight at the University Drive intersection would probably be more acceptable to the public than a roundabout</p> <p>The justification that the crash rate where University Drive connects is higher than the average crash rate across the state (according to the Journal article) seems deliberately misleading, because there are surely thousands of WV intersections where this is true, since 50% are of course higher than an average.</p>	<p>Thanks for your comments and participating in the public engagement with the MP CVP. The study considered the roundabout and intersection improvements for the intersection with Potomac Farms Road and Martinsburg Pike. The primary factors were safety, especially the speeds along the corridor of over 50 mph, the truck turning movements at the intersection and the existing right-of-way.</p> <p>The roundabout provides a traffic calming measure and proven safety countermeasure according to FHWA (<a href="https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/">https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/</a>). It also acts a gateway into the corridor and Shepherdstown. Our initial conceptual drawing shows that it could fit into the existing right-of-way while providing the minimum turning radius for truck traffic. However, the design phase of the intersection improvements must meet the WV Department of Transportation engineering regulations and will consider multiple alternatives before selecting a final alternative.</p> <p>Other factors that may impact the final alternative will include project costs, funding sources, impacts on property owners, environmental clearances, stormwater management, truck volumes, and traffic, pedestrian and bicyclist safety. These will all be considered during the engineering / design phase.</p> <p>The corridor vision plan highlights the roundabout as one option for the intersection, but other intersection improvements to include signal improvements, and turn lanes with bicycle / pedestrian facilities could be viable options as well.</p>

Date	Comment	Response
6/22/2021	Sounds like a bunch of BS. A traffic circle would only congest this area and increase the number of traffic accidents.	Thanks for your comments and participating in the public engagement with the MP CVP. The study considered the roundabout and intersection improvements for the intersection with Potomac Farms Road and Martinsburg Pike. The primary factors were safety, especially the speeds along the corridor of over 50 mph, the truck turning movements at the intersection and the existing right-of-way.
6/30/2021	I do not believe this intersection needs a roundabout. Upgrading the traffic signals, better signage, and improved lane markings	
6/30/2021	I do not think this intersection needs a roundabout. The existing intersection can be improved by upgrading the traffic signals, trimming back vegetation as you come from Martinsburg, better painted lane markings, and better traffic signs.	The roundabout provides a traffic calming measure and proven safety countermeasure according to FHWA ( <a href="https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/">https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/</a> ). It also acts a gateway into the corridor and Shepherdstown. Our initial conceptual drawing shows that it could fit into the existing right-of-way while providing the minimum turning radius for truck traffic. However, the design phase of the intersection improvements must meet the WV Department of Transportation engineering regulations and will consider multiple alternatives before selecting a final alternative.
6/30/2021	I do not believe the money would be well spent putting a roundabout/circle at this intersection. Recently driving in Hillsboro where they made changes, I have found it is causing more traffic issues. Plus, not safe for sight impaired.	
6/19/2021	\$8-10M is outlandish for our community and that stretch of road! A bike/pedestrian path would be very helpful from Walgreen's to Potomac Farms Drive. A roundabout at the intersection at Potomac Farms drive is TOTALLY NOT ACCEPTABLE! The only suggestion I have for the intersection is to make the traffic light more responsive to vehicles coming from Potomac Farms Drive and Old Martinsburg Pike. Thank you!	Other factors that may impact the final alternative will include project costs, funding sources, impacts on property owners, environmental clearances, stormwater management, truck volumes, and traffic, pedestrian and bicyclist safety. These will all be considered during the engineering / design phase.
6/30/2021	The proposed roundabout in Shepherdstown should be reconsidered. The Dollar General light allows residents who live toward Martinsburg the ability to make a turn since that light stops heavy town traffic at intermittent times. Please leave the light.	The corridor vision plan highlights the roundabout as one option for the intersection, but other intersection improvements to include signal improvements, and turn lanes with bicycle / pedestrian facilities could be viable options as well.

Date	Comment	Response
Other Comments		
6/2/2021	i live here how does this proposal affect our property?	<p>Our goal for the study's recommendations along the corridor were to include all proposed improvements within the existing right-of-way. This would ensure minimal impact to all of the property owners.</p> <p>The road improvements identified in the vision plan model the complete streets concepts for a more active and livable corridor that include bicycle and pedestrian facilities. This would likely have a positive impact on the properties along the corridor.</p>
6/7/2021	There have been a tremendous number of accidents in this area. Something needs to be done to eliminate this danger.	<p>Thank you for your comment. Safety along the corridor was a high priority in developing the corridor vision plan for Martinsburg Pike. We performed a detail analysis related to the accidents along the corridor over the last five years and this corridor was identified in the HEPMPO Long Range Transportation Plan as a high-crash rate corridor. The road improvements include measures that will reduce vehicles speeds with recommendation to conduct a speed limit study to reduce the speed limit, additional road crossing safety at key intersections and additional bicycle and pedestrian facilities to improve safety along the corridor.</p>
6/10/2021	How will bike / ped path be maintained? Current path is not well maintained.	<p>Thank you for your comment and facility maintenance is always a challenge in developing road improvements. The Corporation of Shepherdstown is seeking to annex Martinsburg Pike that includes the corridor limits in the study. If approved, they will become responsible for the maintenance of bike / ped paths. Until the approval of the annexation, WV Department of Highways remains the agency responsible for the existing bike path.</p>
6/22/2021	Love the circle plan. It'll allow folks who live in the communities along 45 to safely walk or bike to the new library. Be clear on who is in charge of maintaining the bike path and keeping it swept. This has been a problem with the existing path.	

Date	Comment	Response
6/11/2021	The new design shows green space on Maddex. Please keep in mind this is a private road and the city can't alter it	Thank you for your comment and this issue was discussed in detail during the Visioning Workshop. An agreement would be needed to include the green space on Maddex Drive and identify the responsible party for the maintenance of it, potentially the HOA. It can be included in pursuing funding for the corridor improvements.
6/15/2021	Wondering if our pine trees will remain? And are we not supposed to be notified of this? We found out on Facebook. Not very happy about how this is being handled with not being notified as it directly affects us.	Thank you for your concern. This study is a planning document and the road improvements are preliminary concepts. The next phase in advancing the conceptual design of the corridor is engineering design which would evaluate the removal of any trees. This process would also allow for public involvement and an opportunity for express your concerns.
6/1/2021	How is it paid for? Shepherdstown, Jefferson County, State and Shepherd U?	The next step to implementing and advancing the vision plan is securing funding for the engineering design, and construction. There are grant opportunities available that Shepherdstown, the county, and WV Department of Transportation could pursue as partners. The potential grants are listing in the Funding Opportunities section of the Study. At this point in the process, the actual amounts cannot be determined and if a local match is required.
6/15/2021	What is the planned completion date for the Martinsburg Pike Corridor project?	The next step to implementing and advancing the vision plan is securing funding for the engineering design, and construction. It is too early in the process to estimate a completion date and it will not be determined until the design is complete and construction funding is programmed.

Date	Comment	Response
6/16/2021	<p>Good morning,</p> <p>I live just off of Martinsburg pike. What is the plan for water run off? Due to the new construction in the area, during heavy rains we get a creek's worth of water that runs through my property. I am concerned that this will worsen with a widening of the roadway. I also want to see if first responders opinions have been taken on the median and there being no where for cars to pullover to yield to emergency vehicles.</p>	<p>Thank you for providing comments on the transportation planning needs in our area.</p> <p>These will be included as part of the Martinsburg Pike Corridor Vision Plan development.</p> <p>To your first comment while we would be increasing paved area under the draft concept in some areas, we proposed adding new green infrastructure buffers between travel lanes and the bike path to aid in stormwater management.</p> <p>If the project proceeds from planning to design phase, WV Department of Transportation's engineering regulations for stormwater management will be followed.</p> <p>To your second comment regarding first responders, we reviewed the corridor sketches with Shepherdstown VFD prior to releasing the draft plan. They offered two comments on their entrance which were included.</p> <p>Sincerely, Matt Mullenax</p>

Date	Comment	Response
6/17/2021	<p>I'm glad to have participated in the meeting in Shepherdstown on 6/15. I'm glad the woman with the farm equipment spoke. There are a lot of farm vehicles on the roads spring/fall.</p> <p>My concerns are several. I live in Maddex Farms. The most direct access is Maddex Dr, directly across from the Fire Dept. Depending on the time of day it can take a while to get out, especially heading east. The light at the Food Lion is helpful. That light will need to be modified with additional arrows when the new Sheets is in place.</p> <p>As you know the intersection of 45 and alt 45 is hazardous. There is one short left turn lane which could imply you are turning into the shopping center, or a few feet later to Alt 45. I got clipped there a few years ago by an older woman who assumed I was going shopping. Neither of us was hurt but there was car damage. This was on a bright sunny morning.</p> <p>A roundabout might slow traffic but it should be two lanes and well marked with arrows It may be a bit of a nightmare to construct and to learn how to use..</p> <p>I find digital signs very distracting and hope you can halt their spread on this heavily trafficked stretch of Rte 45.</p> <p>I think trains are not an issue here, but could affect the intersection of Alt 45 and Morgan's Grove Rd. There has been an increase in the number and length of trains. This is a nuisance for drivers but of serious concern to Emergency Services. There is no simple way to get across the tracks which could greatly increase time to assist in a medical emergency.</p> <p>Thank you for your consideration. Please add me to your email list for this particular project.</p>	<p>Thank you for expressing your concerns. Your first comment related to farm equipment is important that the design ensures they would be able to travel along the corridor. The width of the roadway in the conceptual design shows 11 feet wide, but would need to be widened to 12 feet or include mountable curves.</p> <p>Second, access from Maddex Drive was discussed thoroughly during our Visioning Workshop and intersection improvements at both Maddex Drive and Maddex Square Drive show many improvements and the need to replace the existing lights. The study also provides an alternative intersection for the Fire Hall and Maddex Drive as a consideration as the project moves from planning to the engineer phase.</p> <p>The roundabout included at the intersection with Martinsburg Pike and Potomac Farms Drive only includes one lane. Increasing it to two lanes would require additional right-of-way and our one of our study goals was to stay within the existing right-of-way. As stated above, the engineering phase will consider alternatives for this critical intersection as it moves to final design.</p> <p>We share your concerns about the trains crossing Morgan's Grove Road, however this location is outside the study area.</p>



Date	Comment	Response
6/30/2021	This is where we need a roundabout!! A new school will be opening in 3 years at the intersection of Morgans Grove Road and Rte 230. Significant improvements must quickly be made to this narrow windy road to accommodate school buses and much more traffic!	Thank you for your comment and concern. As this intersection is not within our study area this is a great point and should be part of the traffic impact study for the new school to ensure the appropriate safety measures are included with the new school.
6/30/2021	NEED A ROUNDABOUT NOW!!!! NEW SCHOOL HERE!!	
6/30/2021	Should be solid lines and no passing from Intersection of Ridge Road all the way into Shepherdstown!	Thank you for your concern, but this was not part of study area or included with the corridor improvements.
6/30/2021	Is this project taking into consideration Geology and nearby homes? There is a rock at the end of my driveway that may need to be blasted and my septic system is in my front yard within about 10 feet of the right of way. I am not on public sewer.	As the project proceeds from the planning phase to the engineer and design, the geology considerations would be included in this effort.



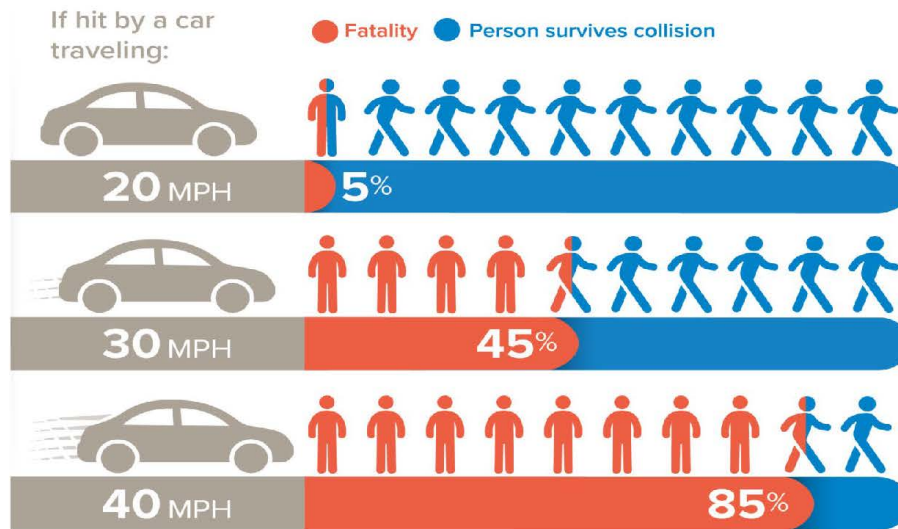
The Panhandle Pedalers Cycling Club strongly supports changes proposed in the Draft Martinsburg Pike Corridor Vision Plan. We support the creation of road systems that provide safe passage for all road users and that prioritize safety over vehicular speed and perceived convenience for drivers. We are particularly excited about the protected and dedicated bike lanes, separated sidewalk, and the roundabout. These amenities are proven to reduce vehicle speed and protect pedestrians and bicyclists. We are confident they will enhance the quality of life in Shepherdstown. We also advocate that Shepherdstown's Town Council and administration adequately plans and budgets for long-term maintenance of the new facilities.

Founded in 2008, the Panhandle Pedalers Cycling Club (PPCC) is a group of cycling enthusiasts based in the Eastern panhandle of West Virginia. Our goal is to promote and encourage bicycling for all levels of cyclists. Our current membership of more than 80 cyclists includes residents of Washington County in MD, Berkeley and Jefferson Counties in WV, and residents and citizens of Shepherdstown.

The HEPMPO study cites the unacceptable numbers of crashes, damage, injury, and even loss of life along Martinsburg Pike. Each of our members can recount personal experiences of near misses, speeding motorists, and unsafe passing while riding this corridor. We count ourselves lucky that nothing terrible has happened yet; we should not wait for a tragedy to compel change.

The study notes the consistent state of disrepair/lack of maintenance that compromises the current bike lane. We agree. In its current state, the path is not maintained, provides only superficial protections, and lacks complete connections. We contend with this situation regularly, as our Monday social rides typically start from the Shepherdstown Food Lion. A specific example was June 7th, 2021 when 12 people rode the bike path into town. The path was covered by the rock and gravel put down over the winter. This debris presents multiple risks; we can hit rocks and fall, debris can fly up and strike our bodies, or we can puncture a tire. In addition, many bollards were missing or damaged. At University Drive, we were forced to ride on the grass to access High Street, which is quieter and more comfortable than German Street.

Reports show that safety concerns and discomfort riding with cars represent a significant barrier to those who would otherwise like to ride bicycles.<sup>1 2</sup> Based on studies and experiences, we know that a bike lane that is physically separated from cars will increase protections and comfort for experienced, hesitant, and newer cyclists alike. We also anticipate it will expand the cycling community and increase destinations for riders. As PPCC's mission is to support riders of all levels, we endorse these plans and the increased protections for cyclists, as they will encourage all cyclists to bike more often and more safely.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

Speed kills. The graphic above clearly shows how a driver's speed imperils cyclists and pedestrians. Drivers frequently break the speed limit along this section of the Martinsburg Pike. Better driver education or stricter enforcement will not slow down drivers; we need systems and infrastructure that compel drivers to be safer on the road. By adopting the changes proposed in the Vision Plan (specifically the roundabout and the narrowing of the lanes), Shepherdstown will design a roadway that encourages safer, slower driving speeds in the first place. It prioritizes people and safety above speed and convenience, and PPCC supports this prioritization.

<sup>1</sup> <https://www.bloomberg.com/news/articles/2013-11-11/selling-the-public-on-biking-political-campaign-style>

<sup>2</sup> Dill, J., & McNeil, N. (2013). Four Types of Cyclists?: Examination of Typology for Better Understanding of Bicycling Behavior and Potential. *Transportation Research Record*, 2387(1), 129–138. <https://doi.org/10.3141/2387-15>

The 2021 Dangerous by Design report<sup>3</sup> highlights another relevant aspect to the Martinsburg Pike corridor: larger vehicles - such as pickup trucks and SUVs - are more deadly to other road users. They are taller, have poorer visibility than sedans, and are more likely to produce head/neck injuries than leg injuries. Compared to smaller personal vehicles, trucks and SUVs are two to three times more likely than smaller personal vehicles to kill people walking in the event of a crash<sup>4</sup>. Recent research from the University of Wisconsin-Milwaukee found the share of pedestrian deaths involving trucks, vans, and SUVs has doubled since the mid-1980s<sup>5</sup> (from 22% to 44%). Trucks and SUVs have become a larger share of the car market and they are getting bigger each year; 2020 models are 32% (1,256 pounds) bigger than 1990 models.

We also support the creation of the roundabout. Intersections traditionally represent a dangerous meeting point for cyclists so drivers and the proposed roundabout will provide several safety features for cyclists and pedestrians: it will slow down drivers, force drivers to pay attention while navigating the circle, and focus the places for pedestrians and cyclists to cross.

Lastly, we support separate facilities for pedestrians and cyclists. While cyclists and pedestrians are both considered vulnerable road users, we use similar spaces in different ways. Cyclists easily travel three times the speed of someone walking, including those walking dogs or using strollers, and cyclists need ample room to maneuver around pedestrians. Creating infrastructure for pedestrians eliminates potential competition or conflict.

We applaud all efforts to increase Shepherdstown's walkability and bikeability. We believe that Shepherdstown residents, visitors and businesses will benefit from more safe and convenient options. A protected bikeway along the Martinsburg corridor will allow people on bikes to travel safely without inconveniencing drivers and walkers. It will create complete connections so bike riders, motorists, and pedestrians can avoid the confusing and unsafe interactions forced by the current configurations. With this design, a person could walk or bike on protected or designated space from the C&O Canal to the town's new library.

Lastly, we urge the town to plan and budget for the maintenance of the proposed facilities. This includes snow removal, springtime clean-up, and regular maintenance. While these may represent a cost to the town, an adequate maintenance budget demonstrates that the community of Shepherdstown prioritizes its bicycling and walking facilities. PPCC can also help to organize citizen clean-up events, as we currently do with the path along Route 9.

The Panhandle Pedalers Cycling Club and its members stand ready to support the further planning and implementation of the plan.

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<sup>3</sup> <https://smartgrowthamerica.org/dangerous-by-design/>

<sup>4</sup> Desapriya, E., Subzwari, S., Sasges, D., Basic, A., Alidina, A., Turcotte, K., & Pike, I. (2010). Do light truck vehicles (LTV) impose greater risk of pedestrian injury than passenger cars? A meta-analysis and systematic review. *Traffic injury prevention*, 11(1), 48–56. <https://doi.org/10.1080/15389580903390623>

<sup>5</sup> Schneider, R. J. (2020). United States Pedestrian Fatality Trends, 1977 to 2016. *Transportation Research Record*, 2674(9), 1069–1083. <https://doi.org/10.1177/0361198120933636>

Thank you for your consideration and attention.

Molly Cobbs, President

Leigh Ann Evanson, Secretary

Rick Pennington, Vice-President

Rob McDonald, Treasurer

## Appendix B: News & Social Media





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## PUBLIC NOTICE: The Hagerstown/Eastern Panhandle MPO hereby notifies all interested persons that the DRAFT Martinsburg Pike Corridor Vision Plan (CVP) is available for comment and review.


Posted on [June 8, 2021](#) | Posted in [Uncategorized](#)

**PUBLIC NOTICE:** The Hagerstown/Eastern Panhandle MPO hereby notifies all interested persons that the DRAFT Martinsburg Pike Corridor Vision Plan (CVP) is available for comment and review.

The public comment period will be from June 1 to June 30, 2021. Those persons wishing to review the draft plan may download a copy at [www.hepmo.net](http://www.hepmo.net).

The study limits are from University Drive west to Potomac Farms Drive along WV45/Martinsburg Pike. The Draft Corridor Vision Plan study goals are to: (1) improve accessibility to downtown Shepherdstown, businesses, residential neighborhoods, the university, and adjacent amenities, (2) improve vehicle, pedestrian, and bicycle safety and (3) enhance economic development along the corridor.

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### WELCOME TO HEPMPO!

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is the federally designated regional transportation planning body for the urbanized area covering Berkeley and Jefferson Counties, West Virginia, Washington County, Maryland and a small portion of Franklin County, Pennsylvania.

We invite you to search our website, review the information, and provide us with your feedback regarding transportation issues facing the region today and in the future.

**CONTACT US:**  
33 West Washington Street

[TAKE OUR SURVEY](#)

# Shepherdstown Community

Public group · 4.7K members

About Discussion Members Events Media Files

Join Group



Chris Cafiero shared a link.

June 1 at 9:41 AM ·



HEPMPO will be holding a public meeting to discuss the Rt45/Martinsburg Pike Vision Plan on June 15th at the War Memorial Building at 5pm

This meeting is open to all and will have a virtual option as well, this is not a meeting specific to the corporation of Shepherdstown and not limited to it's residents.

Background (my unofficial version) HEPMPO received some grants to study the area between University drive and Potomac farms drive. With input from businesses and land holders along the route, DOH and the City of Shepherdstown they have put together a vision plan. Nothing in this plan is final, nothing in this plan is funded. The point of this meeting is to discuss these plans. Public comment here is obviously welcome and many of us attending will be reading them, however if you actually want something done or have an idea.. ATTEND THE MEETING.. FB is not the forum for getting things done.

## About

A page for the Shepherdstown community to share news, ideas, information, happenings, creations, congratulations and gripes. Let's talk!

TO JO... See More

### Public

Anyone can see who's in the group and what they post.

### Visible

Anyone can find this group.

Shepherdstown, West Virginia

General



WV Observer

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## About

See All

- The WV Independent Observer covering the stories of the West Virginia's Eastern Panhandle, online and in print.
- The Observer looks beyond the headlines to inform the public discussion on important topics relevant to the community, including the local economy, e... See More

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WV Observer

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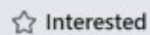
Want to comment on the draft vision plan for the Martinsburg Pike Corridor? The vision plan covers Rt 45 west of Shepherdstown past Maddex Square center, discussing bike/pedestrian access and traffic flow. PUBLIC MEETING on June 15 (Tue) at 5pm to 7pm at the Community Club in downtown Shepherdstown (102 East German St). More info at [Hagerstown/Eastern Panhandle Metropolitan Planning Organization](#). The meeting will also be streamed online (see link in comments).







6 years ago

[See All](#)



## Hagerstown/Eastern Panhandle Metropolitan Planning Organization

June 1 • 🌐

**PUBLIC NOTICE:** The Hagerstown/Eastern Panhandle MPO hereby notifies all interested persons that the DRAFT Martinsburg Pike Corridor Vision Plan (CVP) is available for comment and review. The public comment period will be from June 1 to June 30, 2021. Those persons wishing to review the draft plan may download a copy at [www.hepmo.net](http://www.hepmo.net).

The study limits are from University Drive west to Potomac Farms Drive along WV45/Martinsburg Pike. The Draft Corridor Vision Plan study goals are to: (1) improve accessibility to downtown Shepherdstown, businesses, residential neighborhoods, the university, and adjacent amenities, (2) improve vehicle, pedestrian, and bicycle safety and (3) enhance economic development along the corridor.

Questions and all written comments should be directed to Matt Mullenax at 240-313-2081, [mmullenax@hepmo.net](mailto:mmullenax@hepmo.net) or mailed to the HEPMPO office at 33 W. Washington St., Suite 402, Hagerstown, MD 21740. Only written comments will be accepted.

To comment online visit the project website: <https://arcs.is/09GrfS>. In addition, a public meeting with a formal presentation on the draft plan will be held June 15th from 5:00-7:00pm at the Shepherdstown Community Club's War Memorial Building (102 East German Street, Shepherdstown, WV 25443).

A virtual option will be offered to attend the public meeting as well with details available at [www.hepmo.net](http://www.hepmo.net).



### TAKE OUR SURVEY

Your input is important for the vision of the Martinsburg Pike Corridor



Hagerstown/Eastern Panhandle Metropolitan Planning Organization added an event.

...

June 1 · 🌐



TUE, JUN 15

### Draft Martinsburg Pike Corridor Vision Plan - Public Meeting

Shepherdstown, WV  
15 people interested

☆ Interested



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

...

June 15 at 8:30 AM · 🌐

PUBLIC MEETING TONIGHT - 5-7pm on the draft Martinsburg Pike Corridor Vision Plan.

In-person/virtual meeting details, meeting presentation, maps and comment form available at CVP StoryMap's page:

<https://storymaps.arcgis.com/.../140e91ac72cd4b00ad258bb0...>



1 Comment

👍 Like

💬 Comment

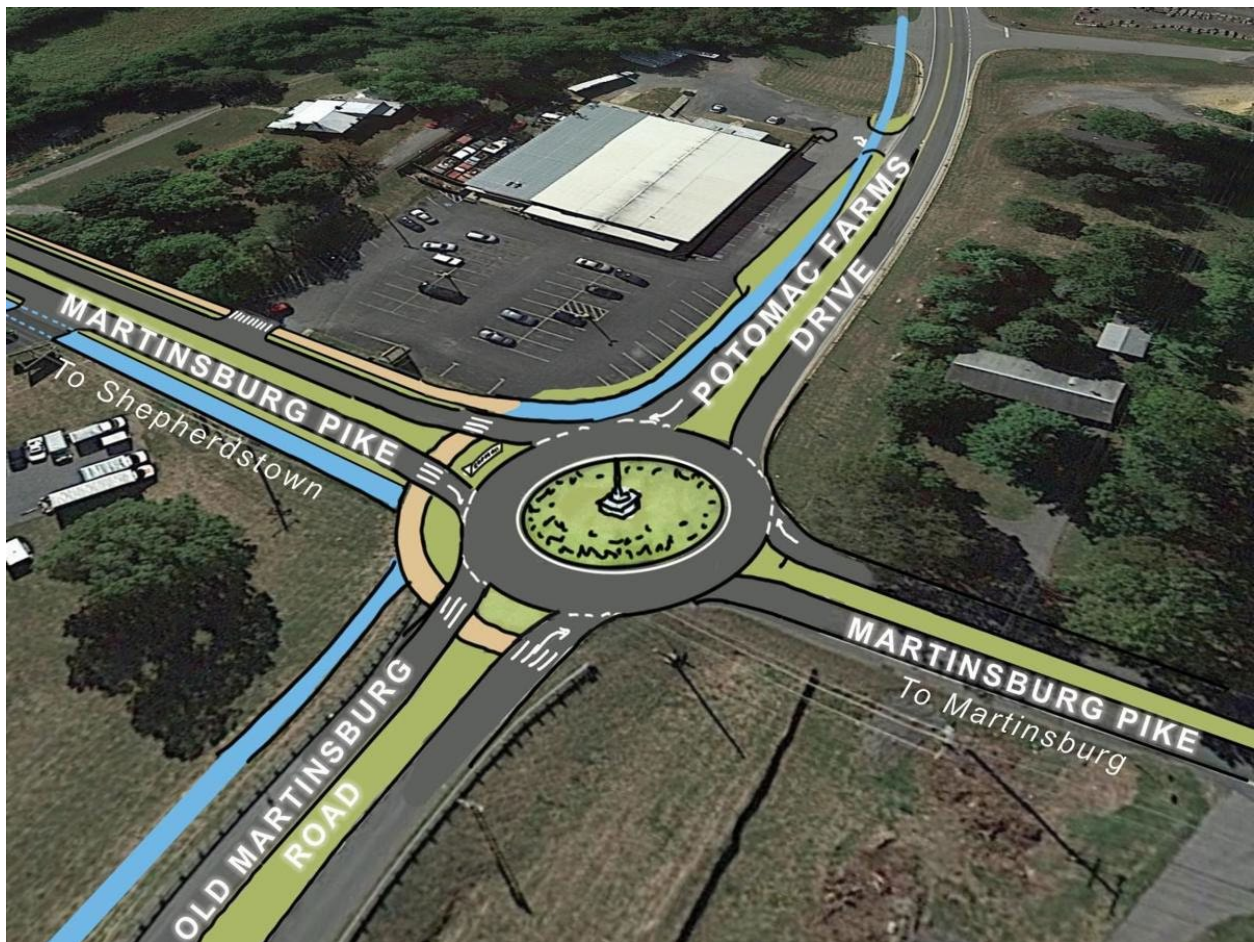
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[https://www.journal-news.net/journal-news/hepmpo-seeks-public-input-on-w-va-45-corridor-plan/article\\_526edcaf-aab6-552a-9fbb-616661c817c9.html](https://www.journal-news.net/journal-news/hepmpo-seeks-public-input-on-w-va-45-corridor-plan/article_526edcaf-aab6-552a-9fbb-616661c817c9.html)

# HEPMP0 seeks public input on W. Va. 45 corridor plan

- Toni Milbourne [tmilbourne@journal-news.net](mailto:tmilbourne@journal-news.net)
- Jun 15, 2021



Pictured is the proposed roundabout located on W.Va. 45, with Old Martinsburg Road to the left and Potomac Farms Drive to the right.



A suggested improvement, illustrated here, would include a concrete curb with rounded or angled edges to provide a solid barrier between the drive lane and multimodal path.

SHEPHERDSTOWN -- A study report for W.Va. 45 in and near Shepherdstown has been made available in draft form for public comment. To further facilitate such comment and to present the plan in general, members of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization and their consultants with Michael Baker International presented the proposed plan at a public meeting in Shepherdstown Tuesday evening.

The selected corridor is a two-lane road that serves as the primary connection between Shepherdstown and Martinsburg. The exact area under study is comprised of three-quarters of a mile from the west end of Shepherdstown from University Drive to Potomac Farms Drive.

In addition, the study was expanded to include Maddex Farms housing areas along the north side of the corridor and to the south along Potomac Farms Drive to W.Va. 480 that turns into Due Street in Shepherdstown.

Jim Frazier, with Michael Baker International, outlined the proposed plan via a slide show for more than 30 people who were in person at the War Memorial Building while nearly a dozen more were attending via Zoom.

Safety along the corridor was a major focus of the draft plan. Within the draft was data on accidents specifically between 2015-19. There were 59 crashes in the area during that time.

According to the study, key takeaways from the safety analysis found that the crash rate within the study corridor is higher than the average crash rate across the state.

“Injury crashes primarily occurred at intersections, with the highest amount of injury crashes along the corridor at the intersection with University Drive/Sheetz,” the draft reads. It should be noted that 44 of the crashes were non-injury crashes, involving vehicle damage only.

The overall goals of the study shared by the presenters as well as through the draft plan include improving accessibility to downtown Shepherdstown to businesses, residential neighborhoods and Shepherd University. The key is making that accessibility available to all types of transportation that would include foot traffic, bicycles, vehicles and public transit.

The goal is to incorporate a “complete street” concept that is defined as an integrated approach to designing, constructing and operating roads, streets and adjacent rights-of-way in a way that supports safe and convenient travel along and across streets for all users.

Benefits of the complete street concept, that is encouraged via West Virginia State Code, includes improving safety for all users, expanding quality transportation choices for non-drivers, persons with disabilities and different modes of transportation.

In addition, the complete street concept promotes healthy lifestyles and recreational opportunities as well as providing better bike, pedestrian and transit connections for all.

The proposed plan sees the addition of a roundabout at the intersection of W.Va. 45 and Alternate 45 that would provide traffic calming measures.

There was significant discussion during the meeting regarding the ability of tractor/trailer traffic to maneuver through the circle as well as farm equipment.

“This is still a rural area,” said an unidentified online caller who shared that a one-lane traffic circle will not allow adequate access, especially when there are already traffic restrictions within town limits that inhibit some traffic flow.

Designs presented in the draft plan that were highlighted at the meeting Tuesday are not finalized, but rather conceptual. The estimated project cost is between \$8,352,000 and \$10,021,000.






Additional input is welcome through June 30 and can be made at the [www.hepmo.net](http://www.hepmo.net). A full version of the draft plan can be located on HEPMPO's Facebook page.

Following the deadline for public comment, the plan will be further developed and presented to the Interstate Council that oversees HEPMPO and the next step would be to secure funding through any number of possible sources including WV DOT, grants and others.

## Appendix C: Public Meeting






				
Carl Moore	Frazier, Jim	Heather Duncan	chris m	Jennifer Brockman



## Martinsburg Pike Corridor Vision Plan

### Draft for Public Comment

June 15, 2021



**Michael Baker**  
INTERNATIONAL  
FEHR PEERS DC





# Martinsburg Pike Corridor Vision Plan



Public Meeting Sign-In Sheet  
Shepherdstown, WV – June 15<sup>th</sup>, 2021

Name	Organization	Email
HANK WALTER	MADDEX FARM PROP OWNERS ASSOC	hwalt123@outlook.com
CHARLES CONNOLLY	" "	CHARLESSCONNOLLY@GMAIL.COM
Jason/Terri Mullens		jmullens@carferlumber.com
<del>TERRI</del> MARTY AMERITANA	Shepherdstown Town Council	ameritane@marshall.edu
LIVDA SPOTIG	Shepherdstown "SAIL"	spotig@marshall.edu
Leah/David Ranspy	Shepherd Village	Leah.Ranspy9@gmail.com
Jenny Hryn	Shepherdstown Community Center	jhrfn9@ad.com
Chris Cefiro	Shepherdstown Planning Comm	chris.cefire@gmail.com
Cindy + Bob Keller	Town Residents	wuprius@gmail.com
Eleanor Finn	MadDEX resident	eleanor_finn@yahoo.com
AUSTIN & CARMEN SLATER	Town Resident	AUSTINJSLATERJR@GMAIL.COM
STEVE PEARSON	THE OBSERVER	EDITOR@WEARETHEOBSERVER.COM
Elizabeth Ricketts	City of Charles Town	Ricketts4ctown@gmail.com
Rhys Gerhardt	Shepherdstown resident	rhys006@gmail.com
CITRIS STRAVER	TOWN COUNCIL	Cstraver@arnoldandbray.com
Ken Crow	Love Real Estate Group LLC	Ken@CROWL.COM

# Martinsburg Pike Corridor Vision Plan

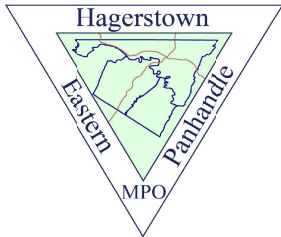


Public Meeting Sign-In Sheet  
Shepherdstown, WV – June 15<sup>th</sup>, 2021

Name	Organization	Email
Terry Fulton		tdlbmfulton@yahoo.com
Lori Robertson	Reorder. Corp.	lahraven@comcast.net
Brack Fulton	AC&T	BFULTON@ACANDT.com
Ross Patterson		Ross.PATTERSON@GMAIL.COM
LeighAnn Evanson	Panhandle Pedalers Cycling Club	laevanson@yahoo.com

# Martinsburg Pike Corridor Vision Plan Draft for Public Comment

June 15, 2021



**Michael Baker**  
INTERNATIONAL  
FEHR PEERS DC



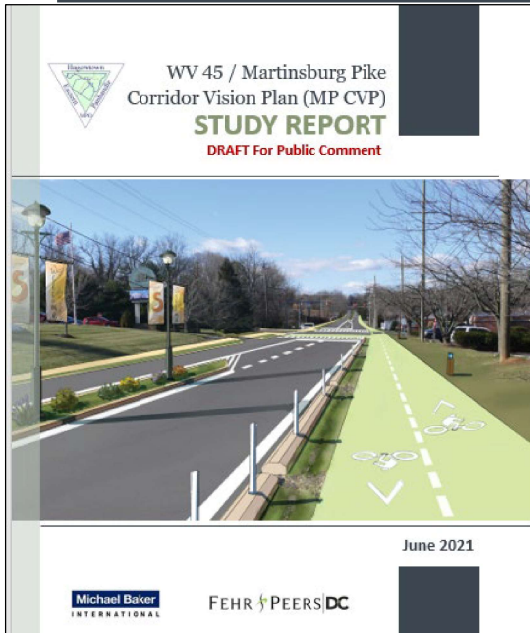
## Public Comment Opportunity

- 30-Day Public Comment Period – June 1-30, 2021
- Provide comments via:
  - In-person at Public Meeting (Comment Sheet)
  - Virtual Public Meeting
  - HEPMPO Story Map
  - E-mail to Matt Mullenax ([mmullenax@hepmo.net](mailto:mmullenax@hepmo.net))
- Comments / responses compiled as Appendix in final report
- Final Report posted on HEPMPO website ([www.hepmo.net](http://www.hepmo.net))





# HEPMPO Website & Story Map



## TAKE OUR SURVEY

Your input is important for the vision of the Martinsburg Pike Corridor

[Martinsburg Pike CVP - StoryMap Link](#)

Martinsburg Pike CVP

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INTERNATIONAL

## Presentation Outline

- Introduction
- Understanding the Corridor
- Understanding the Corridor Users
- MP CVP Visioning Workshop
- Re-Envisioning the Corridor
- Corridor Signage
- Planning Level Cost Estimates
- Funding Opportunities
- Areas of Further Study
- Next Steps



Martinsburg Pike CVP

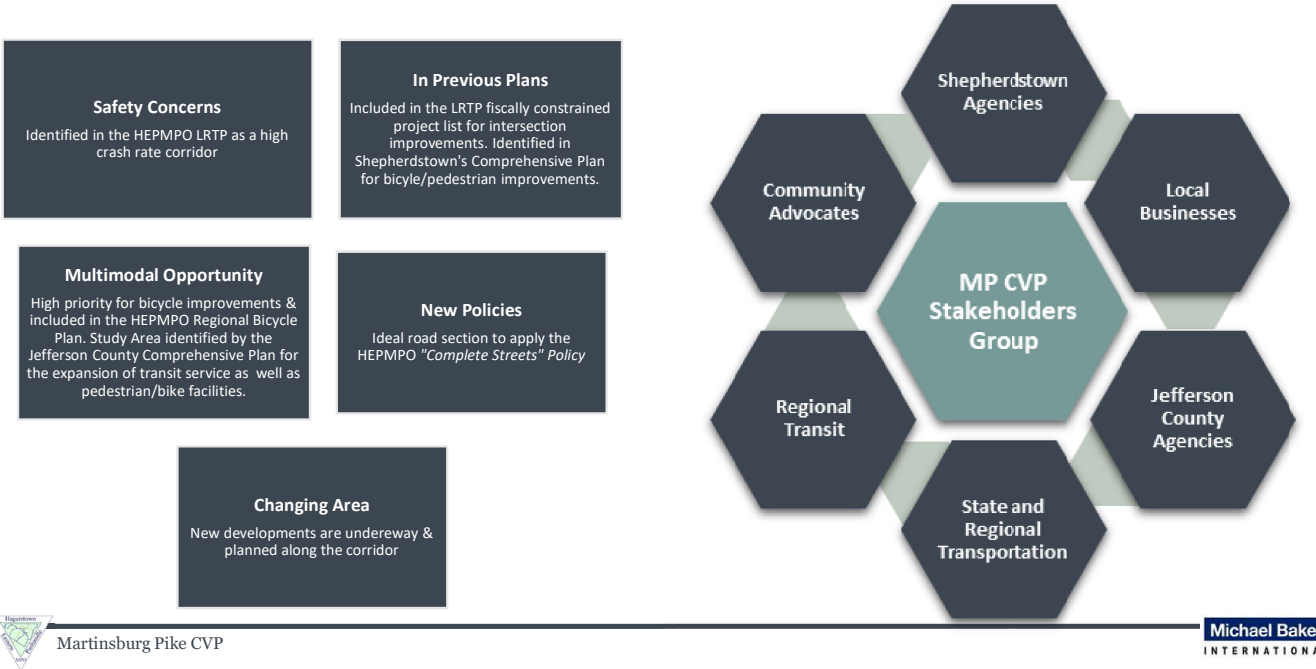
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# Introduction – Study Corridor

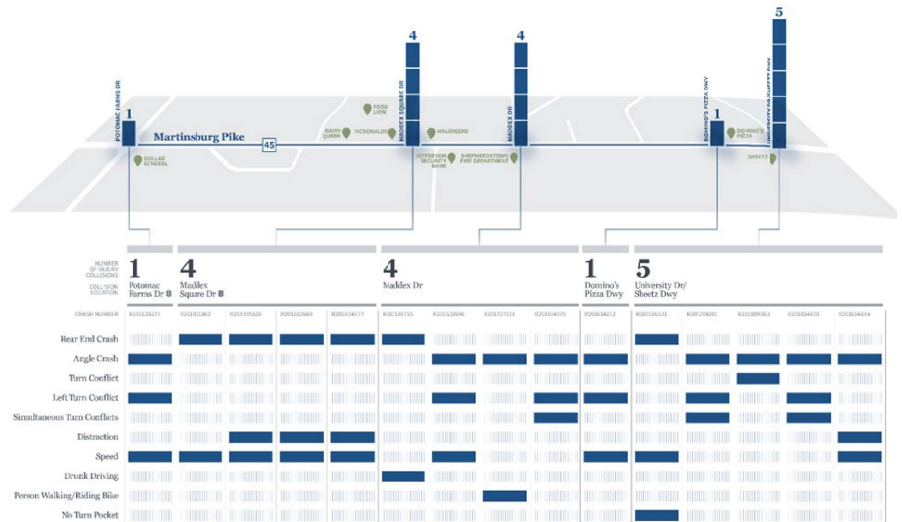


# Corridor Selection Criteria & Stakeholders



# Understanding the Corridor

- Study Area located in Shepherdstown Urban Growth Boundary
- Summary of Base Conditions
  - Travel Demand & Congestion
  - Historic Sites / Flood Plains
  - Safety / Crash History

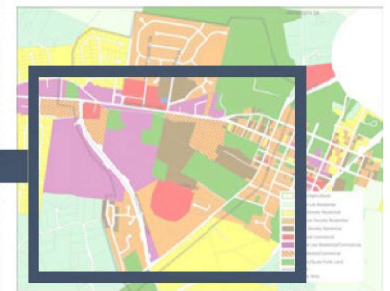
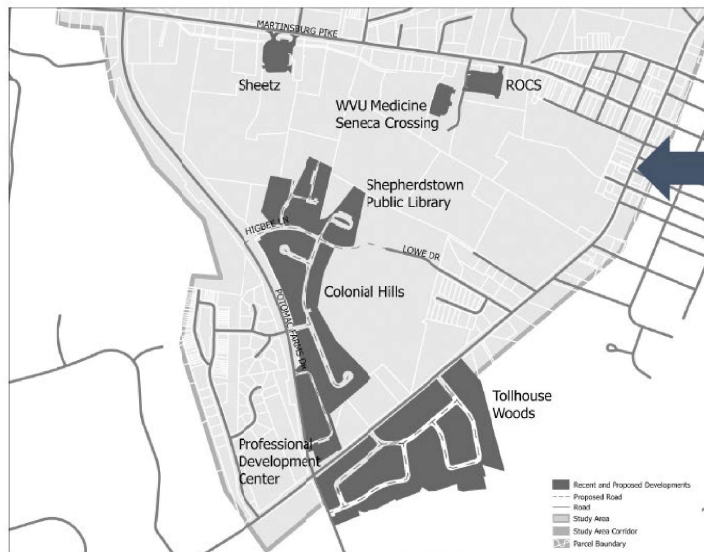


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# Understanding the Corridor Users

- Active Transportation
  - Bike / Pedestrian Facilities
  - Connectivity & Gaps
- Transit Service
- Future Land Use – Zoning (Jefferson Co. Comprehensive Plan)
- Planned Developments



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# Visioning Workshop

- 2-day visioning workshop held in March at Shepherdstown Firehall
  - Visualization through 3D sketching tools
  - Build consensus to arrive at a shared vision for the corridor
- Goal of identifying preferred road improvements by type and location
- Complete Streets
  - Improve safety for all users
  - Expand quality transportation choices
  - Provides multimodal connections
  - Promotes healthy lifestyles



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## Re-Envisioning the Corridor

- Complete Streets Act – WV State Code
- HEPMPO Complete Streets Resolution – Interstate Council (ISC) adoption in 2018
- Conceptual Design



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# Plan Details by Block – West to East - 1



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# Plan Details by Block – West to East - 2



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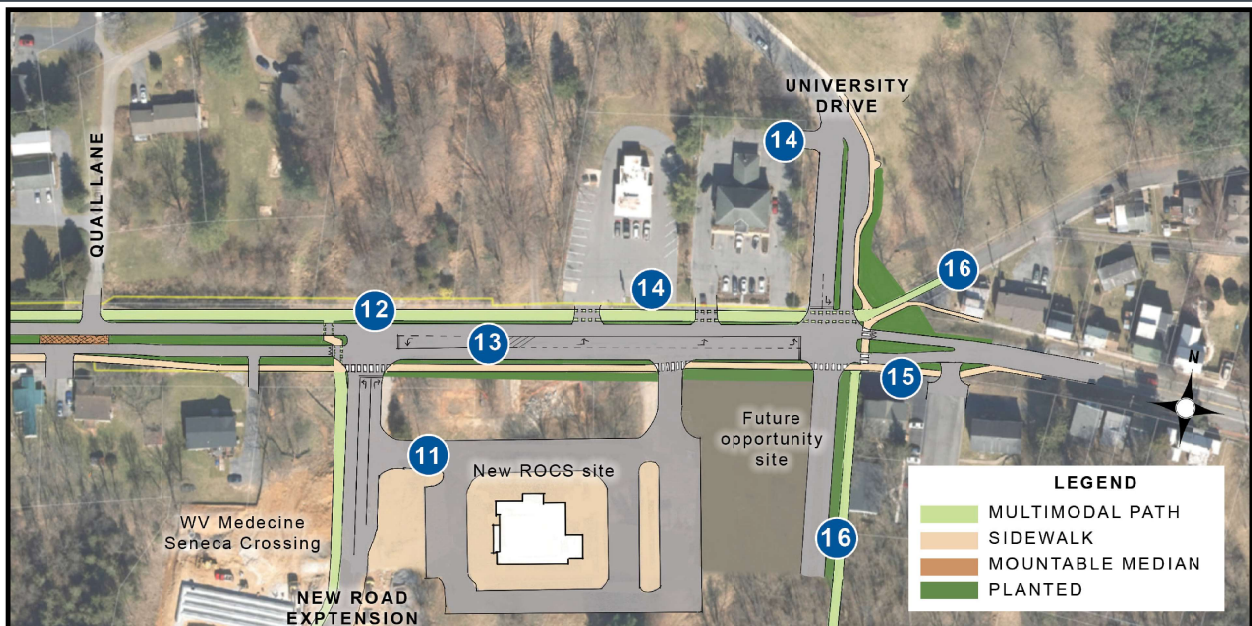
## Plan Details by Block – West to East - 3



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## Plan Details by Block – West to East - 4

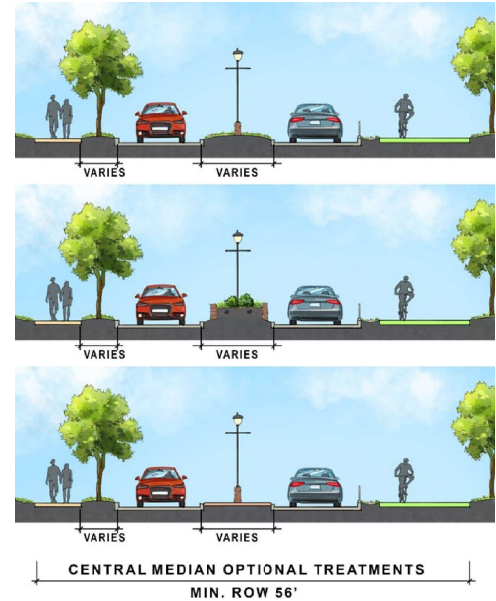
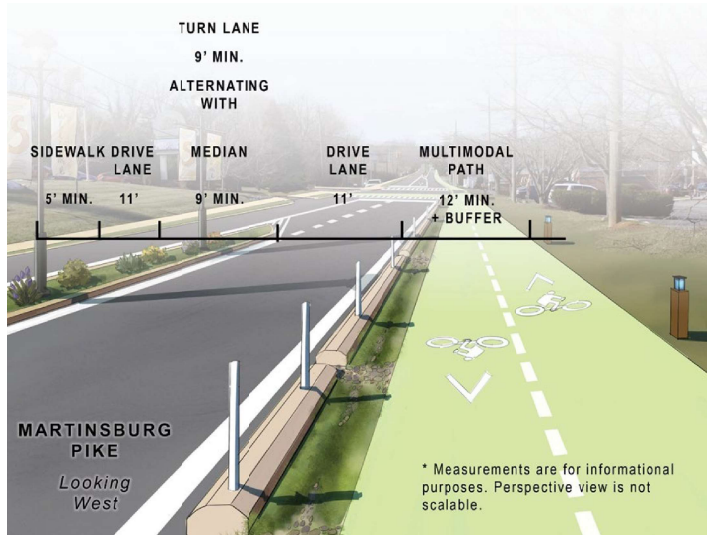


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# Multimodal Path Improvements / Median Options

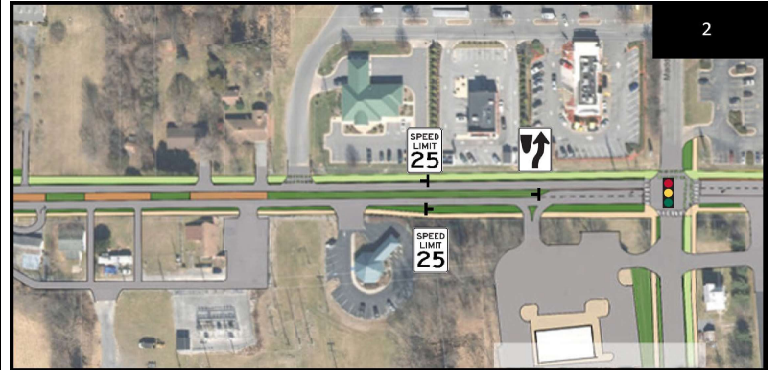


## Access to Shepherdstown Fire Department

- Alternative Entrance to Align w/ Maddex Drive



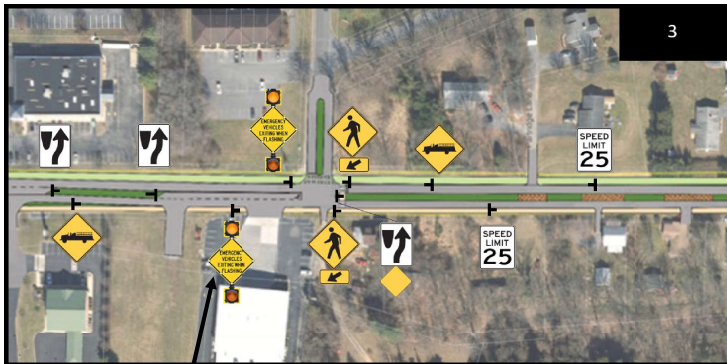
# Signage Along the Corridor



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## Signage - continued



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# Planning Level Cost Estimate

Item	Cost Estimate (Low)	Cost Estimate (High)
<b>Design Improvements</b>		
Signing & Pavement Marking	\$27,000	\$37,000
Roundabout (Includes Signing & Pavement Marking)	\$1,500,000	\$1,500,000
Median Island & Widening	\$2,125,000	\$2,605,000
Traffic Signal (Includes Signing & Pavement Marking)	\$140,000	\$250,000
Multi-Use Trail	\$486,000	\$816,000
Sidewalk	\$317,000	\$317,000
Fire Station Flashing Warning Beacon	\$52,000	\$70,000
<b>Design Improvements Total</b>	<b>\$4,647,000</b>	<b>\$5,596,000</b>
<b>Project Items</b>		
Equipment Package	\$14,000	\$14,000
Construction Surveying	\$56,000	\$56,000
CPM Schedule	\$14,000	\$14,000
Unforeseen Water Pollution Control	\$14,000	\$14,000
<b>Project Items Total</b>	<b>\$98,000</b>	<b>\$98,000</b>
<b>Percentage Items</b>		
Mobilization (4%)	\$190,000	\$228,000
Maintenance & Protection of Traffic (10%)	\$475,000	\$569,000
Contingencies (25%)	\$1,186,000	\$1,424,000
Inspection (12%)	\$569,000	\$683,000
Engineering (25%)	\$1,186,000	\$1,424,000
<b>Percentage Items Total</b>	<b>\$3,606,000</b>	<b>\$4,328,000</b>
<b>Project Total</b>	<b>\$8,352,000</b>	<b>\$10,021,000</b>

## Grant Opportunities & Funding Programs

- Transportation Alternatives (TA)
- Recreational Trails Fund
- American Jobs Plan
- Surface Transportation Block Grant Rebuilding American (STGB)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Appalachian Regional Commission (ARC)
- Federal Lands Access Program (FLAP)

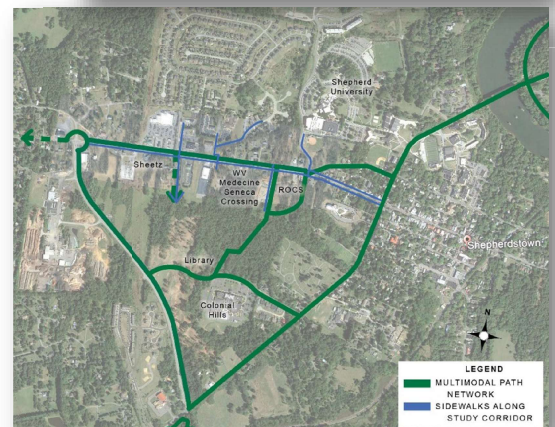


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## Areas of Further Study

- Multipurpose Trail Connections
  - C&O Canal
  - New library and Developments
  - Potomac Farms Dr to Morgan's Grove Park
  - Shepherdstown Path to WV480 / Alt 45
- Traffic Signal Studies
  - University Drive / Maclaine Way
- Corridor Speed Limit
  - Shepherdstown Road Annexation
- Links & New Roadways



Martinsburg Pike CVP

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# Martinsburg Pike CVP – Next Steps

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- 30-Day Public Comment Period – June 1<sup>st</sup> – 30<sup>th</sup>
- MP CVP StoryMap
- Public Meeting – June 15<sup>th</sup> (5 – 7pm)
- Incorporate Final Comments
- Finalize Report
- Post on HEPMPO Website
  - <https://www.hepmo.net/studies>



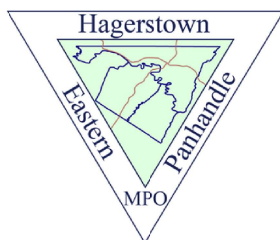
Martinsburg Pike CVP

Michael Baker  
INTERNATIONAL

## Thank You for Participating!

---

### Contact Information:



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