

June 17, 2025



SAFETY CORRIDOR NEEDS ASSESSMENT WASHINGTON STREET

Public Meeting



PROJECT TEAM



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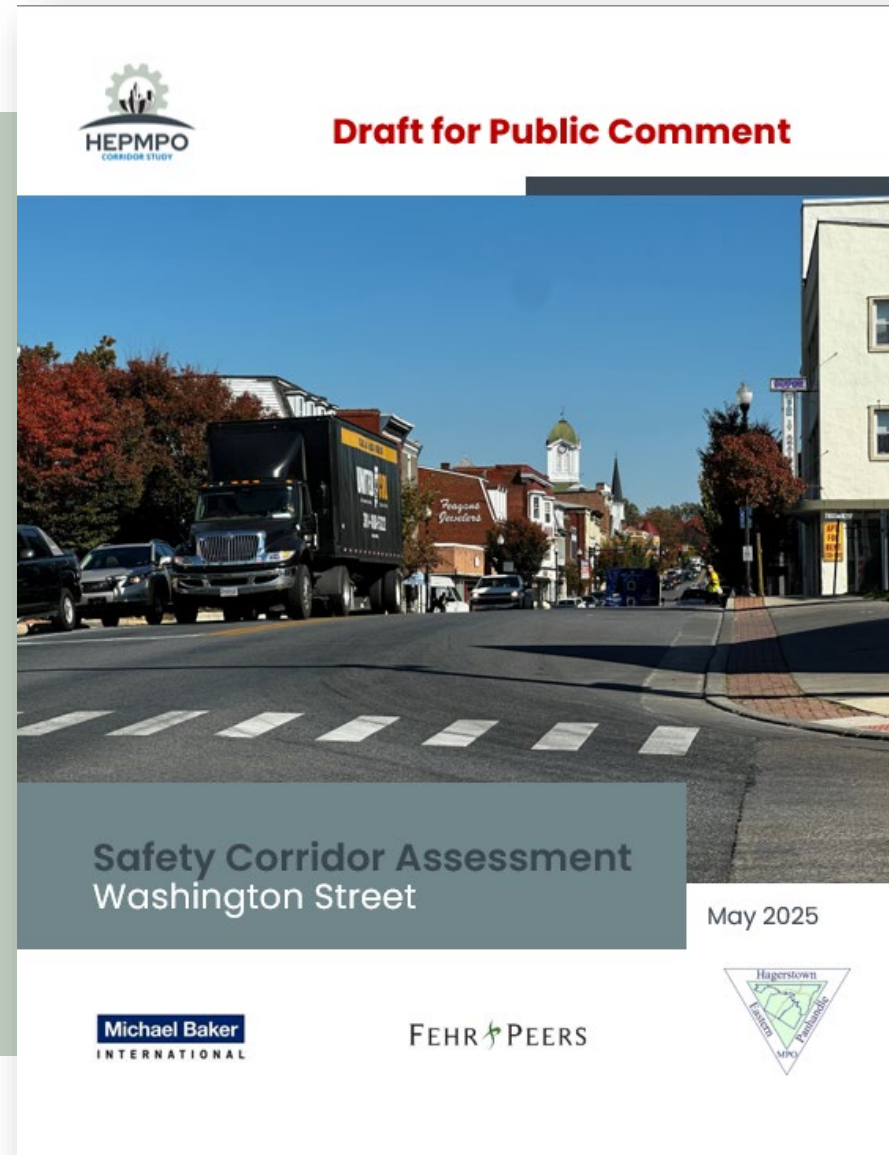


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TODAY'S OBJECTIVES

1. Review and provide feedback on draft Safety Corridor Assessment for Washington Street
2. Outline next steps for public comments, assessment approval, and SS4A funding strategy



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Safe Streets
for all (SS4A)
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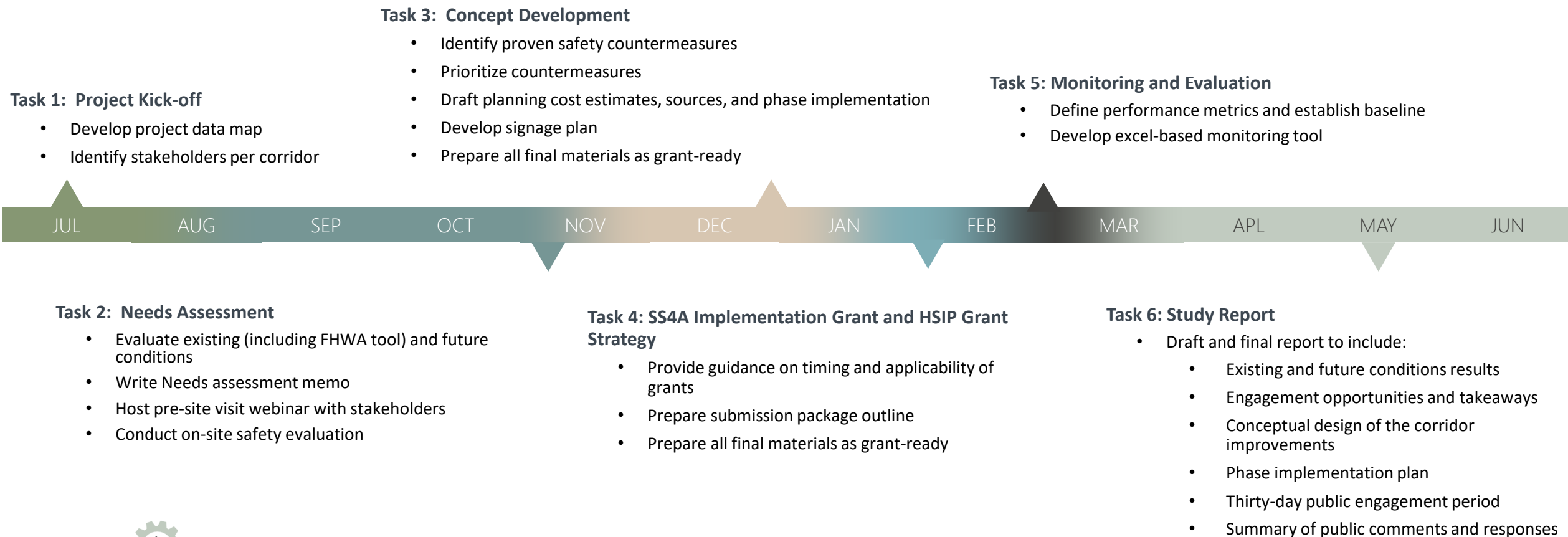
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PROJECT TIMELINE



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PURPOSE OF THE CORRIDOR ASSESSMENT



Three safety corridors were selected from the HEPMPO Regional Safety Action Plan for **detailed analysis**, including Washington Street in Jefferson County, WV.



The assessment summarizes **existing conditions, proposed safety countermeasures, and potential funding strategies** for the corridor.



The main outcomes is to **reduce severe crashes**, especially for vulnerable road users.

WASHINGTON STREET— EXISTING CONDITIONS



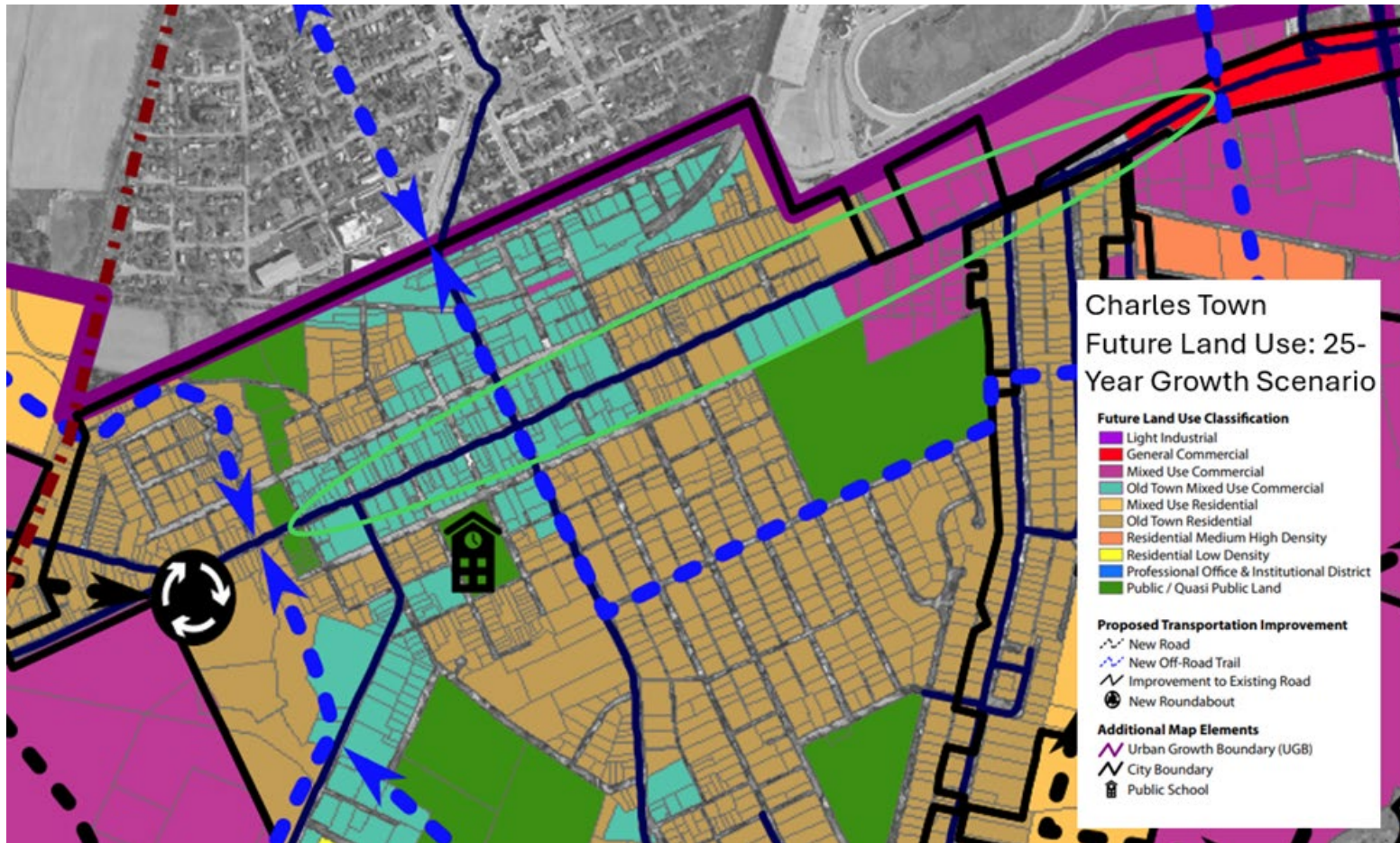
Traffic Conditions

- 1.2-Mile segment from Flowing Springs Road (East) to West Street (West)
- Transition from 4 lanes near US340 to 2 lanes as it enters residential and downtown areas
- ~22,000 AADT at Flowing Springs Ave. and 10,000 AADT downtown
- Two transit lines with bus stops at George St. and Flowing Spring Ave.
- Curb ramps upgrades with pedestrian signals at key intersections, but gaps remain. Sidewalk facilities end at Alla Willa Dr.

Safety Issues

- Most common crash types: rear-end, right-angle, and side swipes.
- 86% of crashes occurred at Flowing Springs Road and West Street
- 1-Fatal Crash was right-angle at Prospect Avenue
- Inadequate pedestrian infrastructure, missing sidewalks, uncontrolled crossing, and poor visibility due to obstructions or lighting conditions
- Vehicle conflicts experienced with right-turns, permissive left-turns, and unsafe driver behavior (passing or cutting through adjacent properties)

WASHINGTON STREET – FUTURE CONDITIONS



Future Enhancements

- West Street to George Street is designated as a Vulnerable Road User (VRU) priority corridor for the State
- Redevelopment opportunities at County buildings
- Historically Hip Charles Town 2040 Comp Plan:
- Complete Street Approach
- Safety Improvements to existing roadways
- New connections to help alleviate congestion on Washington Street

NEED OF ASSESSMENT

From 2018 to 2023, the Washington Street corridor had a total of 293 crashes and 7 resulted in a person being killed or severely injured (KSI).



SAFETY CORRIDOR ASSESSMENT DOCUMENT

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STAKEHOLDER ENGAGEMENT – SITE VISIT

October 22, 2024 the project team held a stakeholder presentation and site visit, making strategic stops at key intersections and walking portions of the corridor to assess existing conditions and validate risk factors in the field.



STAKEHOLDER ENGAGEMENT – TOOL WORKSHOP

The meeting Included a training on the FHWA Safe System Project-Based Alignment Framework

Project-Based Alignment Framework Factors

Safe Speeds, Safe Roadways *(Quantitative)*

- Crash Exposure
- Crash Likelihood
- Crash Severity

Safe Users, Safe Vehicles, Post-Crash Care *(Qualitative)*

- Prompts and Questionnaires

CORRIDOR SUMMARY ASSESSMENT

Name	Existing Risk Score	Implementation Risk Score	% Improvement	Any Countermeasures Implemented
Segments				
1: West St	1,512	1,470	3%	Yes
2: Lawrence St	1,260	1,260	0%	No
3: Charles St	864	864	0%	No
4: George St	984	984	0%	No
5: Mildred St	4,320	4,320	0%	No
6: Church St	4,320	4,320	0%	No
7: Seminary St	4,104	4,104	0%	No
8: Jefferson Ave	8,760	7,200	18%	No
9: Euclid Ave	7,200	6,048	16%	No
10: Prospect Ave/ Hollywood Dr	9,360	7,680	18%	No
11: Flowing Springs Way	12,000	10,200	15%	No
Total Segments	54,684	48,450	11%	

Intersections				
A: West St – Lawrence St	1,080	1,080	0%	Yes
B: Lawrence St – Charles St	390	390	0%	No
C: Charles St – George St	630	630	0%	No
D: George St – Mildred St	603	603	0%	No
E: Mildred St – Church St	2,880	2,880	0%	No
F: Church St – Seminary St	2,880	2,880	0%	No
G: Seminary St – Private Driveway/KFC	3,600	3,600	0%	No
H: Private Driveway/KFC – Lincoln Dr	2,880	2,880	0%	Yes
I: Lincoln Dr – Jefferson Ave	2,754	2,646	4%	Yes
J: Jefferson Ave – Euclid Ave	5,760	4,320	25%	Yes
K: Euclid Ave – Prospect Ave/Hollywood Dr	5,760	4,680	19%	Yes
L: Prospect Ave/Hollywood Dr – Flowing Springs Way	5,040	5,040	0%	Yes
Total intersections	34,257	31,629	8%	-
Total Corridor	88,941	80,079	10%	-

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SS4A NOTICE OF FUNDING OPPORTUNITY (NOFO)

- Adopted HEPMPO SAP enables local agencies to apply for a SS4A grant (<https://www.transportation.gov/grants/SS4A>)
 - Additional planning work
 - **Demonstration activity**
 - **Implementation**
- NOFO Released March 28, 2025
- Grant Application deadline – June 26, 2025
- Funding Priorities Include:
 - Applying Technology to improve roadways safety for all users
 - Emphasizing the safety of children, including access to schools
 - Preserving access for emergency and delivery vehicles
 - Careful evaluation of road diets
- State Funding Opportunities: HSIP

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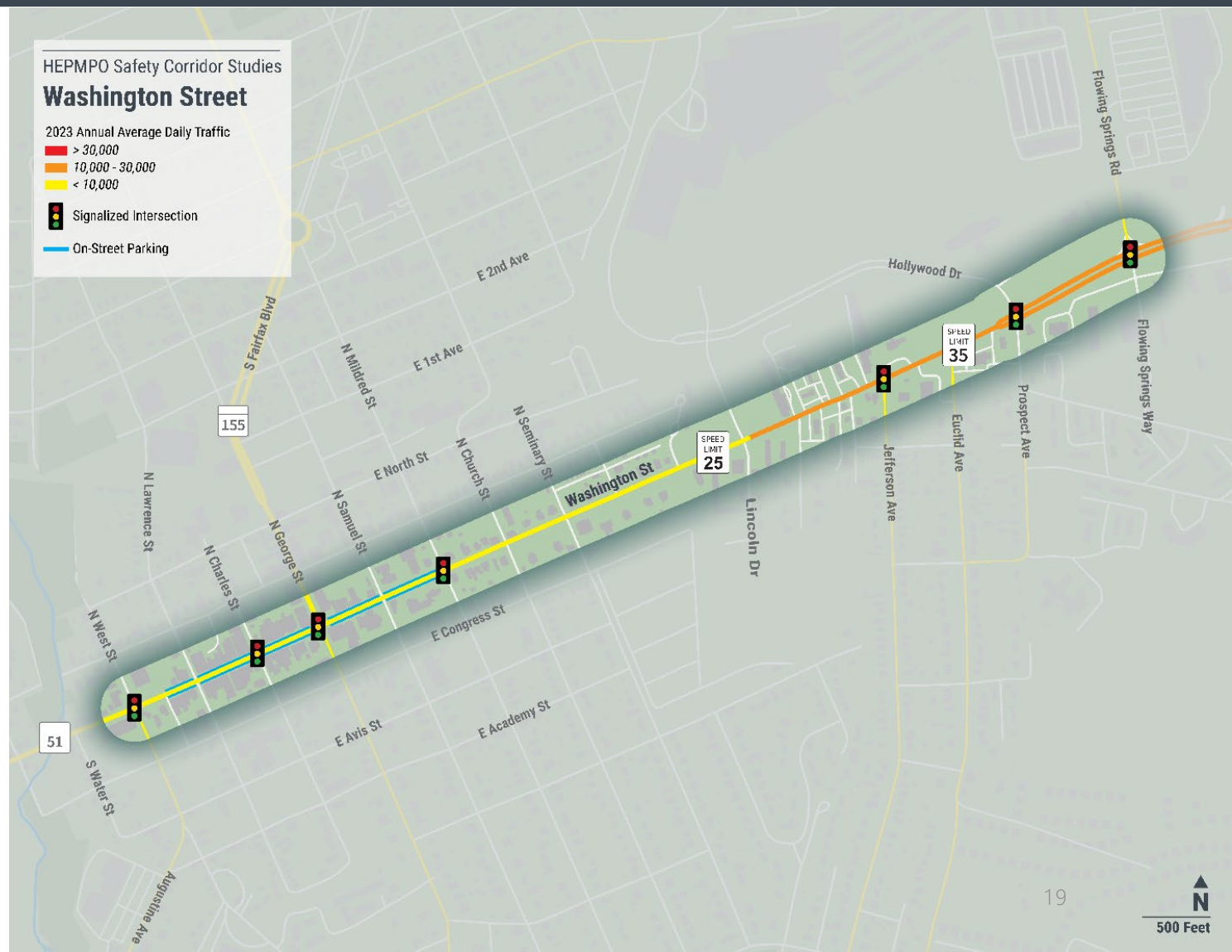
WASHINGTON STREET

From West Street to Flowing Springs Road

Concept Development

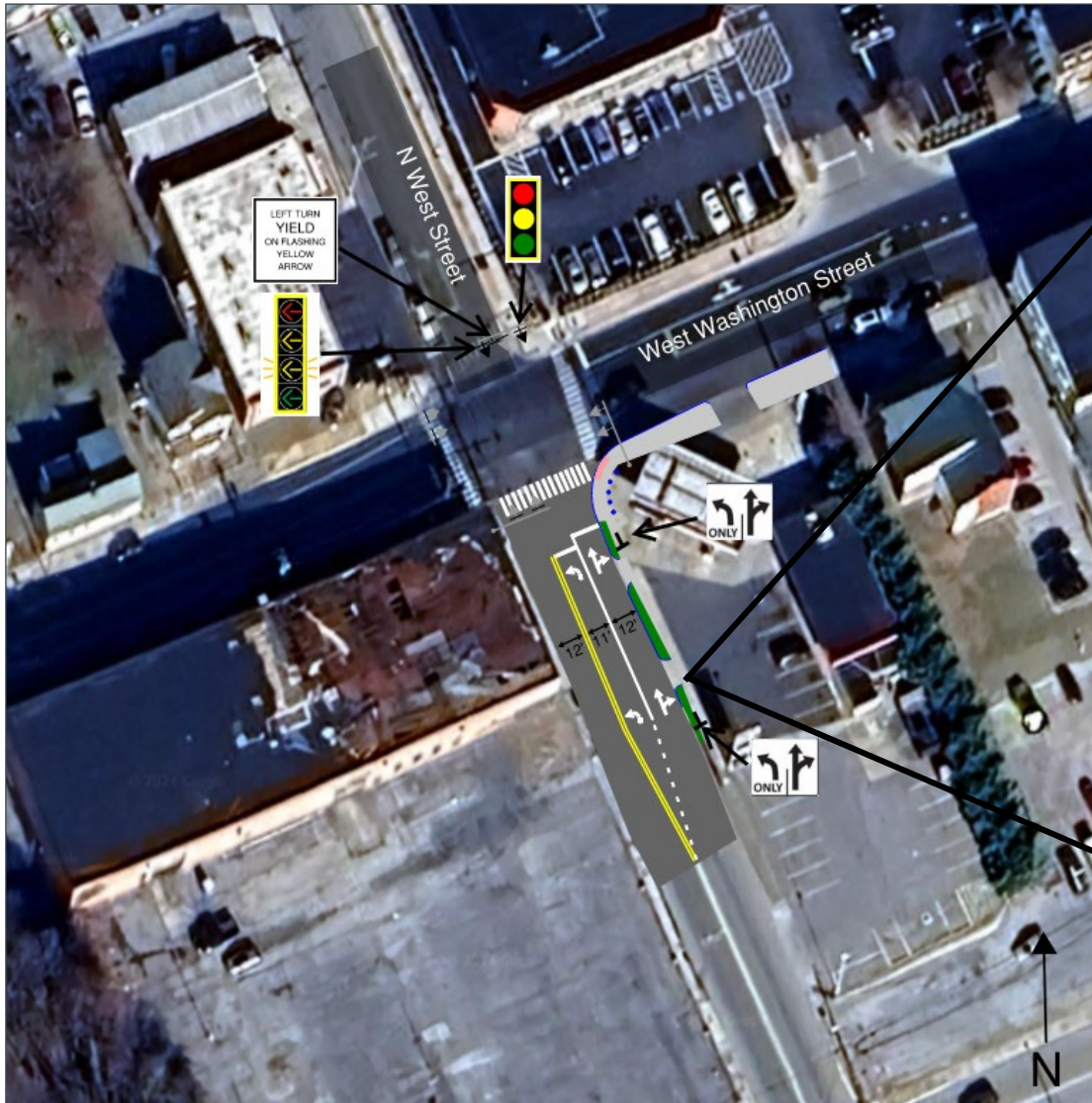
Three action item concepts were developed, each with proposed safety countermeasures for specific locations along Washington Street:

- West Street and Washington Street Intersection
- Flowing Springs and Washington Street Intersection
- Washington Street Commercial area between Western Driveway of KFC and Flowing Springs Road Intersection



WASHINGTON STREET

West Street and Washington Street Intersection



WASHINGTON STREET

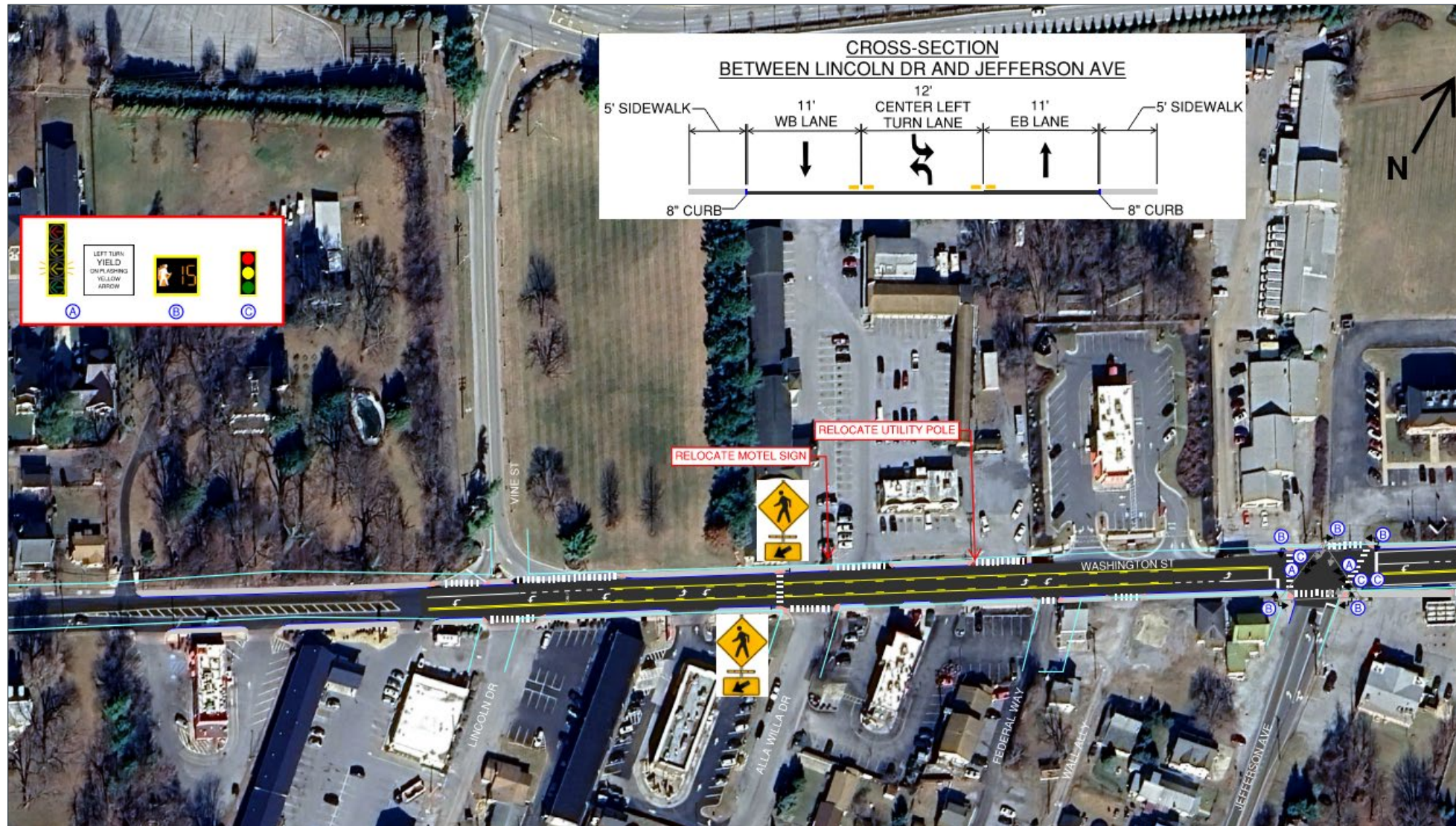
Flowing Springs Road and Washington Street Intersection





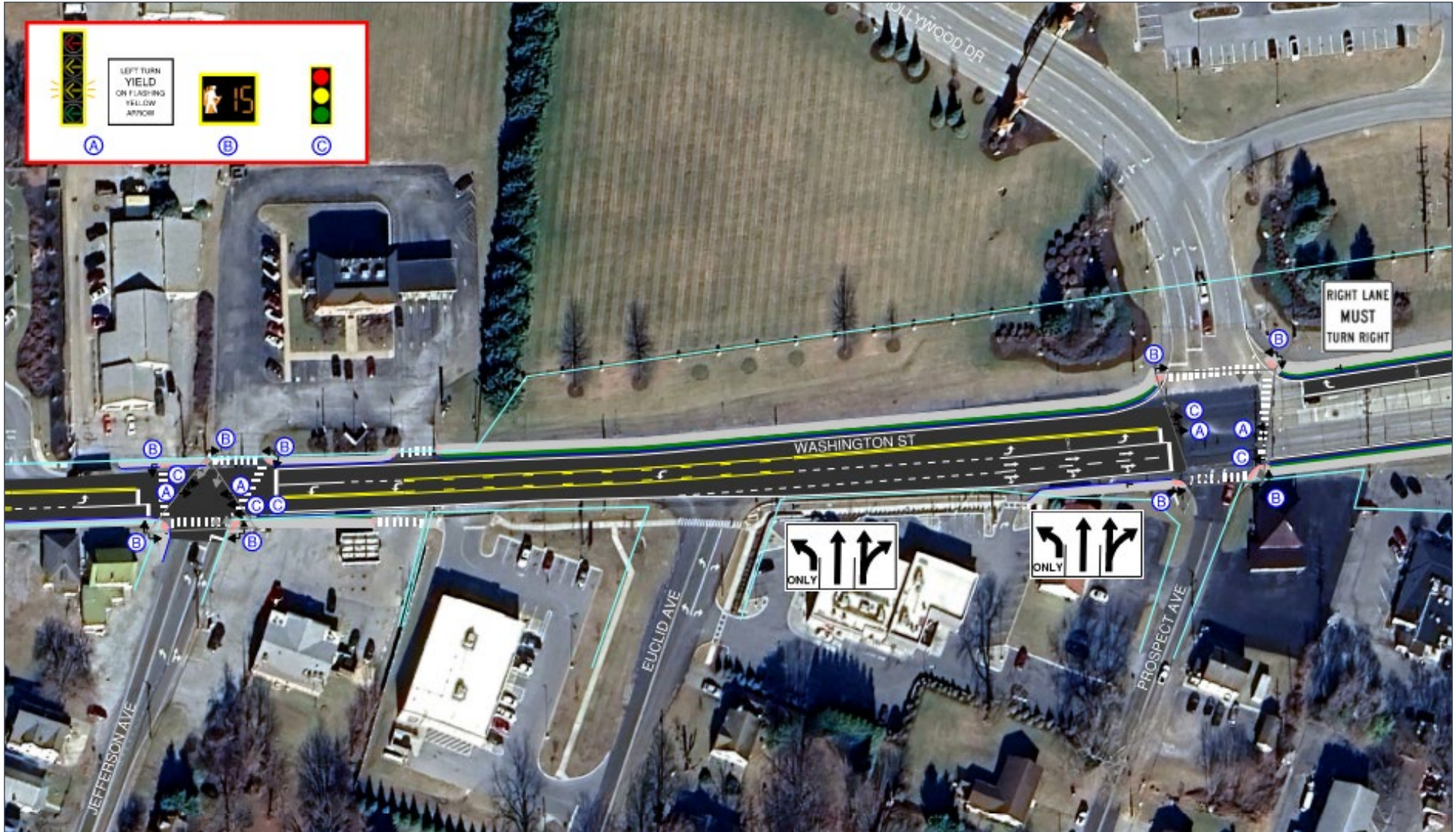
WASHINGTON STREET

Washington Street Commercial Area KFC to Jefferson Ave



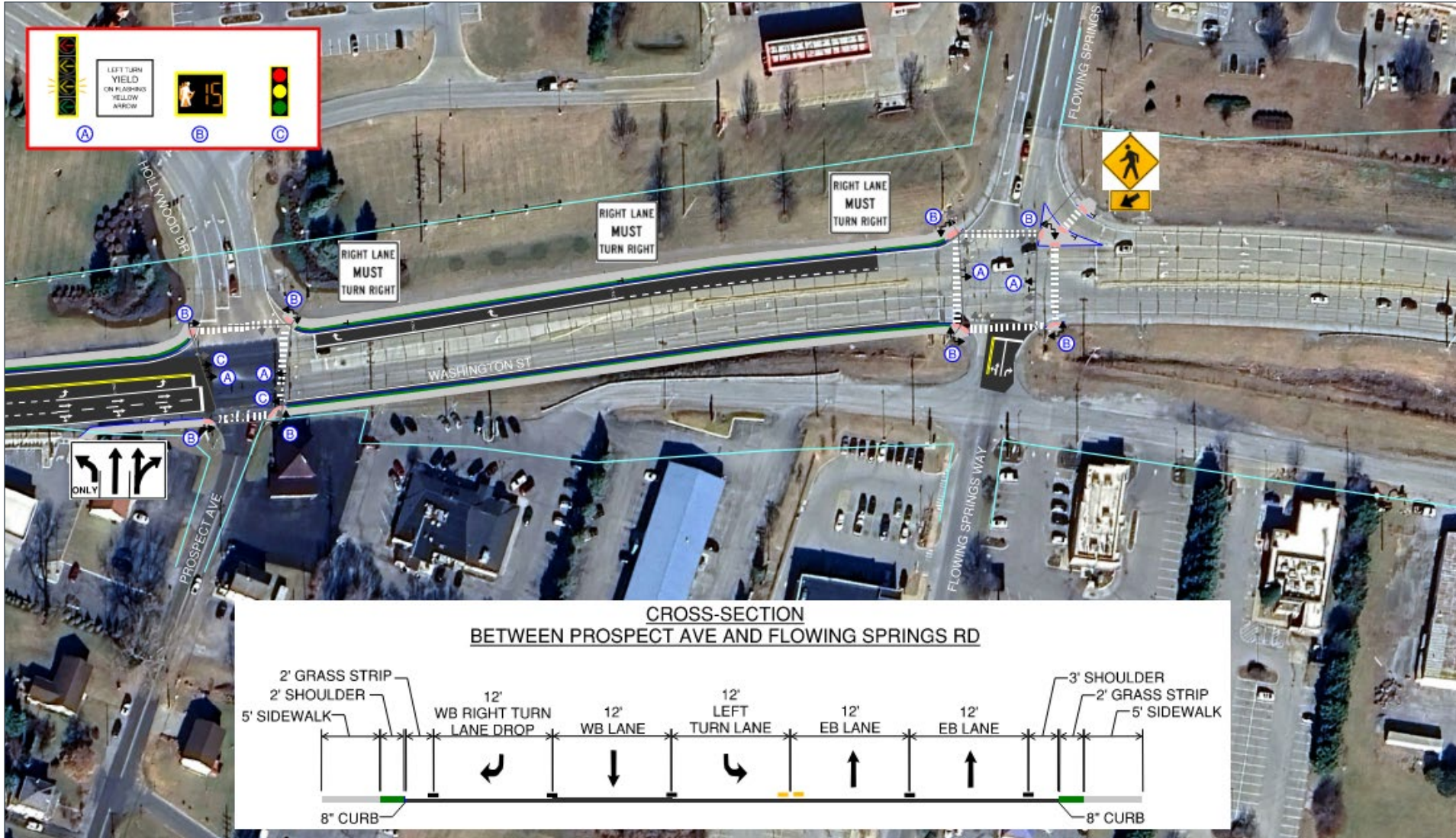
WASHINGTON STREET

Washington Street Commercial Area Jefferson Avenue to Hollywood Drive/Prospect Avenue



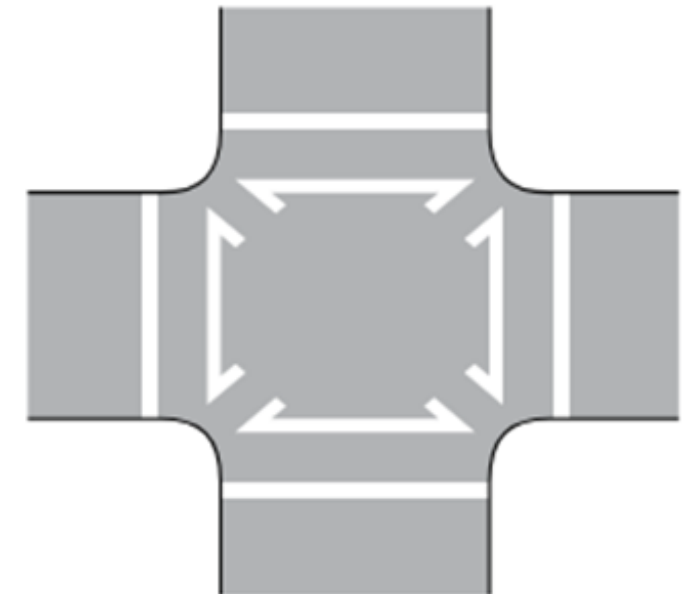
WASHINGTON STREET

Washington Street Commercial Area Hollywood Drive/Prospect Avenue to Flowing Springs Road



SIGNALIZED INTERSECTIONS

- West Street, Charles Street, George Street, and Mildred Street
- Enhanced signal visibility – backplates and retroreflective strips
- Full suite of pedestrian features
 - ✓ APS pedestrian push buttons
 - ✓ Countdown pedestrian signal heads
 - ✓ ADA compliant ramps / access pads
 - ✓ High Visibility crosswalks
 - ✓ Pedestrian-actuated traffic signal phasing
- Flashing Yellow Arrow – permissive signal heads
- Signal coordination and timing based on traffic counts and congestion



Note: High-visibility crosswalks can be used for the crosswalks around the perimeter of the intersection

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MONITORING AND EVALUATION TOOL

- Monitoring tool tracks crash trends by mode and severity, emphasizing KSI and vulnerable road users
- Enables ongoing corridor-level safety monitoring using existing data accessible sources

Base Year: 2019–2023 Crashes

		KSI Crashes						
Mode		Fatal		Severe Injury		Non-KSI		All Crashes
VRU	Pedestrian	0	0%	4	67%	1	0%	5 2%
	Bicycle	0	0%	0	0%	2	1%	2 1%
	Motorcycle	0	0%	0	0%	2	1%	2 1%
Vehicle		1	100%	2	33%	281	98%	284 97%
Total		1		6		286		293

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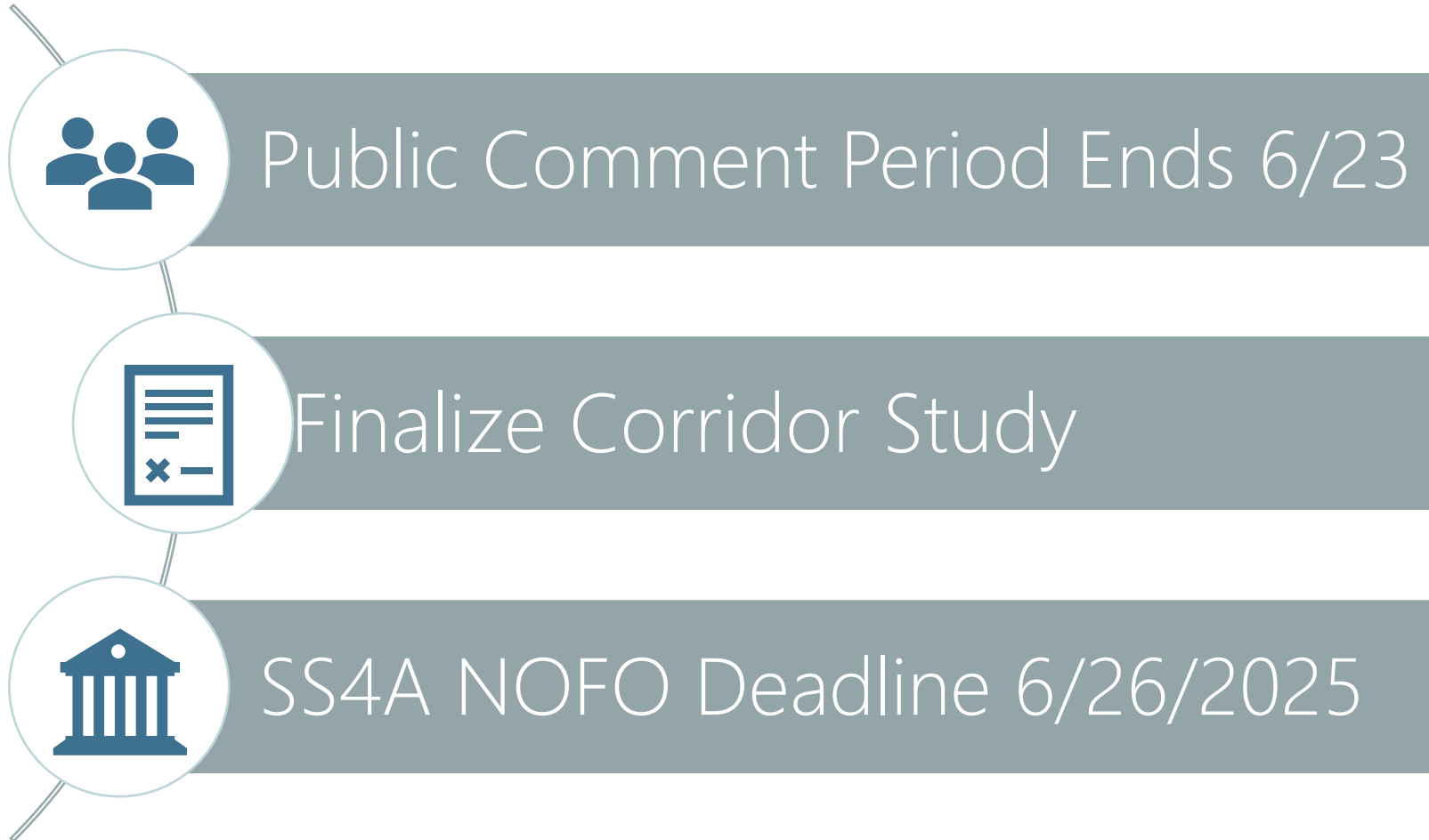
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NEXT STEPS



OPEN DISCUSSION / QUESTIONS