

Hagerstown/Eastern Panhandle Metropolitan Planning Organization

# Eastern Panhandle Transit Authority Transit Development Plan

Berkeley County Public Meeting

April 2025



Prepared by:



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# Agenda

1. Introductions
2. Goals and Objectives
3. Service Planning Process
4. Weekday Service Proposal
5. Saturday Service Proposal
6. Discussion and Next Steps



# Introductions

# Project Team



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# Goals and Objectives

# 2025 TDP Goals and Objectives (1/3)

<b>Goal #1</b> <b>Incorporate New Transit Center and Administrative Facility Into Future Service</b>	Objective 1: Develop specific set of recommendations to redesign EPTA service to utilize new Transit Center
	Objective 2: Realign EPTA service to utilize new Transit Center
	Objective 3: Incorporate stakeholder feedback into plans for future uses
<b>Goal #2</b> <b>Improve Marketing, Communication, and Technology</b>	Objective 1: Ensure that schedules published online are up-to-date with most recent operating characteristics
	Objective 2: Identify locations to share transit-related information
	Objective 3: Advertise transit service to potential riders and provide education on mobile ticketing and other resources

# 2025 TDP Goals and Objectives (2/3)

<b>Goal #3</b> <b>Explore Locations for New Transit Infrastructure</b>	Objective 1: Identify new locations for shelters, benches, bike racks, and other infrastructure
	Objective 2: Identify locations to share transit-related information
	Objective 3: Explore interest from jurisdictions in the EPTA service area for making transit capital investments
<b>Goal #4</b> <b>Expand and Improve Systemwide Service Efficiency</b>	Objective 1: Provide more direct service to major trip generators (i.e., shopping centers and hospitals)
	Objective 2: Identify opportunities for expanding service to emerging trip generators (i.e., employment locations)
	Objective 3: Match appropriate level of service and coverage with transit demand for specific areas
	Objective 4: Coordinate trip patterns with commuter needs (e.g., time schedules)
	Objective 5: Encourage major employers to sponsor transit for employees

# 2025 TDP Goals and Objectives (3/3)

<b>Goal #5</b> <b>Expand Availability of Weekend and Evening Service</b>	Objective 1: Provide more direct service to major trip generators (i.e. shopping centers and hospitals)
	Objective 2: Eliminate confusing nighttime and weekend patterns and replace with extended service on existing routes
	Objective 3: Add weekend service between Berkeley and Jefferson Counties



# How the Service Proposal Reflects the Goals

TDP Recommendation Themes	Goal #1 New Transit Center	Goal #2 Improve Marketing & Communication	Goal #3 New Transit Infrastructure	Goal #4 Systemwide Service Efficiency	Goal #5 Weekend and Evening Service
Realigned routes to serve new transit center	●	●	●		
Simplified routes with consistent service patterns throughout the day		●		●	
Eliminate major differences between weekday, evening, and Saturday service		●		●	●
Expand coverage to new destinations (Spring Mills, Hedgesville)		●	●		
Facilitate timed transfers at new transit facility	●			●	

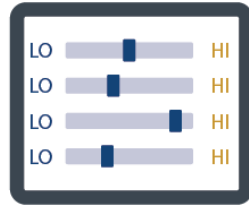


# Service Planning Process

# Service Justification Key



**Pop & Job  
Density**



**Transit  
Propensity**



**Travel  
Flows**



**Corridor  
Optimization**



**Existing  
Performance**



**Gaps  
Analysis**



**Stakeholder  
Input**



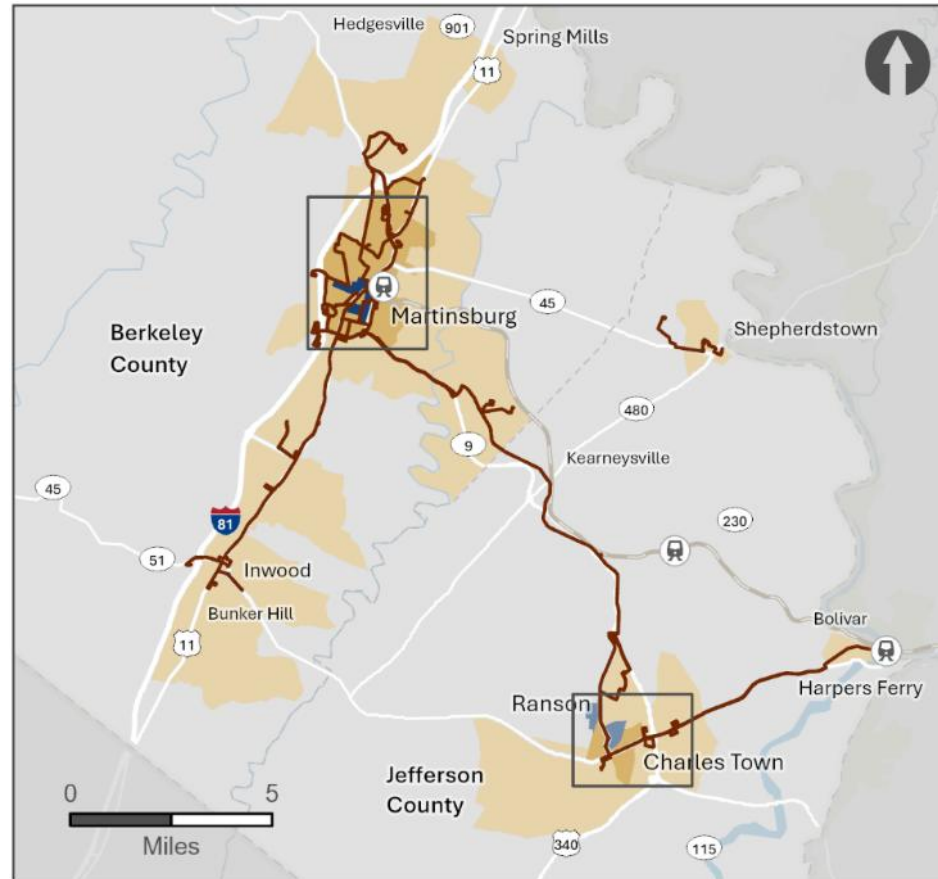
**Public  
Survey**



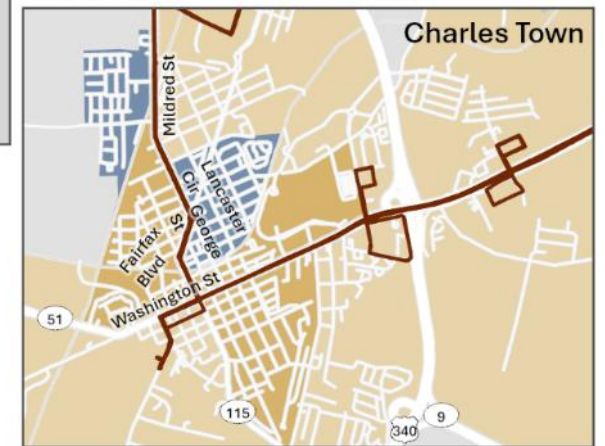
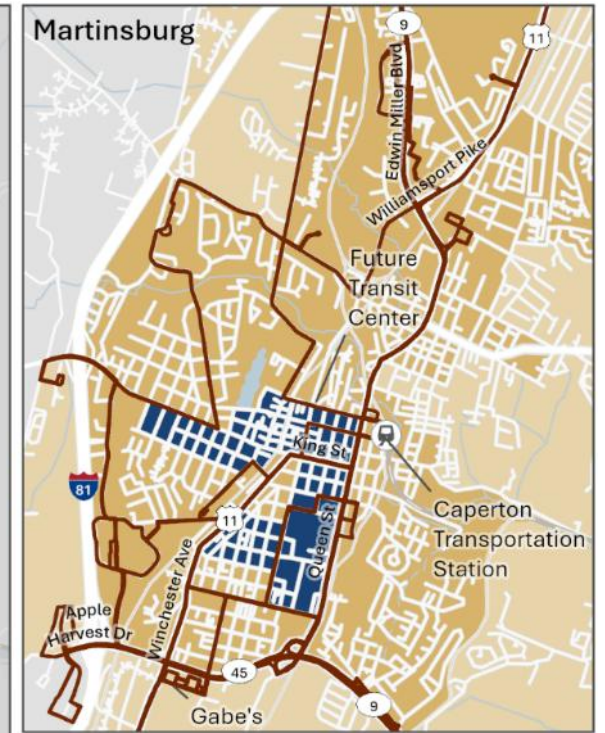
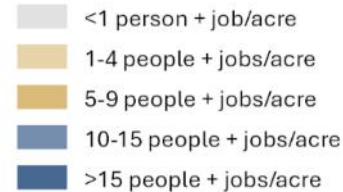
**New EPTA  
Facility**

# Transit Potential

- Highest in downtown Martinsburg
- Moderate concentrations in Charles Town
- Considers:
  - Population Density
  - Job Density



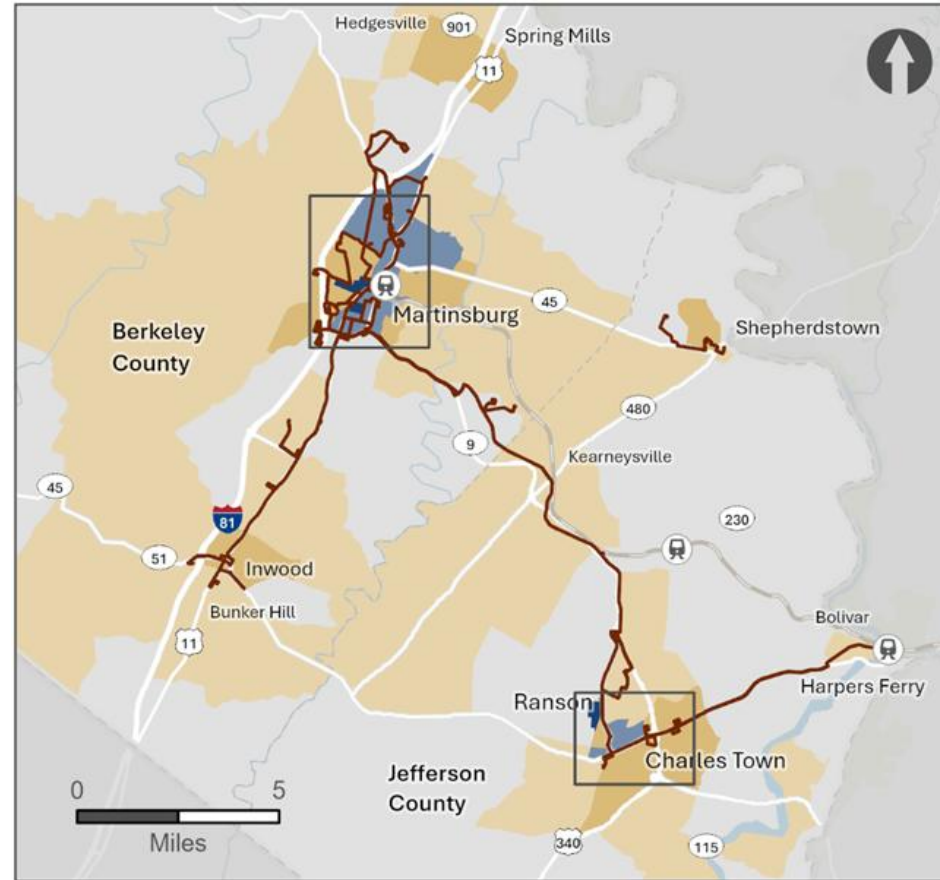
### Transit Potential



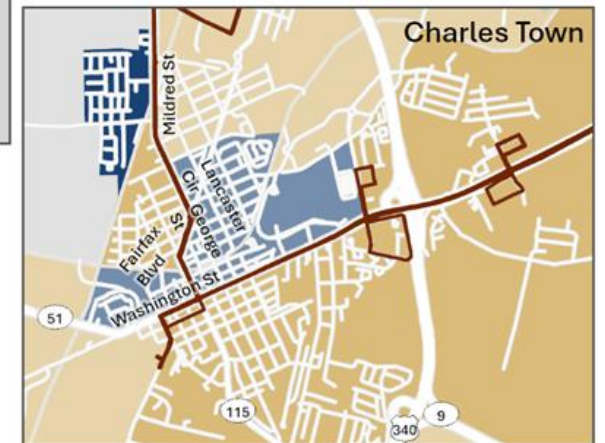
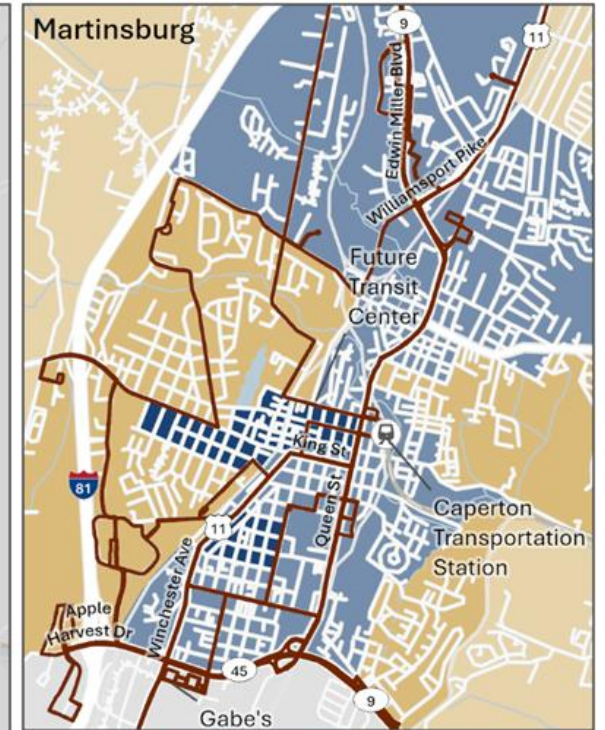
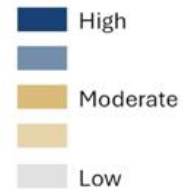


# Transit-Oriented Populations Propensity

- Highest scores in Martinsburg and Charles Town
- Considers:
  - Population
  - Age
  - Households
  - Income
  - Vehicle Ownership
  - Disability Status

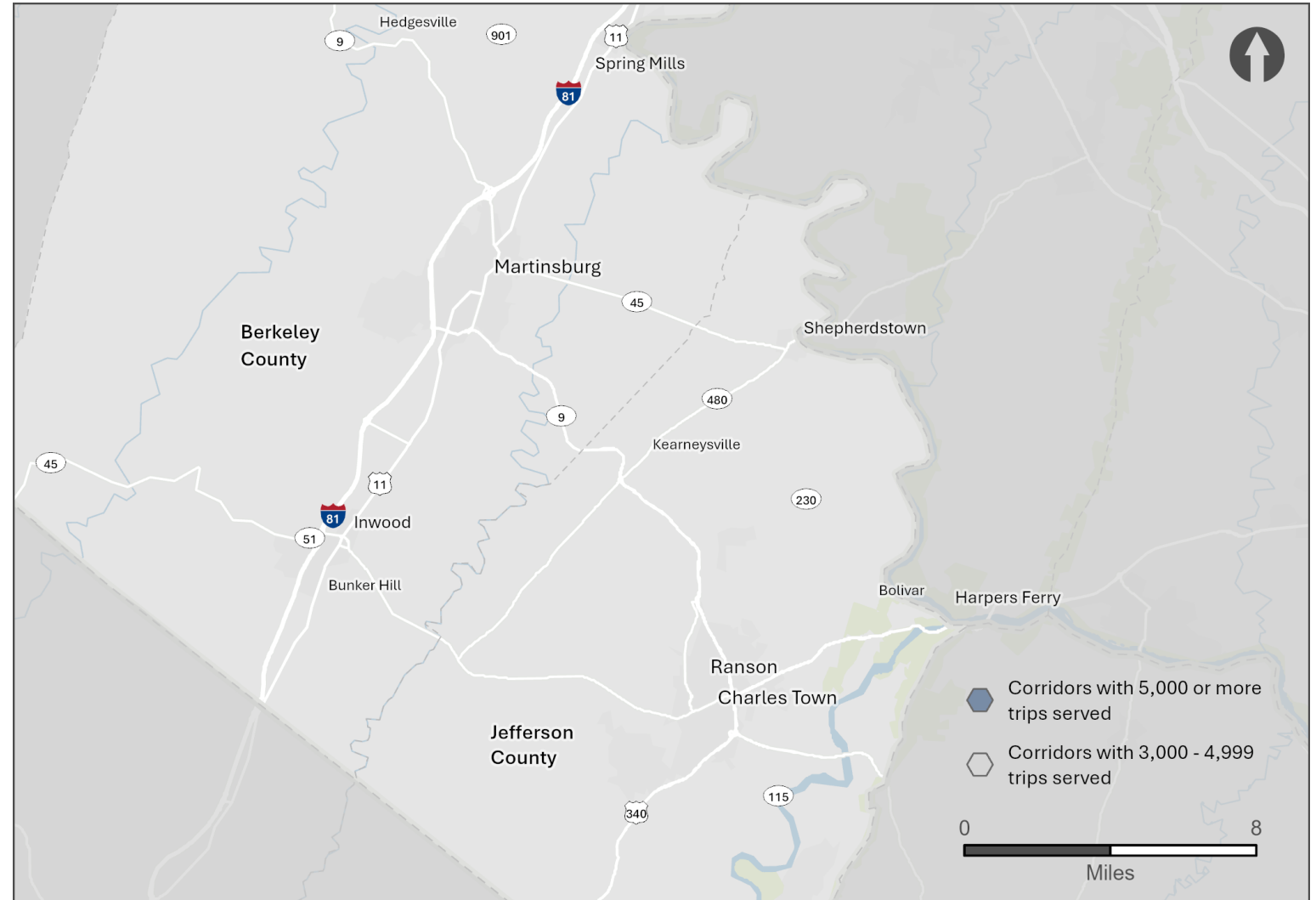


Transit-Oriented Populations Index



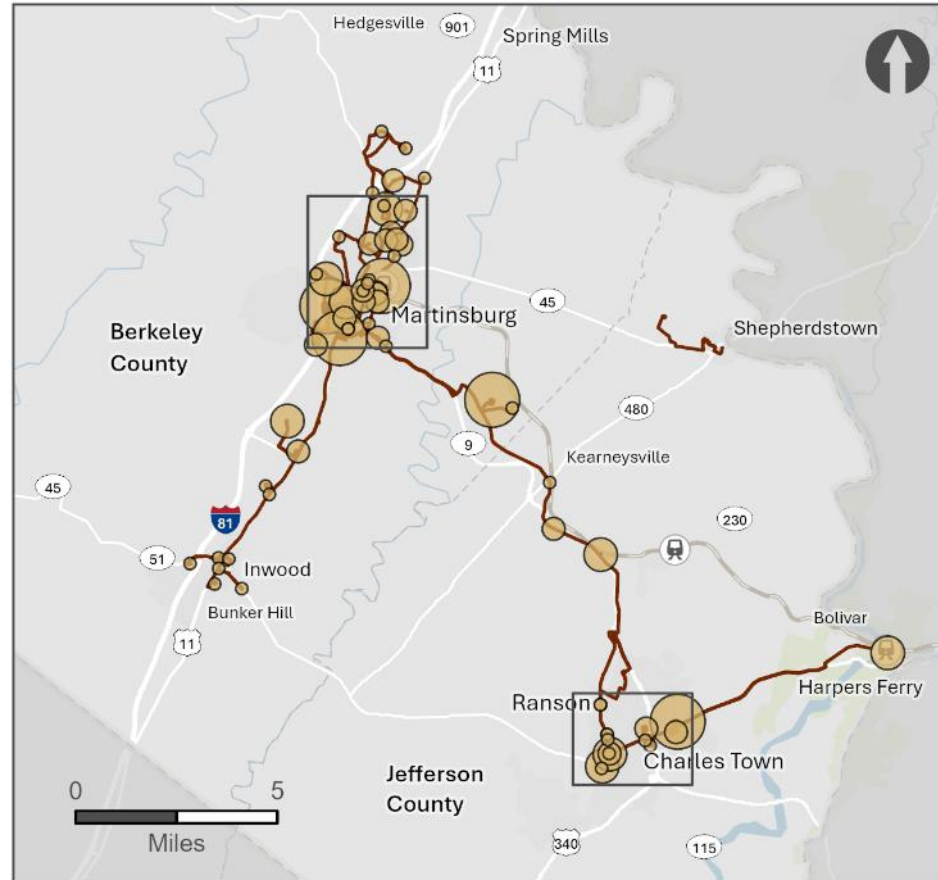
# Significant Corridors

- Identifies high-demand corridors by applying an optimization algorithm to travel flow data
- The top two corridors span from Foxcroft Town Center to Spring Mills

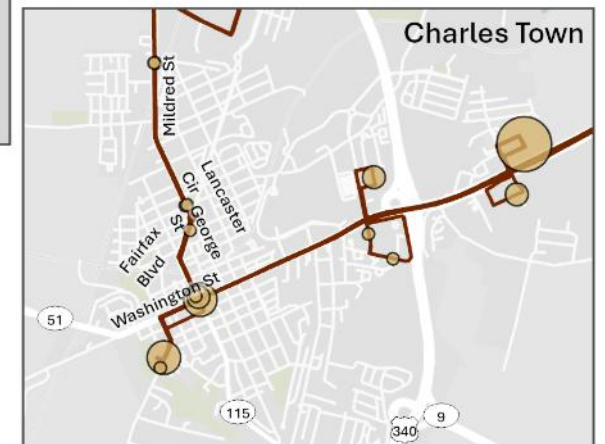
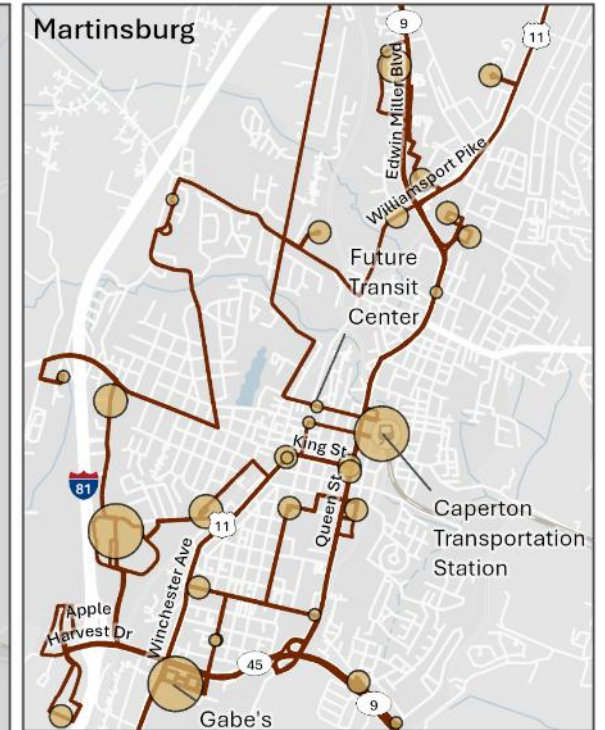
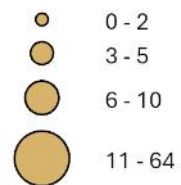


# Weekday Boardings

- Caperton Station averages the most weekday boardings, followed by the Foxcroft Walmart and the VA Medical Center
- Almost 40% of stops average less than one boarding per day
- Only 20% of stops have more than five boardings per day



Weekday Boardings





# Initial Public Feedback

## Key Themes

Increase bus frequency



Lengthen hours of operation

Improve schedule consistency

Expand weekend service, both to Charles Town and on Sunday



## Specific Recommendations

Add service to Spring Mills



Add direct service between Martinsburg and Charles Town

Other requested connections:

- WMATA Metrorail
- Washington County, MD
- Winchester, VA
- Large subdivisions (none specified)



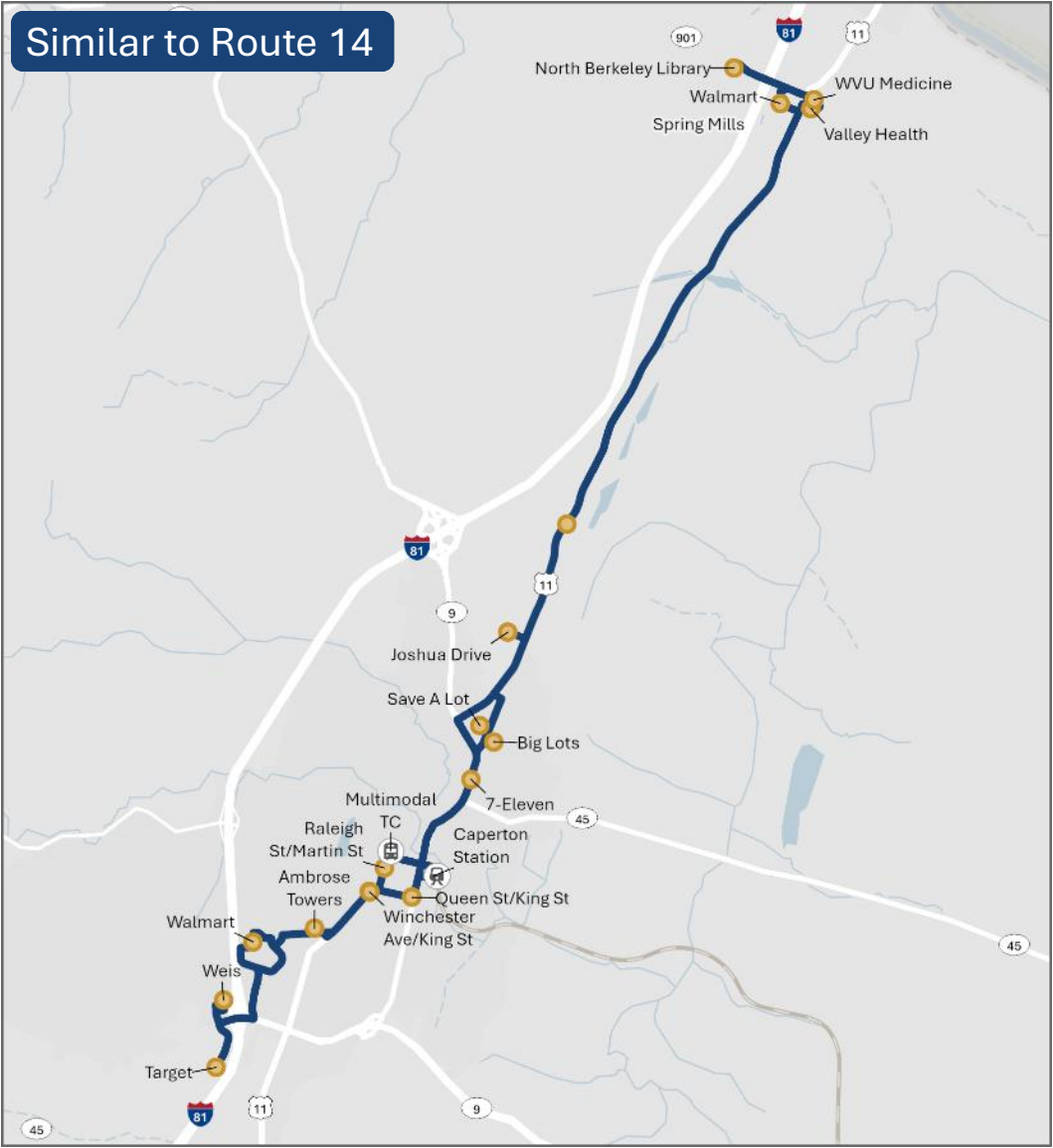


# **Weekday Service Proposal**

# Route A

- Provides service between Spring Mills, Martinsburg, and The Commons via Foxcroft Town Center

	Pattern 1
Approx. Span	9:00 AM – 5:00 PM
Service	5 trips per day
Headway	90 minutes



# Route B

- Provides service between Martinsburg and Inwood via Queen Street and Route 11
- Pattern 1 is the full route
- Pattern 2 turns at Procter & Gamble for the first two and last two trips of the day

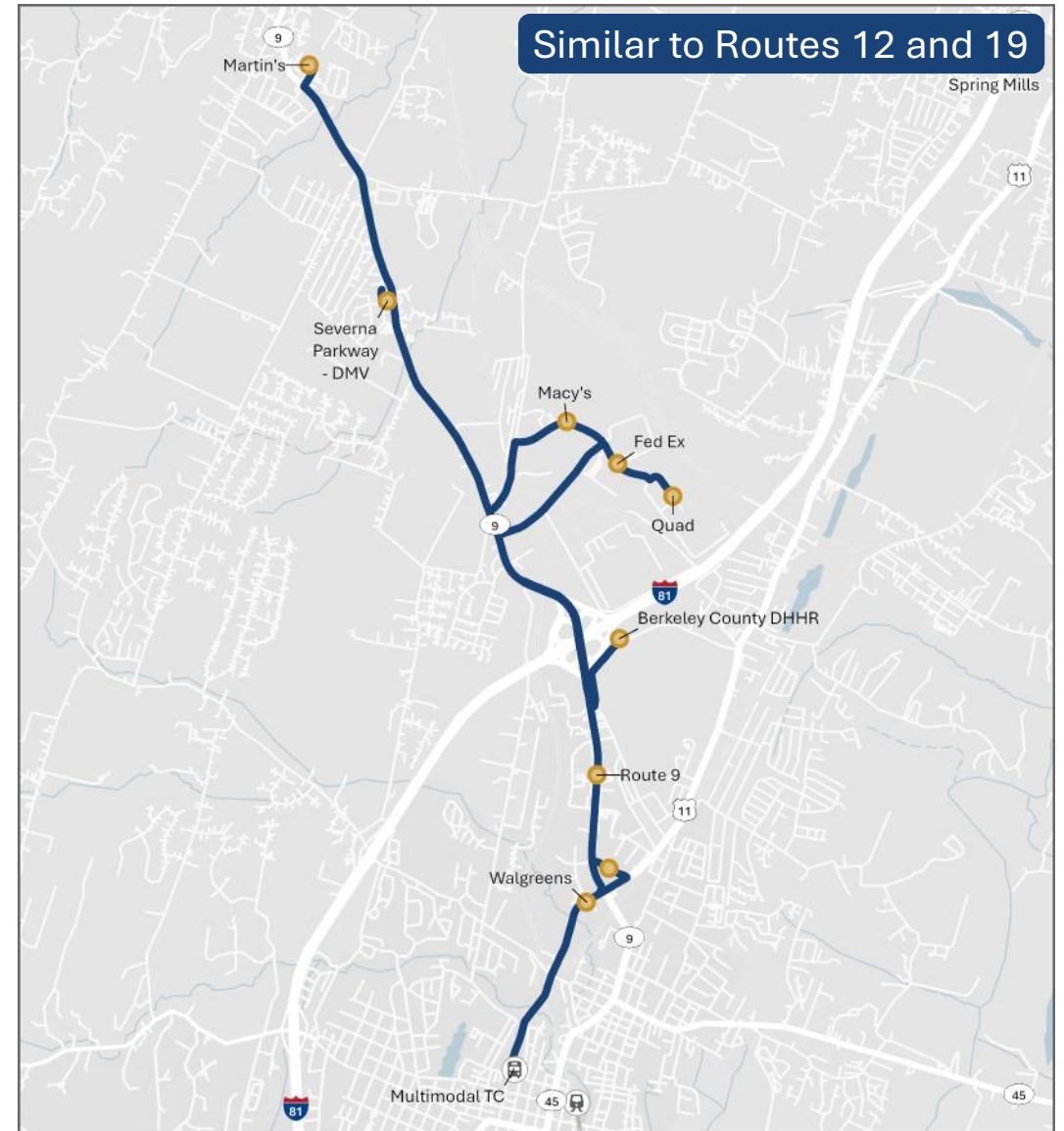
	Pattern 1	Pattern 2
Approx. Span	6:00 AM – 8:00 PM	
Service	5 trips per day	4 trips per day
Headway	90 minutes	60 minutes



# Route C

- Provides service between Martinsburg, Hedgesville, and the Caperton Industrial Park
- Pattern 1 turns at Caperton Industrial Park for trips in the early morning and evening
- Pattern 2 is the full route

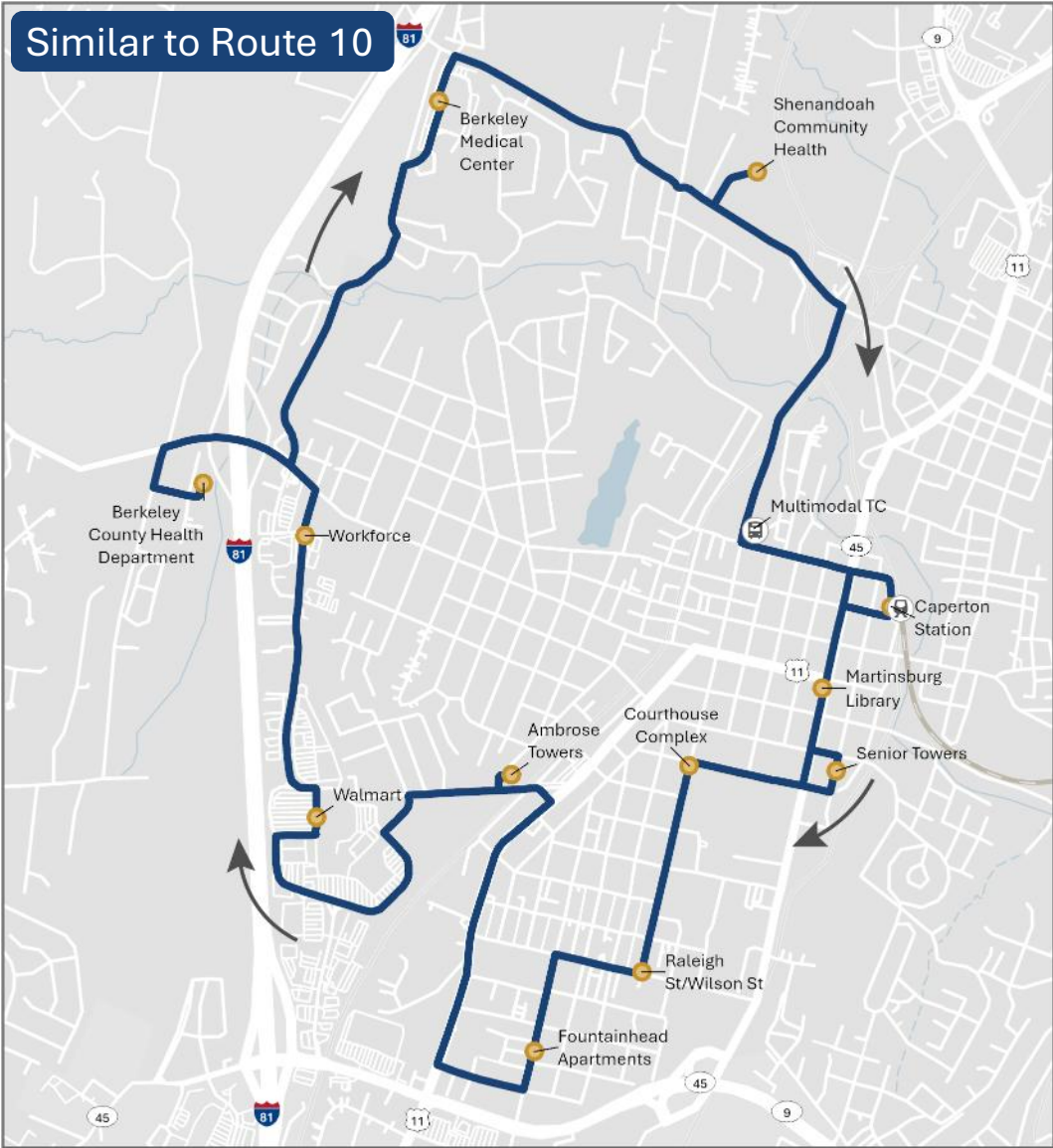
	Pattern 1	Pattern 2
Approx. Span	5:30 AM – 7:00 PM	
Service	6 trips per day	5 trips per day
Headway	30 minutes	60 minutes



# Route D

- Provides clockwise circulator service around Martinsburg
- Operates on Saturdays as well

	Pattern 1
Approx. Span	6:00 AM – 9:00 PM
Service	15 trips per day
Headway	60 minutes

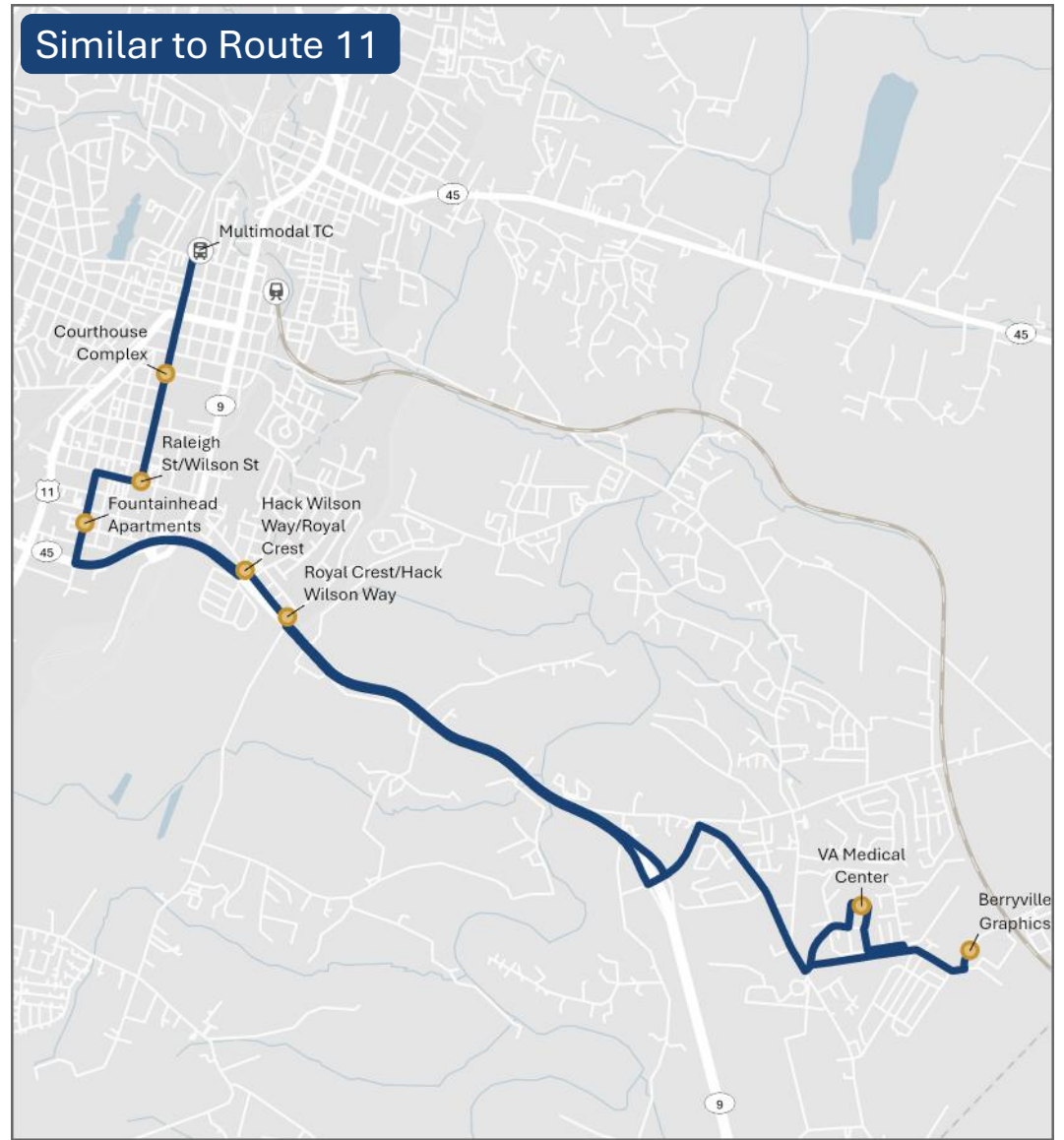




# Route E

- Provides direct service between Martinsburg and the VA Medical Center
- The VA Medical Center serves as a limited transfer opportunity for routes serving Jefferson County

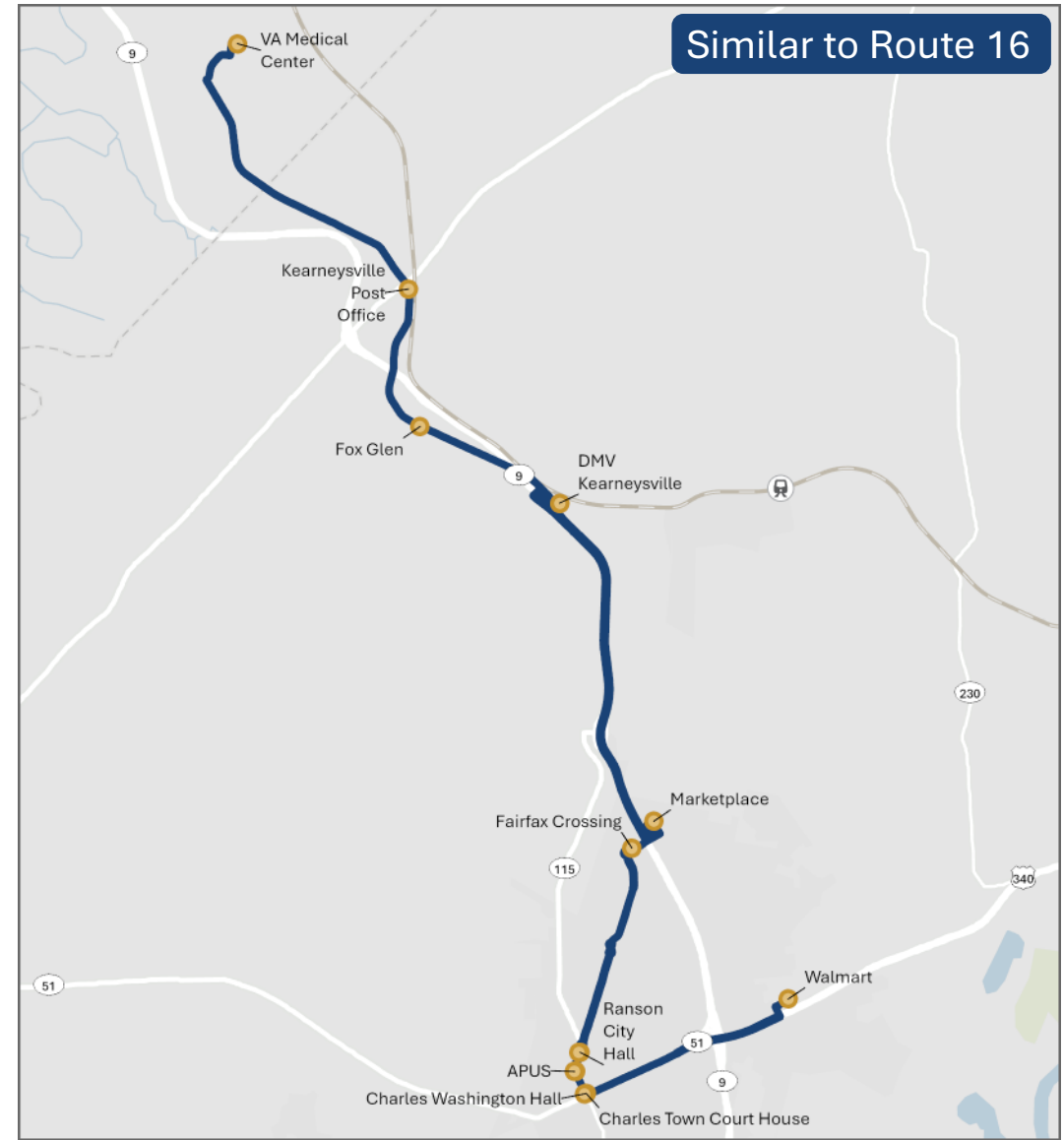
	Pattern 1
Approx. Span	8:00 AM – 6:00 PM
Service	10 trips per day
Headway	60 minutes



# Route F

- Provides service between Charles Town, Ranson, and the VA Medical Center
- Includes revenue service between the new transit center and Charles Town at the beginning/end of the day

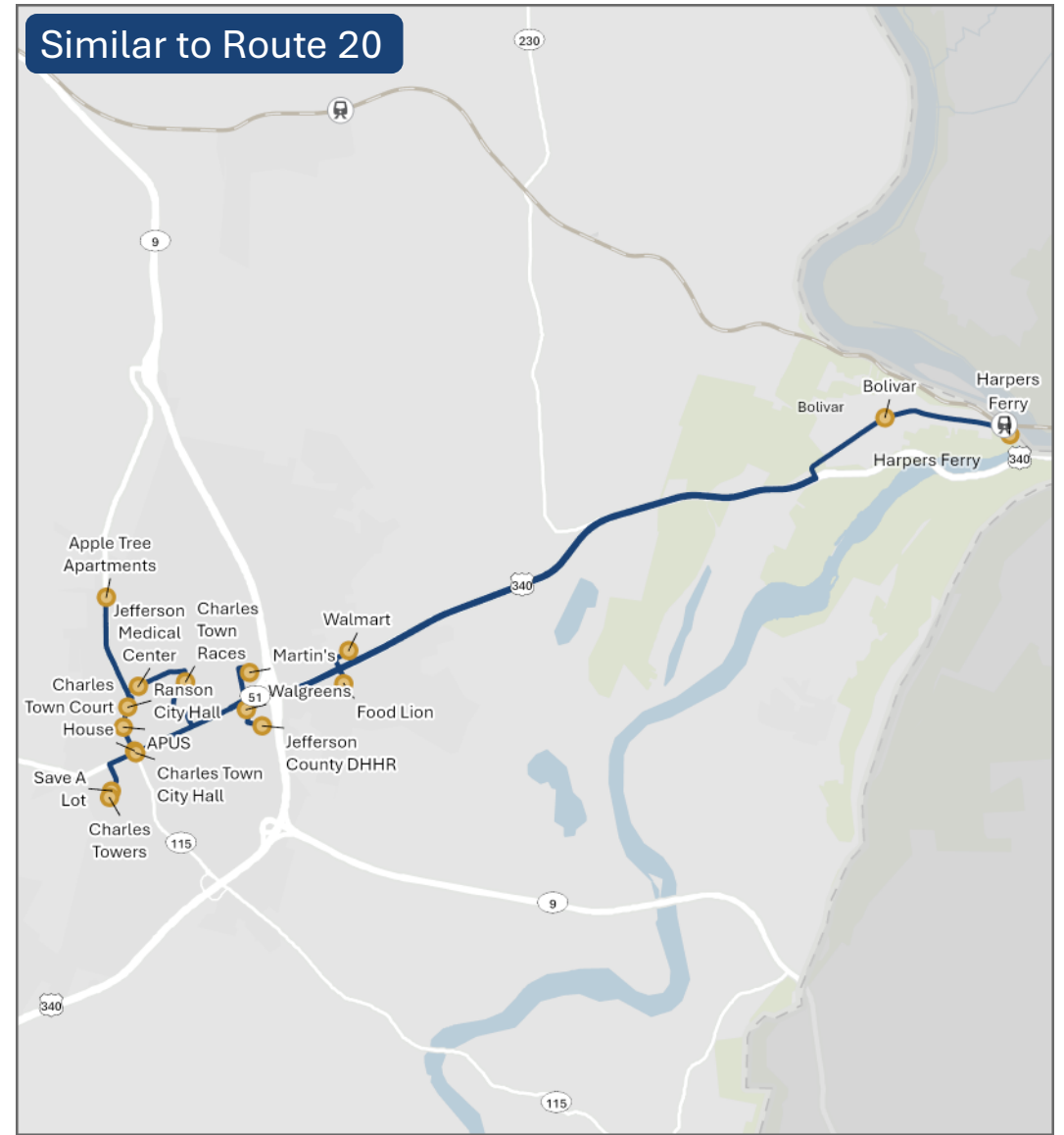
	Pattern 1
Approx. Span	6:30 AM – 7:00 PM
Service	7 trips per day
Headway	80 minutes



# Route G

- Provides service between Charles Town, Ranson, and Harpers Ferry
- Includes revenue service between the new transit center and Charles Town at the beginning/end of the day
- Operates on Saturdays as well

	Pattern 1
Approx. Span	6:00 AM – 9:00 PM
Service	10 trips per day
Headway	80 minutes





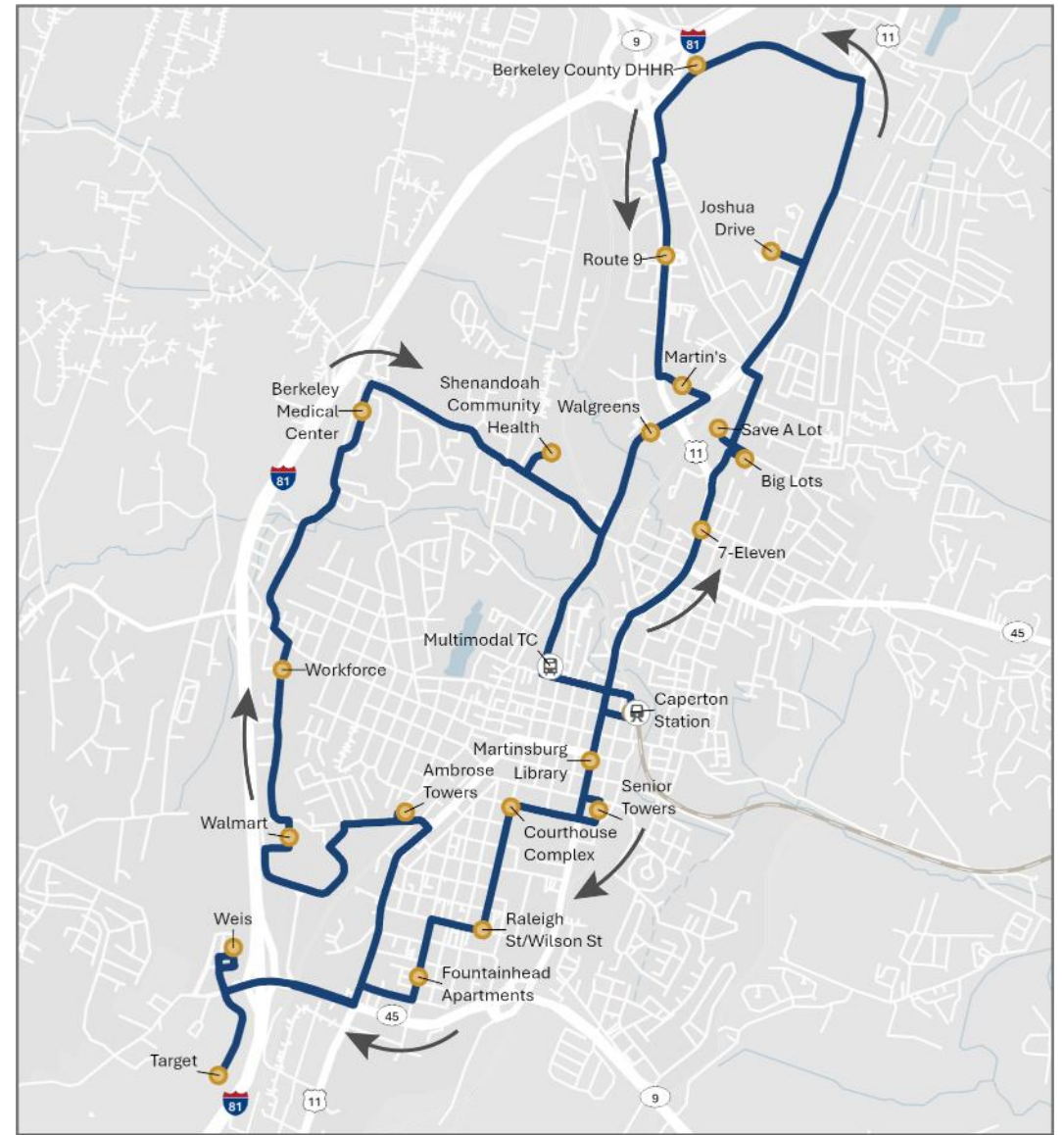


# Saturday Service Proposal

# Route D (Weekend)

- Provides circulator service in two loops around Martinsburg
- Pattern 1 covers Downtown Martinsburg
- Pattern 2 covers Northern Martinsburg

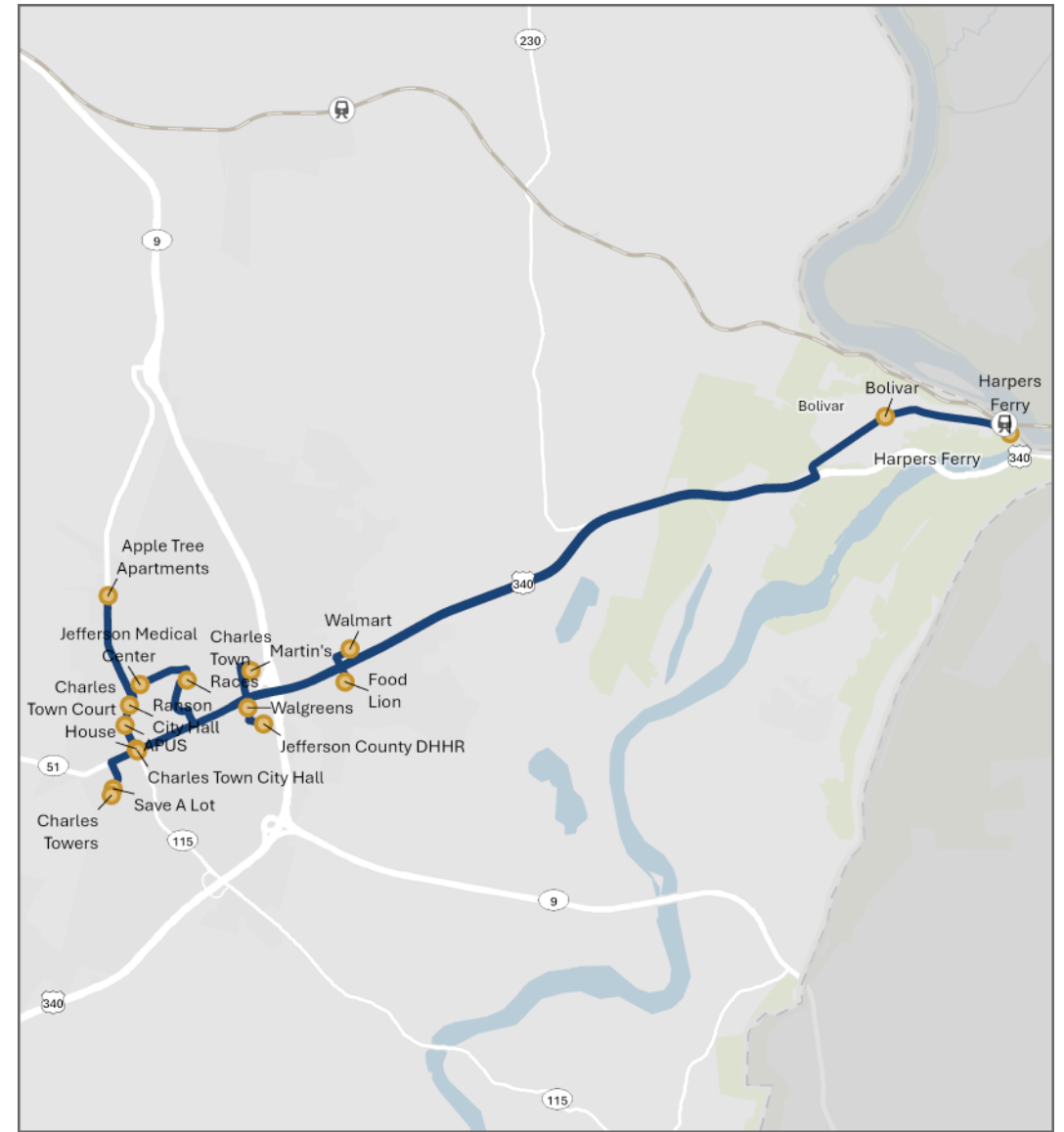
	Pattern 1	Pattern 2
Approx. Span	8:00 AM – 6:00 PM	
Service	7 trips per day	5 trips per day
Headway	60 minutes	30 minutes



# Route G (Weekend)

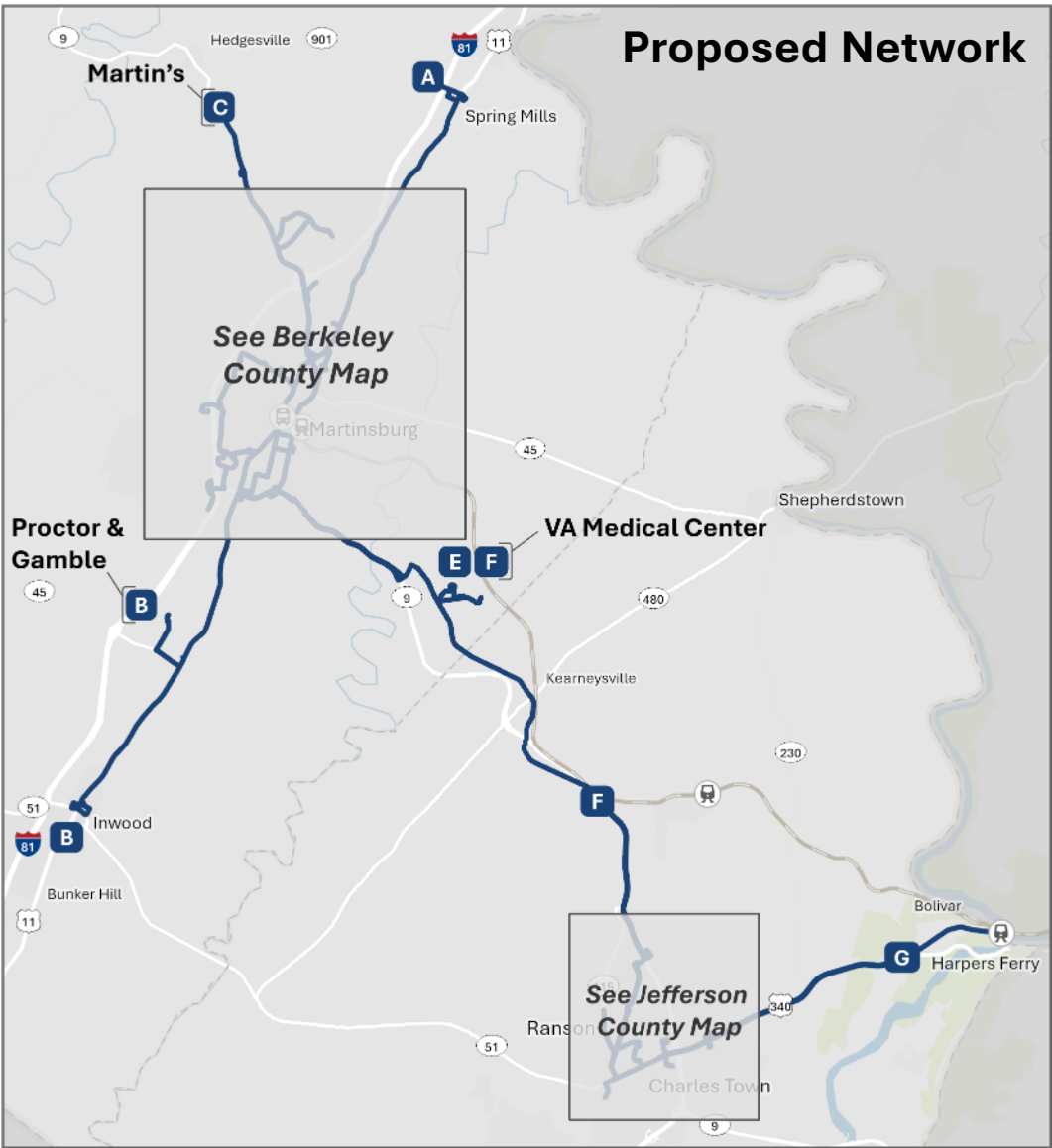
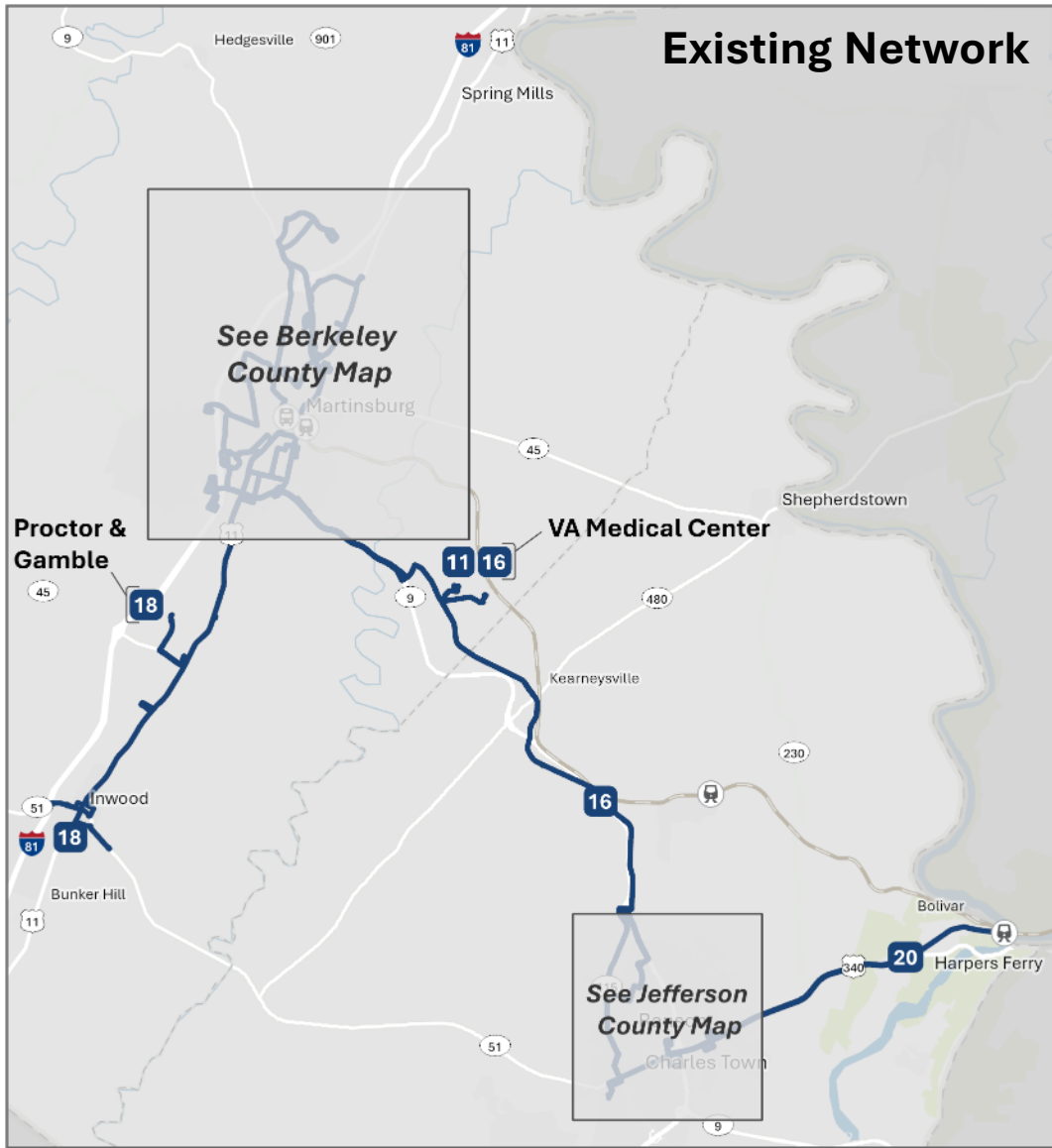
- Provides service between Charles Town, Ranson, and Harpers Ferry
- Includes revenue service between the TC and Charles Town at the beginning and end of the day

	Pattern 1
Approx. Span	8:00 AM – 6:00 PM
Service	7 trips per day
Headway	75 minutes

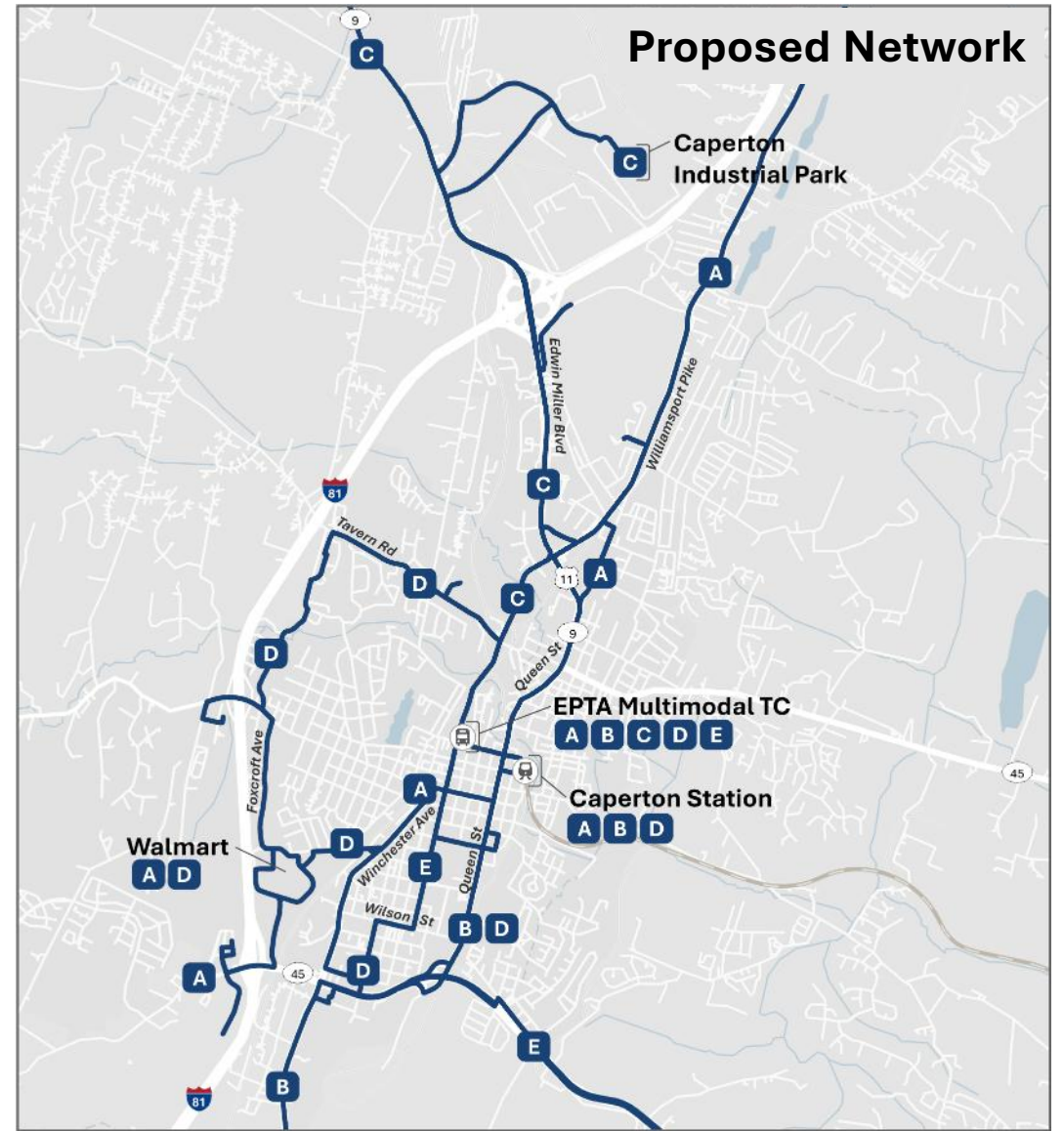
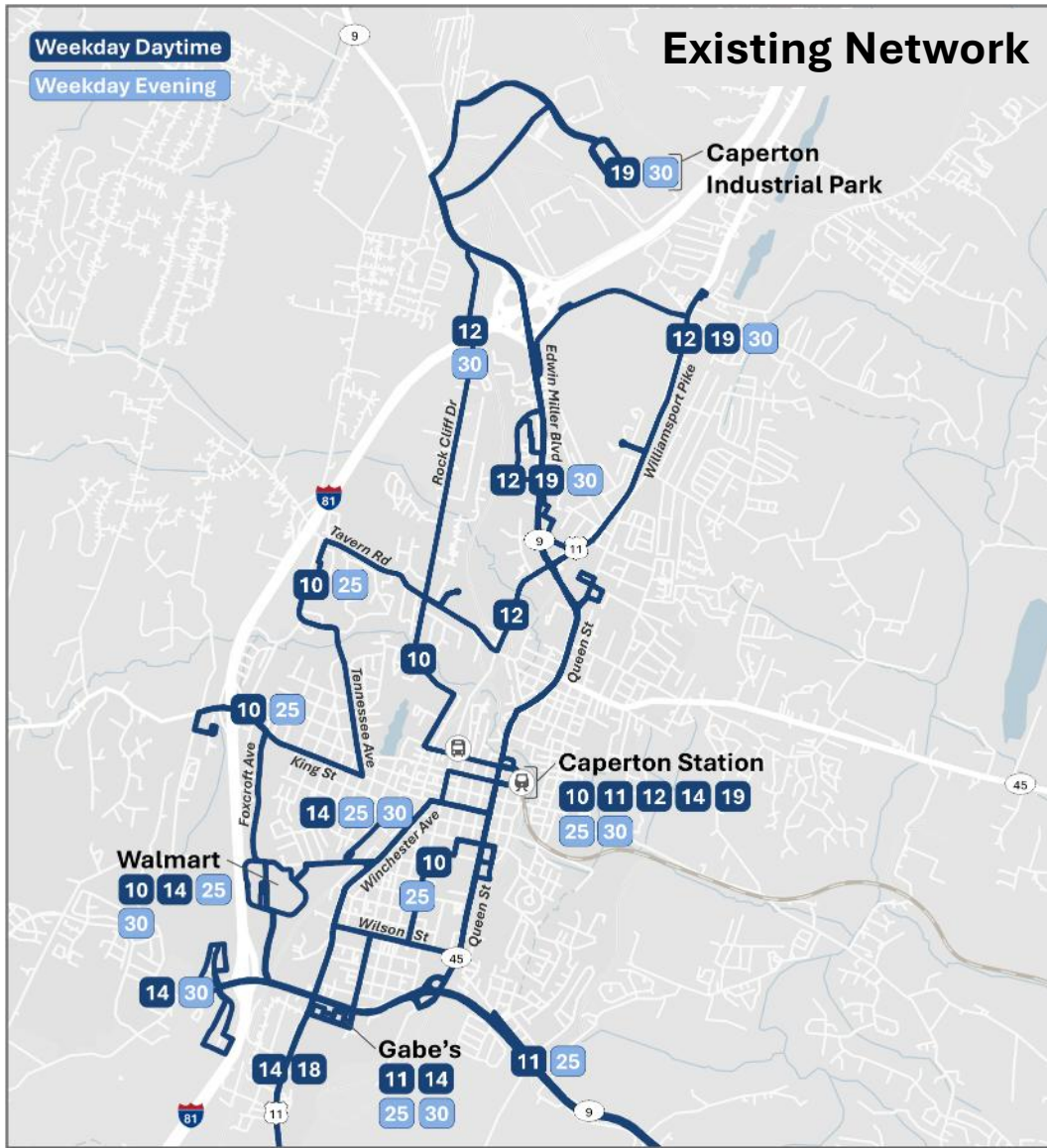


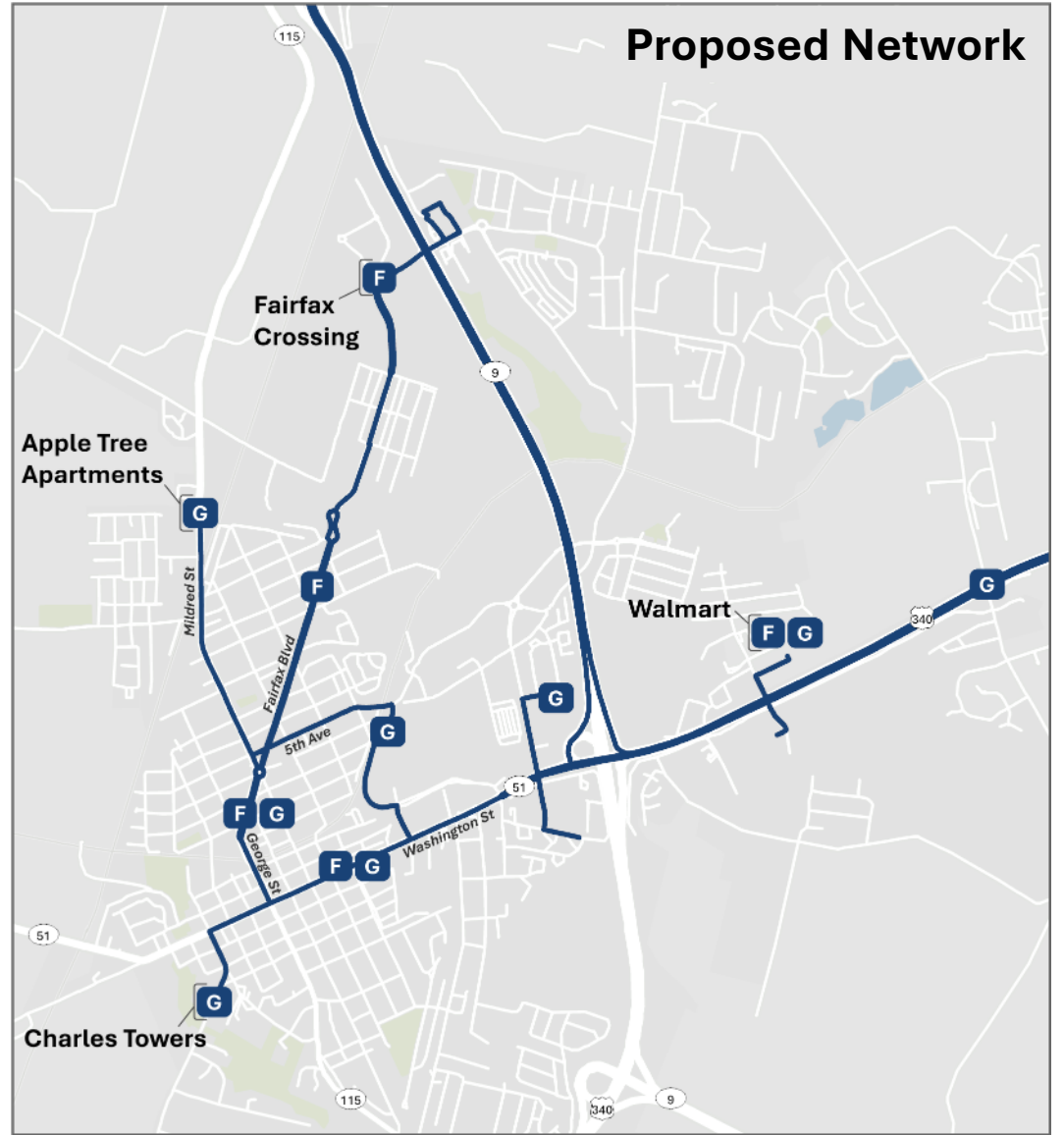
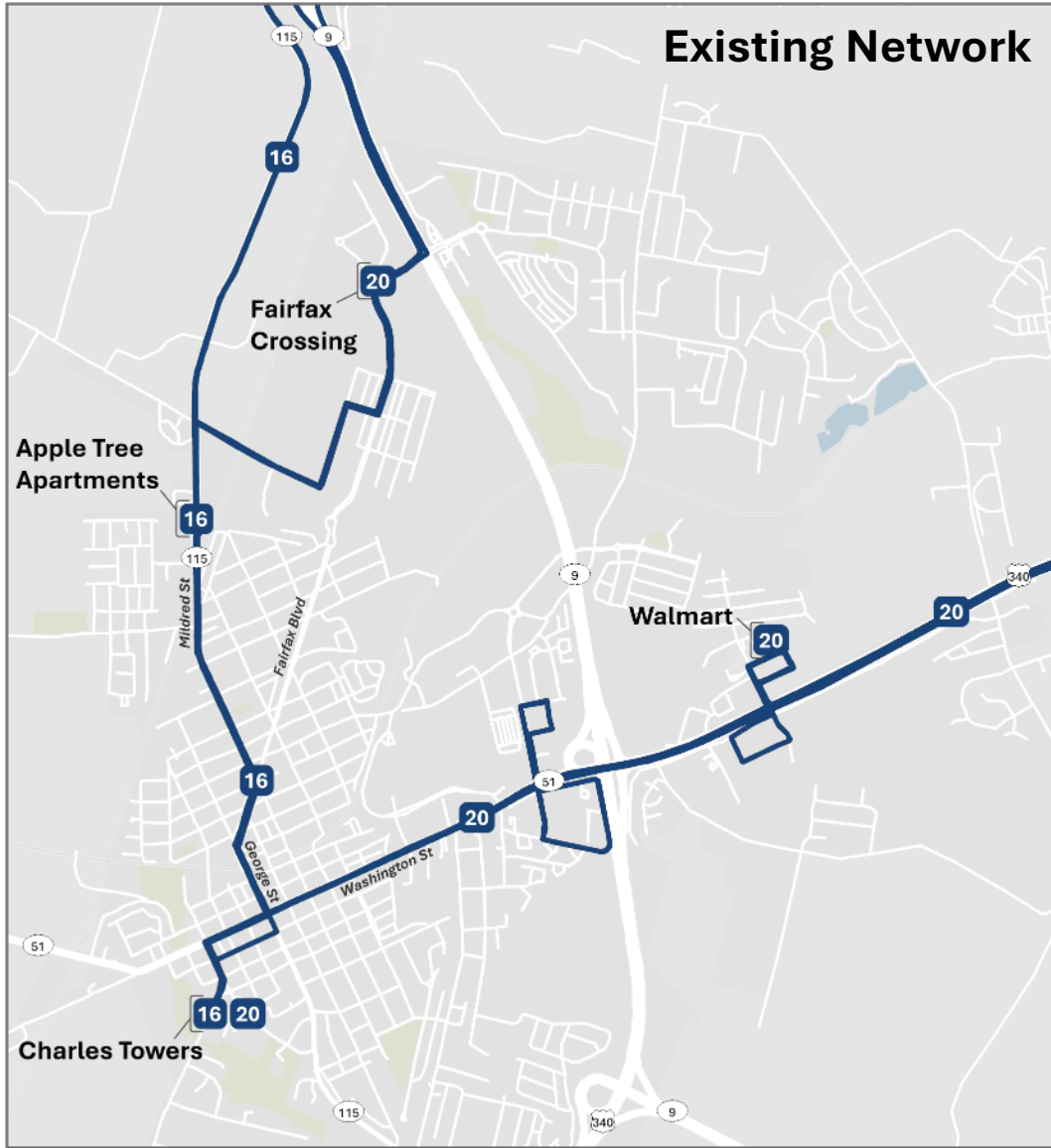


# Weekday Network Comparison









# Q & A

- What questions or feedback do you have about the proposed service recommendations?



## EPTA 2025 TDP Public Feedback

As part of the 2025 Transit Development Plan (TDP), EPTA is evaluating its existing bus service and developing recommendations to better serve riders in Berkeley and Jefferson Counties. The recommendations would realign routes to serve the new Multimodal Transit Center, increase coverage to developing areas, provide more frequent service to high ridership stops, and simplify evening and weekend service.

EPTA held two public meetings in early April to share the proposed service recommendations. Recordings of each meeting can be viewed here:

Jefferson County (April 2): *Will be uploaded following the meeting*  
Berkeley County (April 3): *Will be uploaded following the meeting*

EPTA is seeking feedback from transit riders and residents on the proposed recommendations. Your feedback will be incorporated into the final recommendations made in the 2025 TDP. Thank you!

*Para realizar esta encuesta en español, llame al (304) 263-0876 ext. 8453.*

*\* Indicates required question*

Are you an existing EPTA rider? \*

- Yes
- No

Please share your feedback on the proposed service recommendations: \*

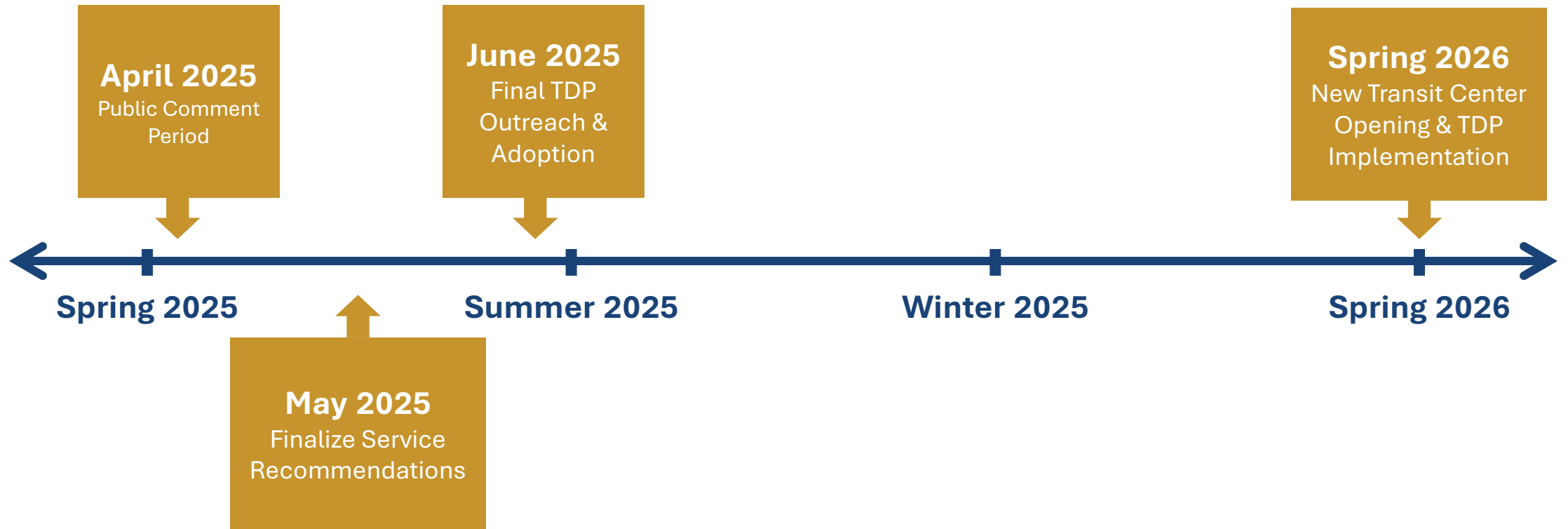
Your answer \_\_\_\_\_





# Next Steps

# Timeline



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# Next Steps

- Shepherdstown service under evaluation
- Feedback Form
  - Will be made available after the first public meeting on April 2
  - Open until May 2
- The project team will refine the service recommendations based on public and stakeholder feedback



Q & A