HEPMPO
CORRIDOR STUDY

Safety Corridor Assessment
Washington Street

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FEHR PEERS

Hagerstown Eastern Panhandle MPO

Acknowledgements

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) would like to thank the Washington Street Corridor Stakeholders for their valuable contributions throughout the planning process and development of the Safety Corridor Assessment for Washington Street.

- Charles Town City Council
- Charles Town Community Development
- Charles Town Police Department
- Eastern Panhandle Transit Authority (EPTA)
- Federal Highway Administration (FHWA)-WV Community Planning Office
- FHWA-WV Safety and Operations Office
- FHWA Office of Safety
- Jefferson County Engineering
- Jefferson County Planning & Zoning
- Jefferson County Sheriff's Office
- WV Governor's Highway Safety Program
- WVDOT District 5 Engineering Division
- WVDOT Planning and Programming Division
- WVDOT Traffic

Disclaimer

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purposes of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damage arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

The analysis and recommendations in this report are conceptual in nature based upon limited information, and before implementing any changes, or using any of its information for design or construction, HEPMPO or local jurisdiction, should conduct a more detailed analysis and make sure that the design or construction documents reflect specific, detailed, local and field conditions.

The scope of this work, including study locations, time frame, and topics, was determined by the client. While it is possible that some locations or issues were not addressed in this report, nothing should be inferred by their omission.

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Introduction

Study Purpose

The HEPMPO Regional Safety Action Plan (SAP) identified a high-injury network (HIN) highlighting roadway segments with disproportionate severe or fatal crashes, particularly for pedestrians, cyclists, and motorcyclists. Three safety corridors were selected for further analysis, including the Washington Street corridor in Charles Town, WV. This report summarizes the corridor's existing conditions, concept development for safety countermeasures, and funding strategies.

About Washington Street

Washington Street is part of WV-51, a feeder roadway in Jefferson County, West Virginia. It connects to US-340 to the east and to I-81 to the west, serving as a critical transportation corridor. It is an urban main street in a historic downtown area. The study area for this assessment consists of a 1.2-mile segment between West Street and Flowing Springs Road/Flowing Springs Way in Charles Town **(Figure 1)**.

Figure 1: Washington Street Safety Corridor Study Area Map

HEPMPO Regional Safety Action Plan

The HEPMPO Regional SAP was developed to address roadway safety challenges and was officially adopted in May 2024. The plan prioritizes strategies to enhance safety for all users, including pedestrians, cyclists, transit riders, and commercial vehicle operators. A key component is the HIN, which identifies high-crash locations for targeted interventions. Using a data-driven approach and stakeholder input, HEPMPO selected one HIN segment per county for safety assessments: Washington Street (Jefferson County, WV), Edwin Miller Boulevard (Berkeley County, WV), and Virginia Avenue (Washington County, MD). These assessments aim to identify solutions and position jurisdictions for funding opportunities like the Highway Safety Improvement Program (HSIP) or the Safe Streets and Roads for All (SS4A) program.

Needs Assessment Process

The needs assessment process involved collecting and analyzing data, as well as reviewing previous plans.

Data Collection & Evaluation

The project team collected data on crash history (2018–2023), survey responses, future planning designations, and corridor profiles. They also analyzed traffic volumes, land use, roadway characteristics, transit stops, pedestrian and bicycle infrastructure, signal operations, and right-of-way details to assess the study area's safety and mobility needs.

Previous Plans or Work Reviewed

The project team reviewed local documents that provide guidance on existing and future land use and transportation vision for the study corridor:

- HEPMPO Regional Safety Action Plan
- Historically HIP Charles Town Comprehensive Plan
- WV Vulnerable Road User Assessment
- Jefferson County 2035 Comprehensive Plan
- Charles Town's Zoning Ordinances
- Jefferson County Zoning Ordinance

Existing and Future Conditions

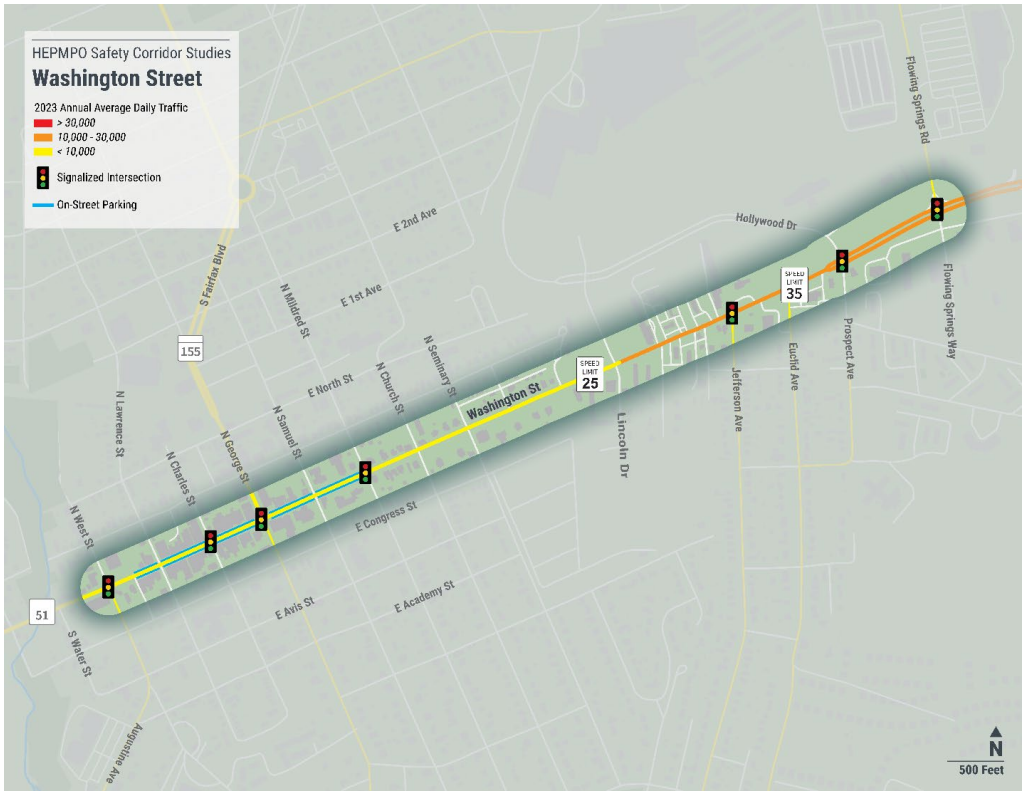
Existing Conditions

This section summarizes the existing conditions along the Washington Street safety corridor study area including roadway, active transportation, and transit facilities, as well as reviewing corridor safety and community context.

Roadway Facilities

The Washington Street priority corridor is a 1.2-mile segment of WV-51, connecting US-340 to the east and I-81 to the west. It features seven signalized intersections, with all other intersections stop-controlled on minor approaches (**Figure 2**). The roadway transitions from two to four lanes, with widths ranging from 12 to 14 feet. Street parking is available near businesses and government buildings between the Liberty gas station and Mildred Street. The posted speed limit varies from 25 to 35 mph, and traffic volumes range from 9,780 average daily vehicles between West Street and Lincoln Drive to 22,650 average daily vehicles from Lincoln Drive to Flowing Springs Road.

Figure 2: Washington Street Safety Corridor Roadway Map



Source: WVDOT, Fehr and Peers, 2025

Active Transportation and Transit

Bicycle and Pedestrian Infrastructure

The corridor lacks designated bicycle facilities and has inconsistent pedestrian infrastructure. Sidewalks vary in width and continuity, with the north side featuring a 6-foot sidewalk with a buffer until KFC, where it ends, while the south side narrows to 4 feet with sections becoming discontinuous. Crosswalks are mainly at major intersections, varying in design, with one uncontrolled crosswalk at Alla Willa Drive (**Figure 3**). Curb ramps were upgraded in 2022, but pedestrian signals are limited to key intersections. Brick curb extensions exist downtown, but gaps in pedestrian infrastructure remain, especially outside the historic core.

Figure 3: Washington Street Safety Corridor Pedestrian and Bicycle Facilities Map

Transit System

The Eastern Panhandle Transit Authority (EPTA) serves Jefferson and Berkeley Counties, with Routes 16 and 20 operating along Washington Street in Charles Town. Key stops include the Jefferson County Courthouse (northbound) and Charles Washington Hall (southbound), with Route 20 also stopping at City Hall and Walgreens on Flowing Springs Way. However, these stops lack passenger amenities such as benches, shelters, trash cans, and lighting.

Figure 4: Washington Street Safety Corridor Transit Facilities Map

Safety

Crash History

The Washington Street segment between Water Street and George Street ranks 51st in West Virginia's High Injury Network, based on the 2023 West Virginia Vulnerable Road Users (VRU) Assessment. A VRU is anyone on the road who is not protected by a vehicle, such as pedestrians, cyclists, and motorcyclists, and is therefore at greater risk of injury in a crash. **Figure 5** shows all crashes by severity that occurred in Washington Street from 2018 to 2023. During this period, motor vehicle crashes made up 96.9% of all incidents, while VRU crashes accounted for only 3.1% (**Table 1**). However, VRU crashes posed a significantly higher risk, comprising 66.7% of serious injury crashes. The most common crash types on Washington Street were rear-end, right-angle, and sideswipe collisions, with the only fatal crash being a right-angle collision. Approximately 86% of crashes occurred at intersections, with the highest concentrations at Flowing Springs Road and West Street. The only fatal crash occurred at Prospect Avenue, while 50% of severe injury crashes happened at Flowing Springs Road.

Table 1: Washington Street Safety Corridor - Crashes by Mode and Severity (Total) from 2018 to 2023

Mode	Fatal	Severe Injury	Minor Injury	Possible Injury	No Apparent Injury	Total
Pedestrian	0 (0%)	4 (66.7%)	0 (0%)	1 (2.6%)	0 (0%)	5 (1.7%)
Bicycle	0 (0%)	0 (0%)	2 (12.5%)	0 (0%)	0 (0%)	2 (0.7%)
Motorcycle	0 (0%)	0 (0%)	1 (6.3%)	0 (0%)	1 (0.4%)	2 (0.7%)
Vehicle	1 (100%)	2 (33.3%)	13 (81.3%)	37 (97.4%)	231 (99.6%)	284 (96.9%)
Total	**1**	**6**	**16**	**38**	**232**	**293**

Figure 5: Washington Street Safety Corridor Crash Map – 2018 to 2023

Source: WVDOT, Fehr and Peers, 2025

Risk Factors and SSA Alignment Along Washington Street

The project team used the FHWA's 2024 Safe System Project-Based Alignment Framework to proactively identify risk factors along the corridor. The completed Safe System Project-Based Alignment Framework for the Washington Street Corridor is included in **Appendix A**. This tool supports agencies in aligning with the Safe System Approach (SSA), adopted by FHWA in 2022 to guide efforts toward zero traffic deaths by encouraging a comprehensive evaluation of safety strategies. A high-level summary of the SSA alignment along the corridor is listed below:

- There is higher alignment with the SSA along the western portion of the corridor (between West Street and Mildred Street) for intersections and segments.
- VRU exposure is higher along the western portion of the corridor, but operating speeds and roadway width are lower along the same portion of the corridor.

- The largest risk factors for VRUs across the entire corridor include no bicycle facilities, limited separation in time for pedestrians and bicyclists, right turn on reds, permissive left turns, insufficient lighting, and occasional obstructed sight distance.
- Euclid Avenue to Flowing Springs Road is notably less aligned with the SSA, due to incomplete or missing sidewalks, more lanes, wider overall roadway width, and increased operation speed.
- **Table 2** highlights the top three least aligned intersections and segments along the corridor. The higher the score the less alignment.

Table 2: Least Safety Aligned Intersections and Segments along the Washington Street Safety Corridor

LOCATION TYPE	LOCATION NAME	LOCATION SCORE
INTERSECTION	Flowing Springs Road & Washington Street et	12,000
	Prospect Avenue/Hollywood Drive & Washington Street	9,360
	Jefferson Avenue & Washington Street	8,760
SEGMENT	Euclid Avenue to Prospect Avenue/Hollywood Drive	5,760
	Jefferson Avenue to Euclid Avenue	5,760
	Prospect Avenue/Hollywood Drive to Flowing Springs Road	5,040

Community Context

Demographics

Most of the Washington Street corridor is within a federally designated Area of Persistent Poverty (APP), as shown by the red dashed boundary in **Figure 6**. Around 30% of residents live at or below 200% of the federal poverty line (less than double the federal poverty level for their household size), with a median household income of $58,393. Households spend an average of 16% of their income ($11,375 annually) on transportation, and 33% of households face high housing costs. Additionally, 17% of households lack a personal vehicle, limiting access to essential services.

Public Input

A survey was conducted to gather public input on transportation safety concerns in the HEPMPO region (**Figure 6**). Along the Washington Street corridor, common issues reported included unsafe intersections, a lack of sidewalks, and inadequate crosswalks. Many respondents felt at risk due to gaps in pedestrian infrastructure, especially where pedestrian and vehicle traffic intersect. Additional concerns

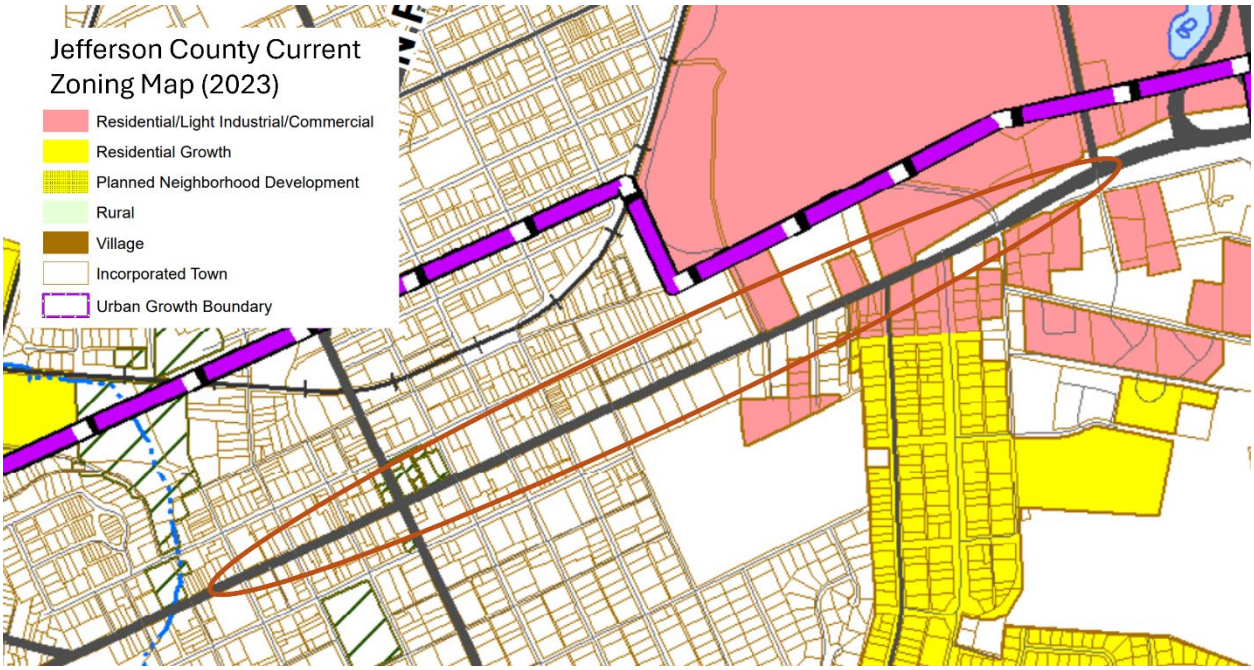
included near-miss incidents at certain intersections. Suggested improvements focused on expanding sidewalk availability, installing crosswalks, and enhancing traffic safety measures to reduce crash risks and improve pedestrian accessibility.

Figure 6: Washington Street Corridor Community Need and Public Input Map

Future Conditions

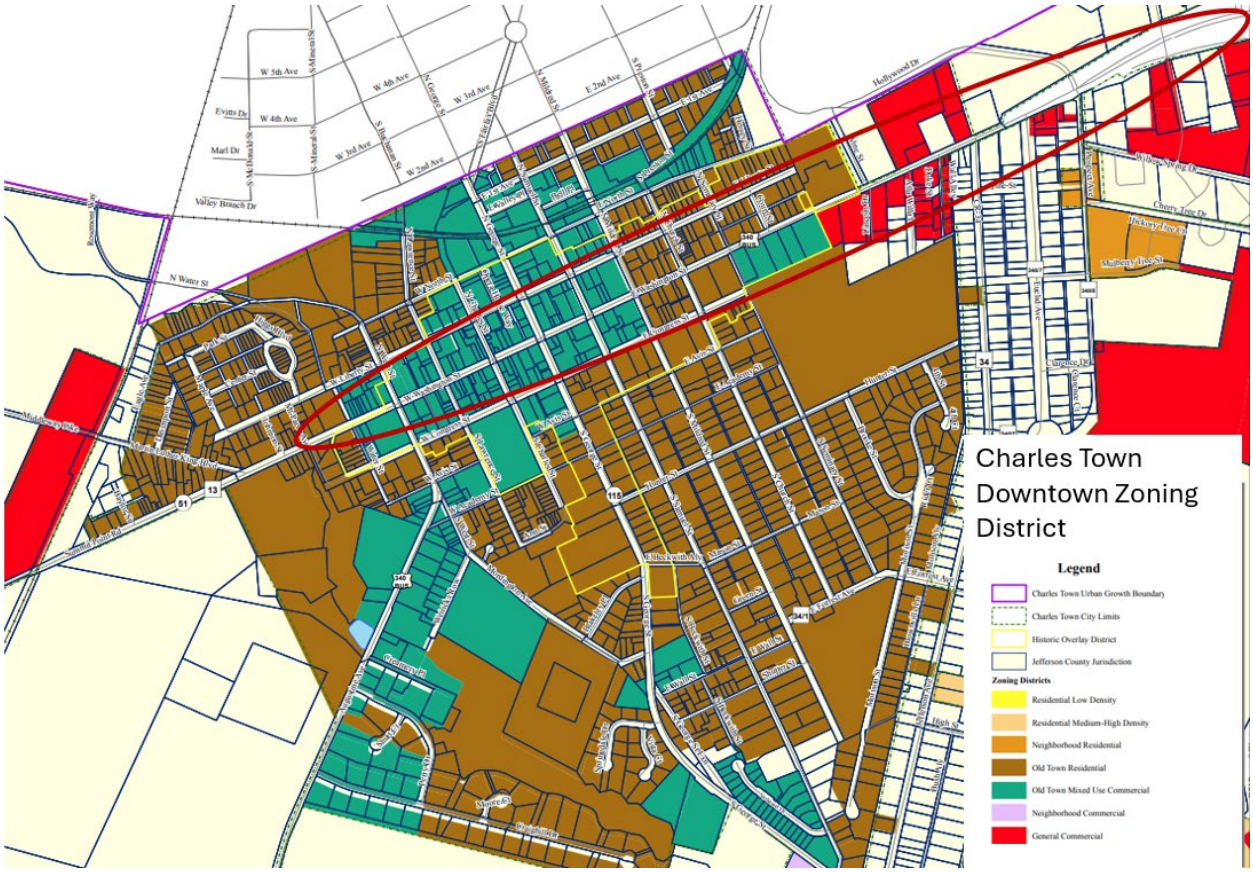
In addition to examining existing conditions, the project team also explored potential future conditions along the corridor. Future conditions could impact countermeasure selection and improvement recommendations. **Figure 7** highlights existing Jefferson County land use and zoning along the corridor. All of the corridor is within the incorporated town and inside the urban growth boundary. The map shows that portions further east along the corridor are adjacent to light industrial and commercial areas. The Charles Town Downtown Zoning District Map (**Figure 8**) fills in the gaps and shows that most of the Washington Street corridor is surrounded by Old Town Residential, Old Town Commercial, and some General Commercial uses.

Figure 7: Jefferson County Current Zoning Map (2023)



Source: Jefferson County Office of Planning and Zoning

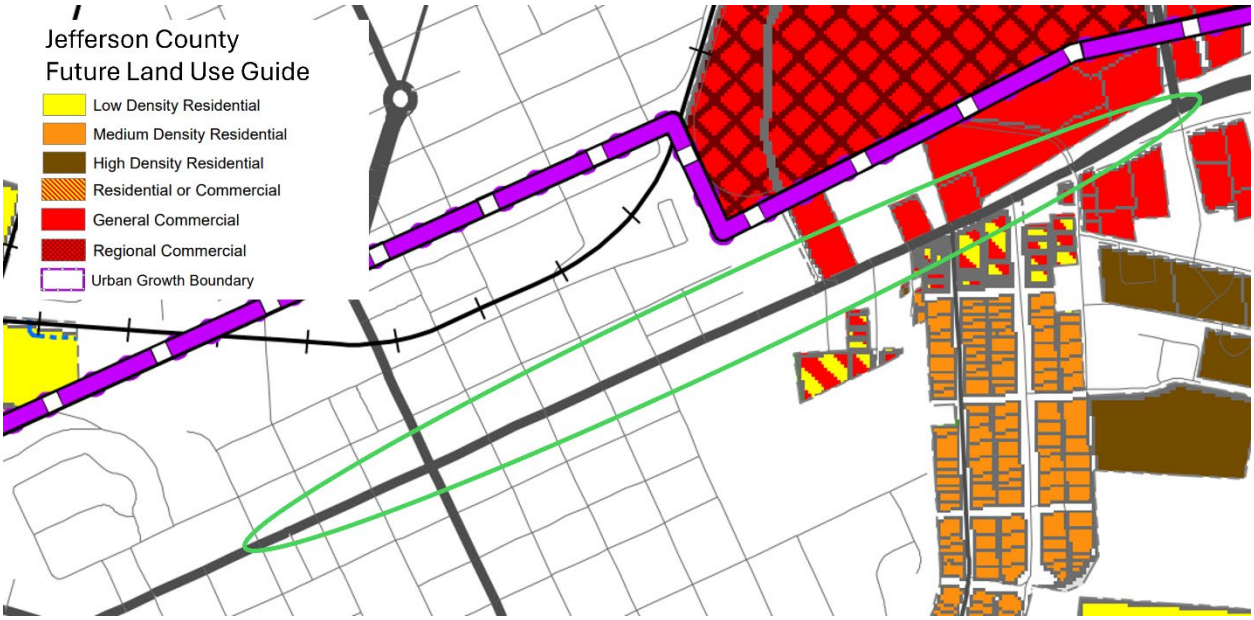
Figure 8: Charles Town Downtown Zoning Districts (2018)



Source: City of Charles Town

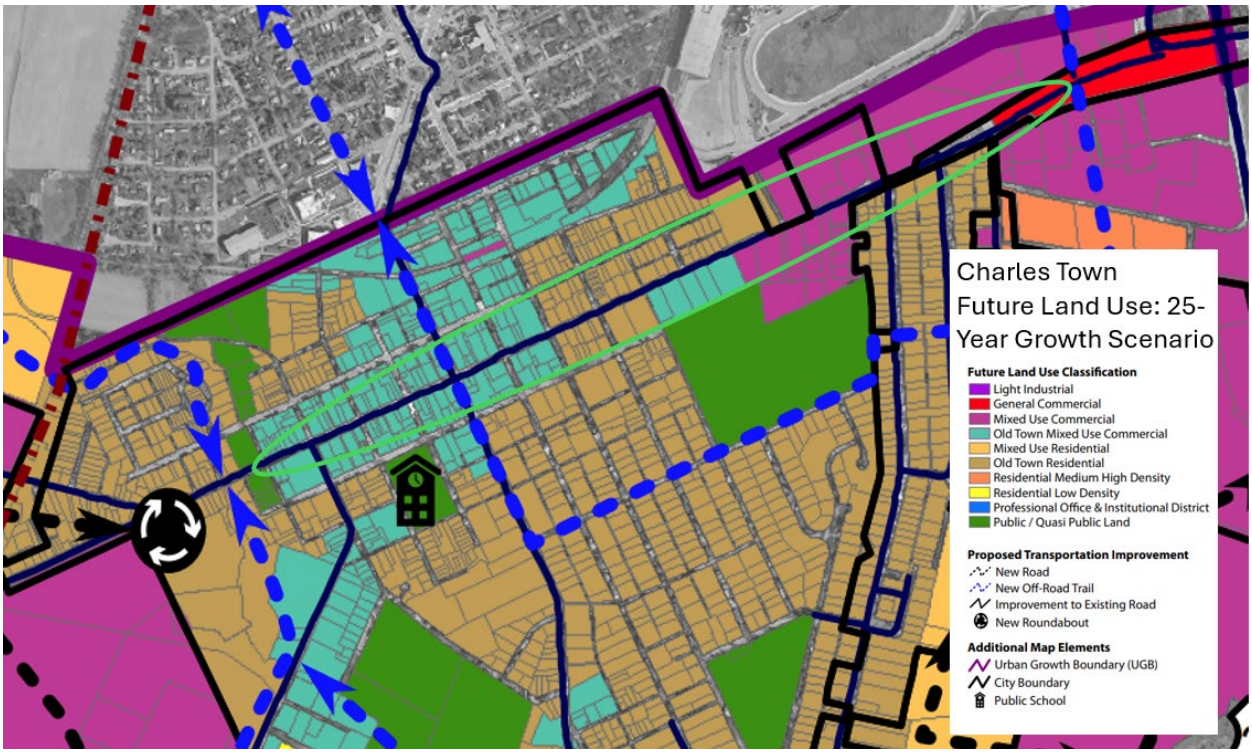
While no specific future development sites were identified along the corridor for the Jefferson County Comprehensive Plan, **Figure 9** highlights the future land use guide from the 2035 Plan. Existing light industrial and commercial areas are expected to remain consistent, while some residential areas are designated for higher density by 2035. n the Charles Town Future Land Use: 25-Year Growth Scenario (**Figure 10** most land uses remain the same, with a few exceptions in the western and central portions of the corridor, where Old Town Residential areas are reclassified as Public/Quasi-Public land.

Figure 9: Jefferson County Future Land Use Guide



Source: : Jefferson County Office of Planning and Zoning

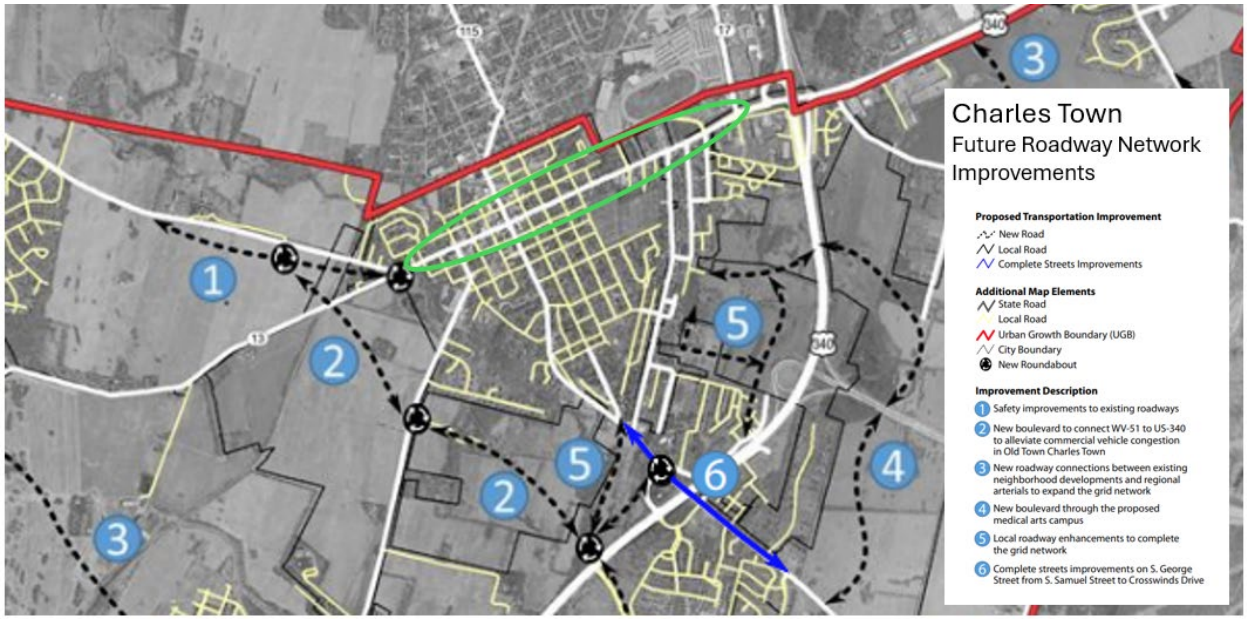
Figure 10: Charles Town Future Land Use – 25 – Year Growth Scenario (2017)



Source: City of Charles Town Comprehensive Plan

Washington Street is a key focus in the *Historically Hip Charles Town 2040 Comprehensive Plan*. The plan promotes a Complete Streets approach, proposing to narrow travel lanes to 10 feet and widen sidewalks to 13 feet to enhance comfort and safety for pedestrians and cyclists, while also supporting retail activity and public uses. However, the *Future Roadway Network Improvements Map* created by the city in 2018 (**Figure 11**), does not show any planned improvements along the Washington Street corridor.

Figure 11: Charles Town Future Roadway Network Improvements (2018)



Source: Source: City of Charles Town

Additionally, the team identified a handful of planned, committed, or recommended projects along or near the corridor (**Table 3**).

Table 3: Potential Existing Projects or Recommendations

REFERENCE	DESCRIPTION
HISTORICALLY HIP CHALRES TOWN 2040 COMPREHENSIVE PLAN	Narrow travel lanes (10') and wider sidewalk (13') along Washington Street in the downtown district.
TRANSPORTATION IMPROVEMENT PLAN (TIP) PROJECTS	J2024-09 Washington Street (at West Street)
LONG RANGE TRANSPORTATION PLAN - FISCALLY CONSTRAINED PROJECTS	C34 Washington Street Intersection Improvements (at Jefferson Avenue)
WEST VIRGINIA VULNERABLE ROAD USER ASSESSMENT	Portion of corridor is designated as a VRU priority corridor for the State: West Street to George Street.
LOCAL NEWS OUTLETS	Jefferson County Commission purchases American Public University System (APUS) buildings to repurpose as county government center.

Engagement Opportunities and Takeaways

Site Visit

On October 22, 2024, the project team held a stakeholder presentation and site visit along the Washington Street corridor. The presentation, conducted at Charles Town City Hall, provided an overview of the corridor and included training on the FHWA Safe System Project-Based Alignment Framework. Following the training, stakeholders participated in a site visit, making strategic stops at key intersections and walking a portion of the corridor to assess existing conditions and identify potential safety improvements, as shown in **Figure 12**.

Attendees included representatives from local, regional, and state agencies, such as Charles Town City Council, city staff, law enforcement, the Eastern Panhandle Transit Authority, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, Jefferson County Planning & Zoning, the West Virginia Division of Highways, and FHWA officials. The event facilitated discussions on transportation safety and helped align project efforts with FHWA's Safe System Approach.

Figure 12: Stakeholders Visiting and Evaluating the Washington Street Corridor

Stakeholders and project team members were able to document safety challenges and risk factors along Washington Street, particularly at key intersections. Common issues included inadequate pedestrian infrastructure, such as missing crosswalks, uncontrolled pedestrian crossings, and poor visibility due to obstructions or lighting conditions, show described in **Table 4**. Many intersections experienced vehicle conflicts, including right-turn conflicts, permissive left turns without adequate control, and congestion leading to unsafe driving behaviors like passing on the right or cutting through adjacent properties. Additional hazards included poor road conditions, such as water pooling in winter, wide pedestrian crossings without clear markings, and limited sight distance due to recent construction or topographical constraints. Some locations, like Prospect Avenue, had a history of fatal crashes, highlighting the need for targeted safety interventions.

Table 4: Washington Street Intersection Safety Challenges Identified During Site Visit

Location	Safety challenges and risk factors
West Street	• No crosswalk at northbound approach. • Cars driving on Liberty sidewalk at northbound approach to make right turn. • Limited intersection lighting. • Obstructed sight distance for northbound and southbound approaches, and right turn on red allowed. • Permissive left turn at all approaches • Eastbound and westbound topographical sight distance issues over hill. • Driveways along both sides of westbound approach and one side of northbound and southbound approach. • Right turn conflict at all approaches. • Undivided roadway. • Context change west of the intersection. • Sunset and sunrise glare on roadway, and no backplates • Congestion and backups due to left turn vehicles which leads to vehicles cutting through gas station.
Lawrence Street	• Street level bulb outs generally ignored by vehicular traffic. • Pedestrian crossing hazard. • Left turn vehicles passed on right. • Created a multi-lane crosswalk and false sense of security to pedestrians.
Charles Street	• Water pools and ices over at curb ramp during winter.
George Street	• Crosswalks are brick only. • Signal timed for all-pedestrian phase and not actual scramble (diagonal crossing). • City Hall corner attractors protestors, which anecdotally identified as roadside distraction/safety hazard.

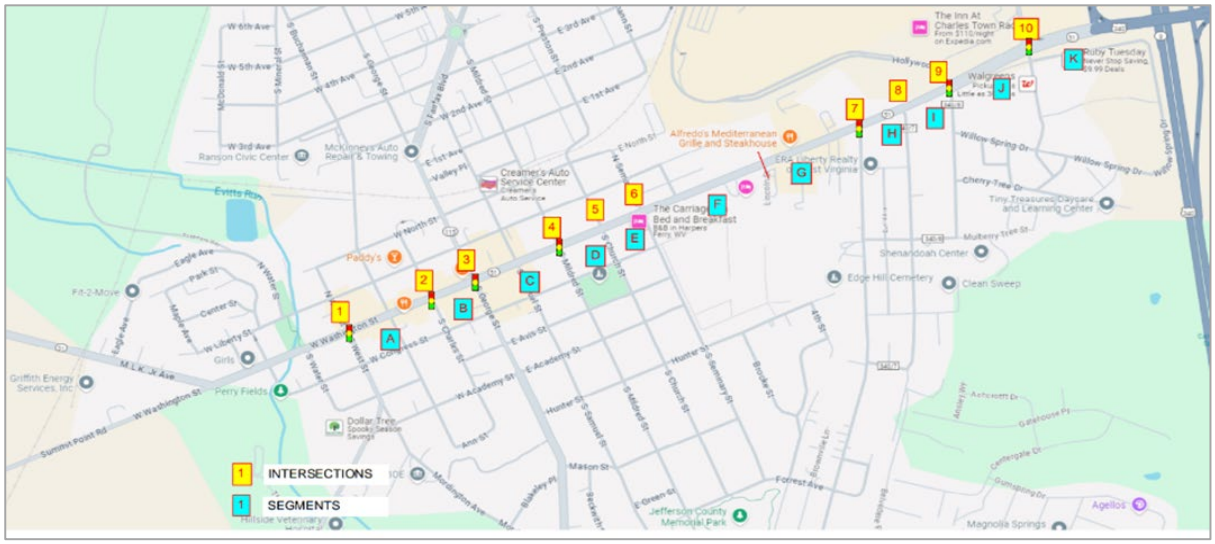
Location	Safety challenges and risk factors
Samual Street	• No pedestrian crossing opportunity at Samual Street despite previous crosswalk and destinations (public library and farmer's market).
Lincoln Drive	• Westbound left turn lane recently installed to replace two-way left turn lane, but extends driveway instead of public road.
Alla Willa Drive	• Existing uncontrolled pedestrian crossing uses brick and has no advance yield markings or signage.
KFC Driveway	• Visibility issues due to hill combined with wide lanes likely increases speeds.
Euclid Avenue	• Recent construction has added a dual stop turn lane on south leg which is set back – sight distance to stop sign is out of line with sight of vehicles approaching from neighborhood.
Prospect Avenue	• Fatal crash history.
Flowing Springs Road	• Wide pedestrian crossing. • No connecting pedestrian facilities despite destination demand (DHHR, Walmart, Martins). • More traffic volume on south leg than anticipated.

Risk Assessment Summary

In coordination with the FHWA Office of Safety, the Washington Street Corridor was evaluated for potential safety risks using the Safe System Project-Based Alignment Framework. The Project-Based Framework tool was developed to assess roadway locations at the intersection and segment level, as highlighted in **Figure 13**, to identify potential hazards and improvements through the lens of the Safe System Approach (SSA).

This framework emphasizes a holistic view of road safety, aiming to minimize the risk of severe injuries and fatalities by considering all aspects of the transportation system. By integrating principles of the SSA, the Project-Based Framework ensures that safety is a fundamental priority in the planning, design, and operation of roadways, ultimately fostering a safer and more resilient transportation network for all users.

Figure 13: Washington Street Corridor Intersections and Segments



The assessment estimates the potential risk to vehicle drivers and vulnerable road users based on existing conditions, and is later reevaluated by considering potential safety countermeasures. The assessment is based on the following:

- *Exposure* – the volume and/or length (distance) various users are using a facility and could be involved in a potential crash.
- *Likelihood* – the elements and/or risks that impact the probability of a crash taking place by influencing the opportunity for conflict or user error rates.
- *Severity* – the elements and/or risks that impact the probability of a crash taking place by influencing the opportunity for conflict or user error rates.

The results demonstrate improved safety along the corridor through the implementation of proven countermeasures. **Table 5** provides a summary of the assessment. Detailed results are included in **Appendix A**.

Table 5: Washington Street Project Summary Assessment by Segment & Intersection

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%	Yes
9: Euclid Ave	7,200	6,048	16%	Yes
10: Prospect Ave/ Hollywood Dr	9,360	7,680	18%	Yes
11: Flowing Springs Way	12,000	10,200	15%	Yes
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%**	**-**

Concept Development

Three action item concepts were developed, each with proposed safety countermeasures for specific locations along Washington Street. These locations were selected based on safety challenges and risk factors identified during the stakeholder meeting and field visit. The selected locations are:

- 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

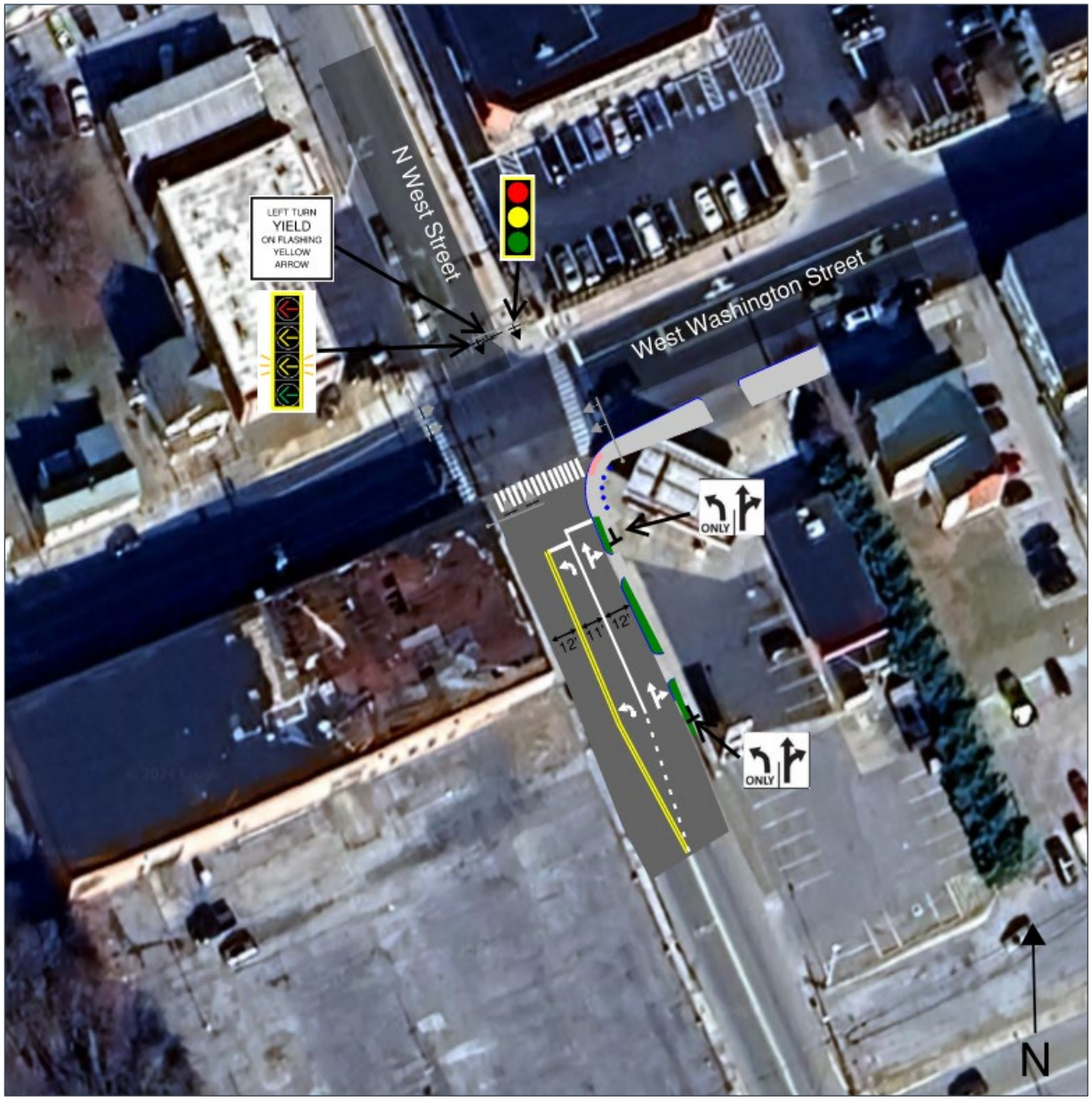
West Street and Washington Street Intersection Safety Focus Action Items

Figure 14: Proposed West Street Improvements

- Restripe the NB West Street approach to add an exclusive left-turn lane.
    - Install ground-mounted lane use control signs at the beginning of the left-turn lane and at the stop bar.
    - Install arrow pavement markings for both the new left-turn lane and the thru-right lane to help motorists adjust to the new lane configuration.

    - Install a flashing yellow arrow signal head and relocate the second primary three-section signal head closer to, or onto, the mast arm pole.
- Obtain turning movement traffic counts and retime and rephase traffic signal to provide a variable mode (time-of-day) protected-permitted left-turn phase for the newly installed left turn lane. Update all timing and phasing for all approaches at the signal, including cycle lengths, allocation of green times, yellow change, all red clearance and pedestrian clearance intervals.
- Implement access control and construct channelized driveways with curbed sidewalks at the gas station on the southeast corner. Construct curb, driveways and sidewalk along both the West Street and Washington Street frontages.
    - Construct a grass buffer between proposed curb and sidewalk along the gas station frontage on West Street to discourage vehicles from driving over the curb.
    - Install bollards along back of sidewalk at the corner to separate vehicles at gas station pumps from pedestrians using the sidewalk.
- Stripe/restripe high-visibility crosswalk across West Street NB approach. Pretreat the concrete roadway surface for adherence of thermoplastic pavement markings or use epoxy paint suitable for concrete application and durability.
- To improve signal conspicuity, address rear end crash history for all approaches, and address glare reported during the field visit, install backplates with retroreflective strips on all signal heads.

Figure 15: West Street and Washington Street Intersection Proposed Countermeasures



Washington Street between West Street and Mildred Street

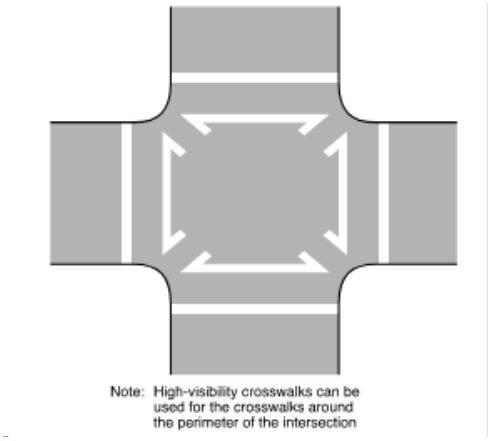
All Signalized Intersections (West Street, Charles Street, George Street and Mildred Street)

- To enhance traffic signal visibility and implement a proven safety countermeasure, install backplates with retroreflective strips on all signal heads.
- Install a full suite of pedestrian features at the intersection:
    - APS pedestrian push buttons
    - Countdown pedestrian signal heads
    - ADA-compliant ramps/access pads
    - High-visibility crosswalks
    - Pedestrian-actuated traffic signal phasing
- Replace five-section protected-permissive left turn signal heads for exclusive left-turn lanes with Flashing Yellow Arrow protected-permissive signal heads.
- Obtain updated turning movement traffic counts and revise signal timing to provide variable-mode protected-permitted left turns based on time of day and pedestrian actuation.
- Utilize updated traffic counts to update corridor signal coordination. Update phasing, cycle lengths, splits and offsets to reduce corridor congestion and mainline queue lengths.

Location Specific Action Items

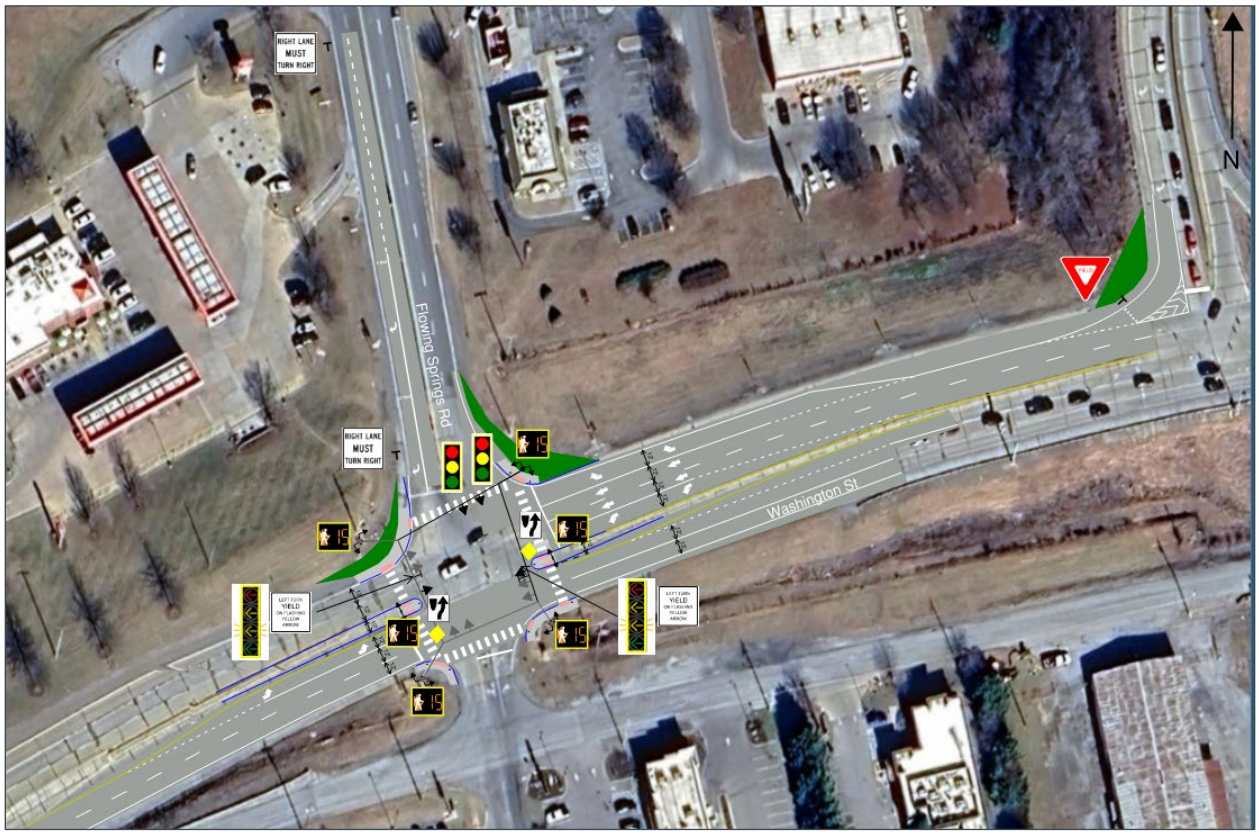
- Revise exclusively the pedestrian phase of the signal at George Street to include sufficient pedestrian walk and clearance times to accommodate a pedestrian scramble (i.e. walk diagonally across the intersection instead of across only one leg of the intersection). Consider revising pedestrian markings accordingly to MUTCD.

Figure 16: Example of Crosswalk Markings for an Exclusive Pedestrian Phase that Permits Diagonal Crossings



Flowing Springs Road and Washington Street Intersection Safety Focus Action Items

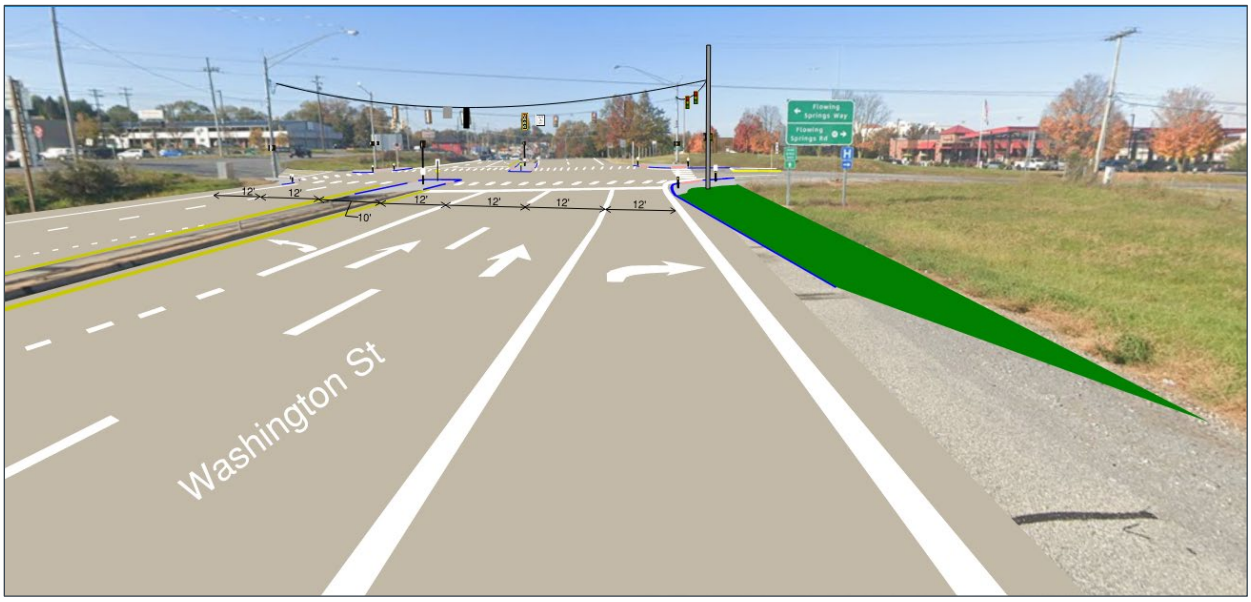
Figure 17: Flowing Springs Road and Washington Street Intersection Proposed Countermeasures



- Eliminate the channelized yield right turn from WB Washington Street to NB Flowing Springs Road Reduce the northeast corner radius and operate as a standard exclusive right turn lane.
- Update the right-turn lane drop pavement markings and signing on SB Flowing Springs Road to meet /match MUTCD recommendation for lane drops. Reduce the radius for this right-turn movement to WB Washington Street to reduce turning speeds and reduce pedestrian crossing distances.
- Eliminate the painted channelized right-turn merge lane from the SB US 340 off-ramp to WB Washington St. Reduce the northeast corner radius and have the ramp traffic merge with the Washington Street through lane in a yield condition.
- Construct 6 ft to 10 ft wide median islands on both Washington Street approaches to serve as pedestrian refuge areas.
    - Install KEEP RIGHT signs and OBJECT MARKERS at median noses.

  - Install ADA ramps for pedestrian crossing and pedestrian refuge within median islands.
  - Install APS pedestrian push buttons and countdown pedestrian signal heads on pedestals in median islands.
  - Consider implementing split pedestrian phases/ timings for crossing Washington St, allowing pedestrians to wait safely in the refuge islands.
- Install a full suite of pedestrian features at the intersection:
  - APS pedestrian push buttons
  - Countdown pedestrian signal heads
  - ADA-compliant ramps/access pads
  - High-visibility crosswalks
  - Pedestrian-actuated traffic signal phasing
- Replace the five-section protected-permissive left-turn signal heads for Washington Street exclusive left-turn lanes with Flashing Yellow Arrow protected-permissive signal heads.
- Obtain updated turning movement traffic counts and revise signal timing to provide variable-mode protected-permitted left-turns based on time of day and pedestrian actuation.
- To enhance traffic signal visibility and implement a proven safety countermeasure, install backplates with retroreflective strips on all signal heads.

Figure 18: Proposed Washington Street Improvements

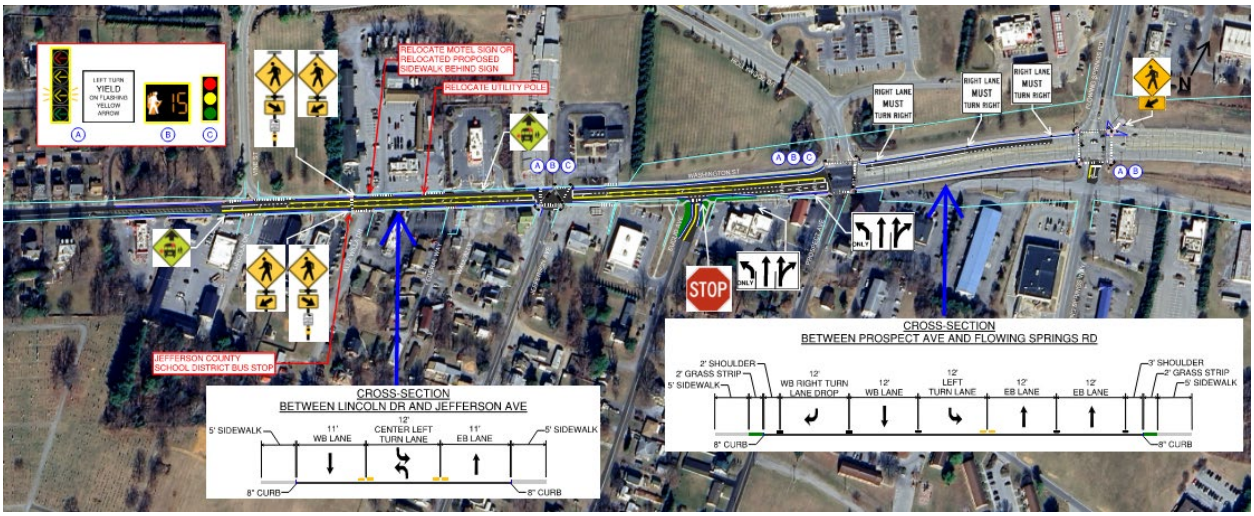


Washington Street Between KFC Western Driveway and Flowing Springs Road - Commercial Area -Safety Focus Action Items

Corridor Length

- Reduce travel lane widths to 11 ft to discourage higher travel speeds.
- Create a consistent corridor cross section and convey a suburban/urban context to motorists by constructing a continuous curbline along both sides of the corridor.
    - Implement access management by reducing the number of driveways and uncontrolled parking lot accesses.
- Install/construct continuous ADA-complaint sidewalk along full length of both sides of corridor.
    - Install ADA-compliant ramps at all public streets, public alleys, and high- and medium-volume driveways.
    - Install high-visibility crosswalks across all public streets and high- and medium-volume driveways.

Figure 19: Washington Street Between KFC Western Driveway & Flowing Springs Road Proposed Countermeasures



All Signalized Intersections (Jefferson Avenue, Hollywood Drive/Prospect Avenue, Flowing Springs Road)

- To enhance traffic signal visibility and implement a proven safety countermeasure, install backplates with retroreflective strips on all signal heads.

- Install a full suite of pedestrian features at the intersection:
    - APS pedestrian push buttons
    - Countdown pedestrian signal heads
    - ADA-compliant ramps/access pads
    - High-visibility crosswalks
    - Pedestrian-actuated traffic signal phasing
- Replace five-section protected-permissive left turn signal heads for exclusive left-turn lanes with Flashing Yellow Arrow protected-permissive signal heads.
- Obtain updated turning movement traffic counts and revise signal timing to provide variable-mode protected-permitted left turns based on time of day and pedestrian actuation.
- Utilize updated traffic counts to update corridor signal coordination. Update phasing, cycle lengths, splits and offsets to reduce corridor congestion and mainline queue lengths.

Location Specific Action Items

- Upgrade existing brick crosswalk uncontrolled crossing of Washington Street at Alla Willa Drive with a Rectangular Rapid Flashing Beacon (RRFB), high-visibility crosswalk markings, and ADA ramps.
    - Implement access management by closing the Rodeway Hotel driveway immediately adjacent to the crosswalk (the hotel has another driveway 10 ft away).
- Add SCHOOL BUS STOP AHEAD advance warning signs in advance of the school bus stop located at the existing brick crosswalk for both the EB and WB Washington Street approaches.
- Implement a School Bus/ Motorist Educational Program and graphics development to educate the travelling public regarding school bus stop laws. (This example graphic is from Pleasants County, WV.)

Figure 20: Example School Bus/Motorists Educational Graphic

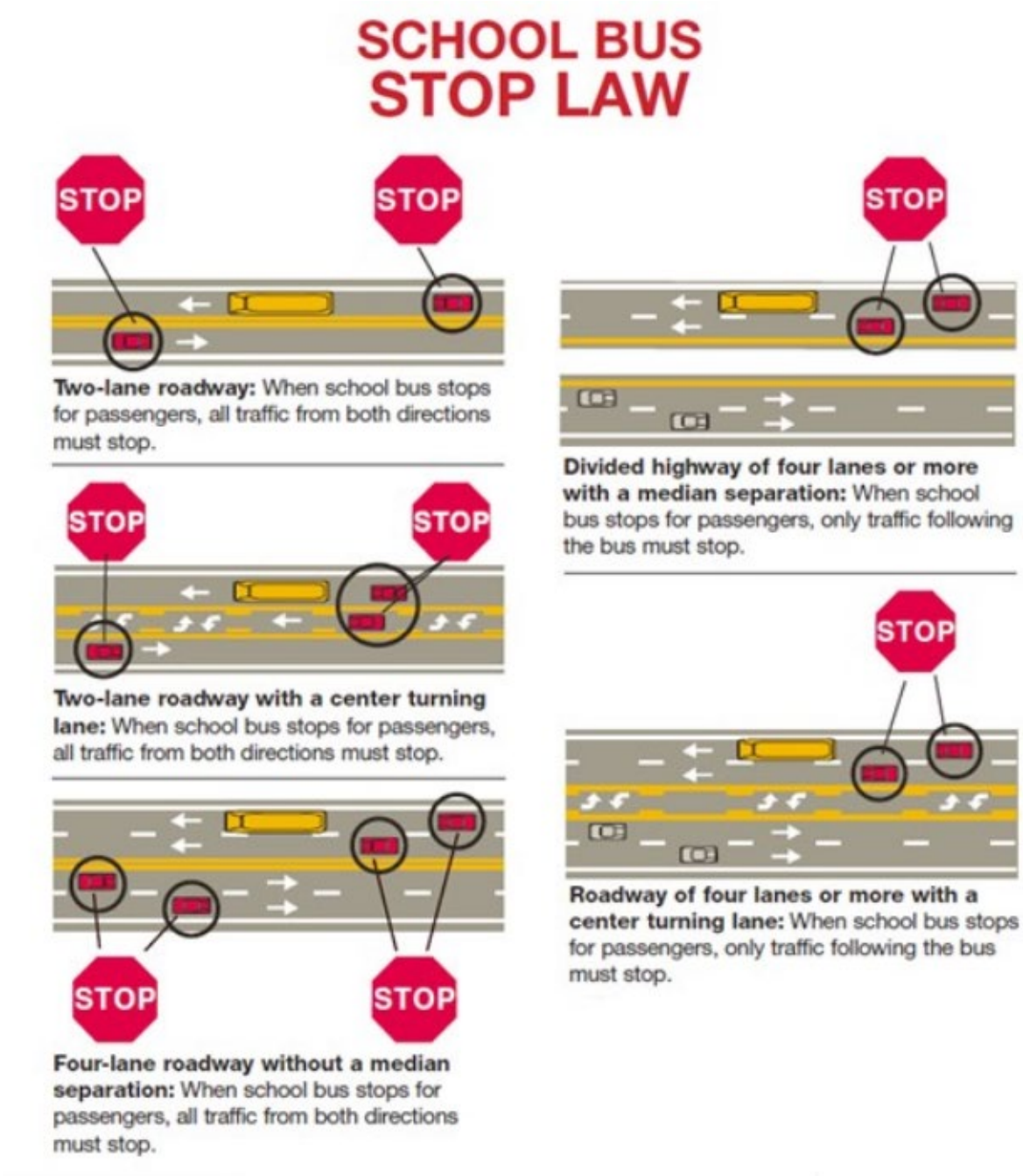
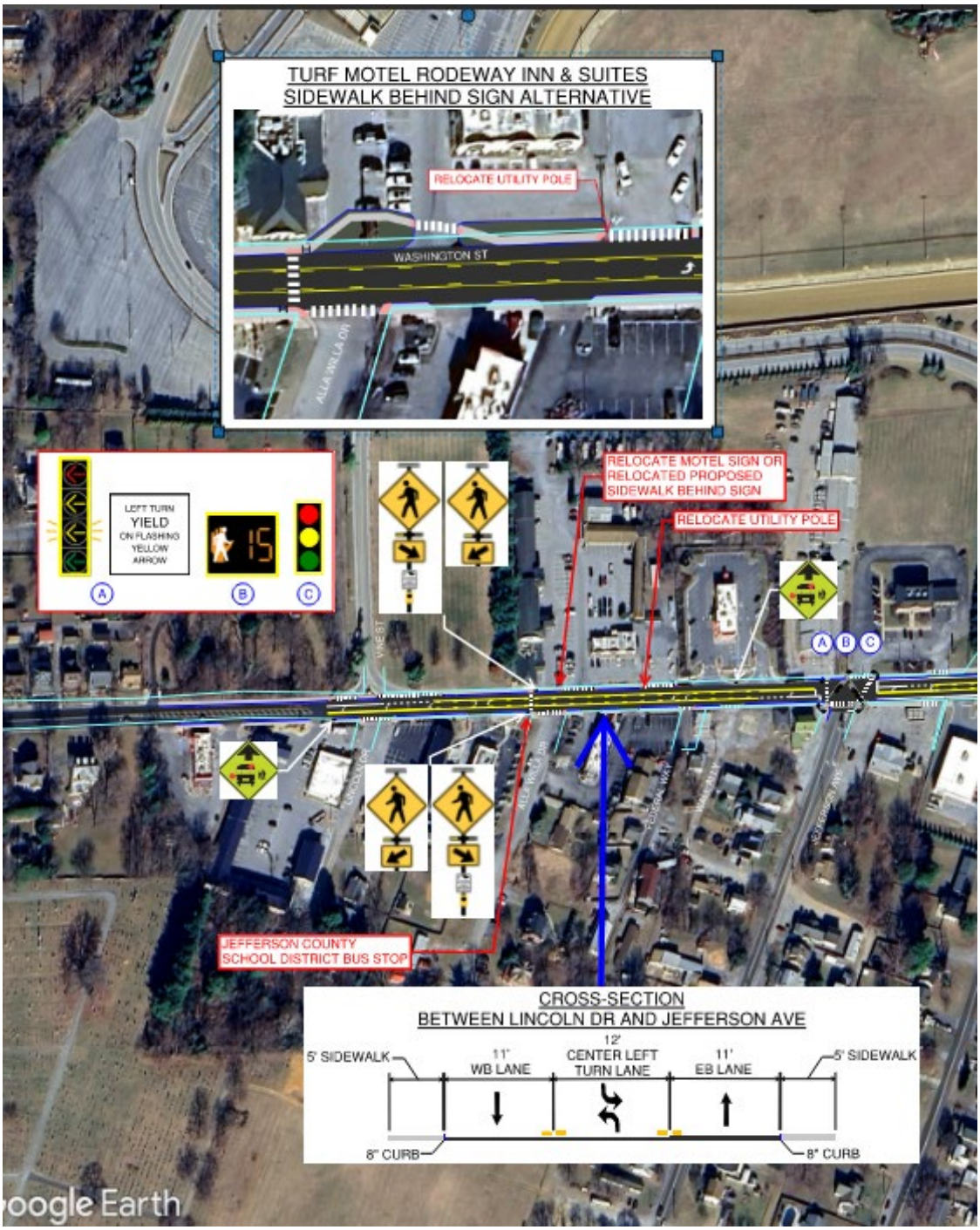


Figure 21: Washington Street Commercial Area KFC to Jefferson Avene



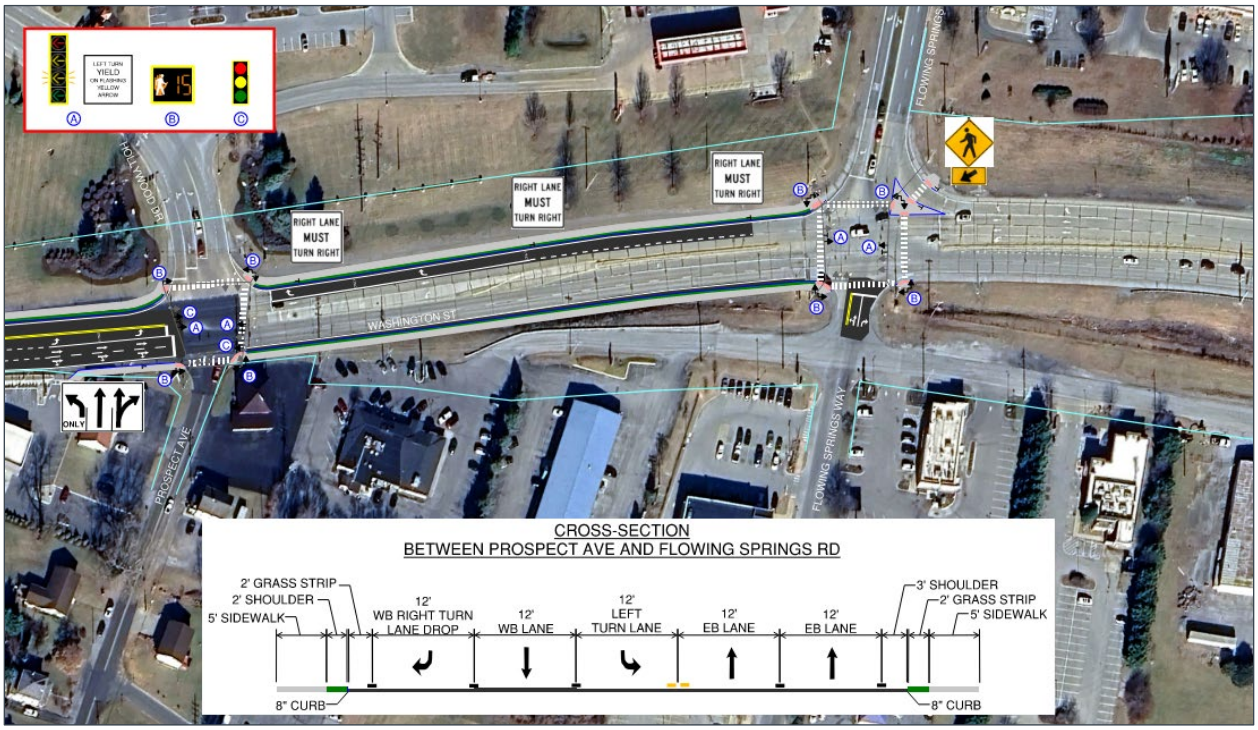
- Implement access management at the Charlies Too property opposite Jefferson Avenue at the signalized intersection. Close and construct curb and sidewalk along the street frontage and create a channelized driveway area to eliminate uncontrolled access into the intersection within the stop bar areas.

- Implement access management at the properties located in the southern quadrants of the Jefferson Avenue signalized intersection.
- Revise the lane configuration of WB Washington Street between Hollywood Drive and Jefferson Avenue such that the second through lane becomes a right turn lane drop at Hollywood Drive, rather than a left turn lane drop at Jefferson Avenue. Develop a center left-turn lane/exclusive left-turn lane at Jefferson Avenue.
    - Eliminate the existing WB Washington Street right-turn lane and right-turn overlap at Hollywood Drive. Construct a curbline and buffered sidewalk in the existing right-turn lane area.
    - Implement MUTCD recommended pavement markings and signing for the proposed right-turn lane drop at Hollywood Drive.
    - Eliminate the rightmost Washington Street through lane west of Hollywood Drive. Use the existing lane and shoulder area to construct a curbline and buffered sidewalk.
    - Transition /taper the single through lane downstream from Hollywood Drive to align with the existing through lane at Jefferson Avenue, while simultaneously developing the center turn lane through this segment.

Figure 22: Washington Street Commercial Area Jefferson Avenue to Hollywood Drive/Prospect Avenue

- Flowing Springs Road Intersection Action Items may be implemented concurrently with this action item plan or with the signalized intersection recommendations listed above. For this action item:
    - Construct a curbed right run channelizing island in place of the existing painted island for the WB Washington Street right turn to NB Flowing Springs Road.
    - Install a full suite of pedestrian features, including pedestrian signal equipment on the newly constructed island.
    - Install high-visibility crosswalk across channelized right-turn lane, along with PEDESTRIAN warning signs with downward ARROW plaques.
- Revise lane configuration and curbline at Euclid Ave intersection such that the taper for the EB Washington Ave thru-right lane is developed after the intersection. Additionally eliminate the NB exclusive right turn lane at the STOP sign and have NB right and left turn traffic utilize a singe lane. Relocate the crosswalk and stop bar closer to the new Washington St curbline.

Figure 23: Washington Street Commercial Area Hollywood Drive/Prospect Avenue to Flowing Springs Road



Monitoring and Evaluation

To support the ongoing evaluation of the Washington Street corridor, the project team defined a set of performance metrics to assess the change in crash rates over time. As part of this effort, the team developed a crash data monitoring tool for the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO). The tool allows staff to update and maintain corridor-level data and analyze trends in crash rates, severity, and mode. The tool emphasizes crashes involving vulnerable road users and those that result in someone being killed or seriously injured, while also capturing vehicle-only and non-KSI crashes.

Key features of the tool include:

- An inputs tab labeled "Crashes", which organizes crash data. Users enter 5-year crash counts segregated by mode and severity into designated cells, and the tool calculates the mode percent shares. The tables are formatted to help visualize the distribution of crashes involving VRUs and the share that resulted in KSI.
- An outputs tab labeled "Summary Stats", which calculates Annual Average Crash Rates to help identify long-term trends. A rolling average is used to smoothen any seasonal or one-time variations. This tab also calculates the percent change between the data being evaluated and the baseline or previous iteration of this process.

This method provides a practical and feasible way for HEPMPO to monitor changes in crashes over time using existing data sources. **Table 6** shows the Annual Average Crash Rates for the 2019-2023 Baseline Crashes. As the agency starts to keep track of crashes in the corridor this table will expand to show the new crash rates and percent changes.

Table 6: Baseline Annual Average Crash Rates

Crash Type	Baseline
VRU-KSI	0.8
VRU-nonKSI	1
Vehicle-KSI	0.6
Vehicle-nonKSI	56.2
All Crashes	**58.6**

Appendix A: FHWA Safe System Project-Based Alignment Framework

Segments

Segments Data	A: West St – Lawrence St	West St – Lawrence St (CM)	B: Lawrence St – Charles St	Lawrence St – Charles St (CM)	C: Charles St – George St	Charles St – George St (CM)	D: George St – Mildred St	George St – Mildred St (CM)	E: Mildred St – Church St	Mildred St – Church St (CM)	F: Church St – Seminary St	Church St – Seminary St (CM)	G: Seminary St – Private Driveway /KFC	Seminary St – Private Driveway /KFC (CM)	H: Private Driveway /KFC – Lincoln Dr	Private Driveway /KFC – Lincoln Dr (CM)	I: Lincoln Dr – Jefferson Ave	Lincoln Dr – Jefferson Ave (CM)	J: Jefferson Ave – Euclid Ave	Jefferson Ave – Euclid Ave (CM)	K: Euclid Ave – Prospect Ave/Hollywood Dr	Euclid Ave – Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr – Flowing Springs Way	Prospect Ave/Hollywood Dr – Flowing Springs Way (CM)
Exposure Scoring Sheet																								
Vulnerable Road Users																								
Vulnerable Road Users Present (users per day)	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	50	50	50	50	50	50
Vulnerable Users Score	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6
Crossing Distance (Max Number of Lanes)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	5	4	6	5
Crossing Distance (Max Number of Lanes) Score	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	6	6	6	6	10	8	10	10
Exposure – Vulnerable Road Users Score	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	14	14	12	12	16	14	16	16
Motor Vehicles																								
Motor Vehicle Volumes (AADT)	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	17334	17334	18300	18300	18300	18300	18300	18300
Motor Vehicle Volumes	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	10	10	10	10	10	10	10	10

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
(AADT) Score																								
Roadway Width (feet)	40	40	30	30	30	30	25	25	30	30	30	30	30	30	35	34	40	34	40	38	58	48	90	64
Roadway Width Score	6	6	4	4	4	4	1	1	4	4	4	4	4	4	4	4	6	4	6	6	10	10	10	10
Exposure - Motor Vehicles Score	12	12	10	10	10	10	7	7	10	10	10	10	10	10	10	10	16	14	16	16	20	20	20	20
Likelihood Risk Factors (Motor Vehicle)																								
Roadside																								
Risk Factor: Lighting Conditions	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3
Risk Factor: Fixed Objects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3
Roadway and Intersection Geometry																								
Risk Factor: Obstructed Sight Distance	3	3	0	0	1.5	1.5	1.5	1.5	0	0	0	0	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0
Risk Factor: Topographical Risks	1.5	1.5	0	0	0	0	0	0	0	0	0	0	3	3	1.5	1.5	0	0	0	0	0	0	0	0
Risk Factor: Roadside Characteristics	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Risk Factor: Driveways	3	3	0	0	0.75	0.75	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	0.75	0.75	0	0
Risk Factor: Separation of Opposing Vehicular Direction of Travel	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1.5	1.5	1.5	1.5	3	3	3	3	3	3
Risk Factor: Crossing Conflict Driveway	3	3	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0
Risk Factor: Curvature	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5	0	0
Likelihood - Risk Factor Score - Motor Vehicles	6	6	2	2	4	4	4	4	5	5	5	5	6	6	5	5	4	4	6	6	5	5	4	4
Likelihood Score - Motor Vehicles Subtotal	15	15	3	3	9	9	9	9	12	12	12	12	15	15	12	12	9	9	15	15	12	12	9	9

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Likelihood Risk Factors (VRU)																								
Pedestrian and Bicycle Accommodation																								
Risk Factor: Pedestrian Space Separation	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	1.5	1.5	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	3	0.75	1.5	0.75	3	2.25
Risk Factor: Bike Space Separation	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Risk Factor: Pedestrian /Bike Time Separation	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	1	3	3	3	3	3	3
Roadside																								
Risk Factor: Lighting Conditions	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3
Roadway and Intersection Geometry																								
Risk Factor: Obstructed Sight Distance	3	3	0	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0
Risk Factor: Topographical Risks	1.5	1.5	0	0	0	0	0	0	0	0	0	0	3	3	1.5	1.5	0	0	0	0	0	0	0	0

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Risk Factor: Driveways	3	3	0	0	0.75	0.75	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	0.75	0.75	0	0
Risk Factor: Curvature	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5	0	0
Likelihood Risk Factor Score - Vulnerable Road Users	6	6	3	3	4	4	4	4	5	5	5	5	6	6	5	5	4	4	5	4	4	4	4	4
Likelihood Score - Vulnerable Road Users Subtotal	15	15	6	6	9	9	9	9	12	12	12	12	15	15	12	12	9	9	12	9	9	9	9	9
Severity Scoring Sheet																								
Vulnerable Road Users																								
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	32	32	32	32	42	40	42	40	42	42
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	15	15	15	15	20	20	20	20	20	20
Motor Vehicles																								

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	32	32	32	32	42	40	42	40	42	42
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	6	6	6	6	12	9	12	9	12	12
Summary Scoring Sheet																								
Exposure - Motor Vehicles Score	12	12	10	10	10	10	7	7	10	10	10	10	10	10	10	10	16	14	16	16	20	20	20	20
Likelihood - Motor Vehicles Score	15	15	3	3	9	9	9	9	12	12	12	12	15	15	12	12	9	9	15	15	12	12	9	9
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	6	6	6	6	12	9	12	9	12	12
Mode Subtotal - Motor Vehicles Score	180	180	30	30	90	90	63	63	720	720	720	720	900	900	720	720	864	756	2,880	2,160	2,880	2,160	2,160	2,160
Exposure - Vulnerable Road Users Score	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	14	14	12	12	16	14	16	16
Likelihood - Vulnerable Road	15	15	6	6	9	9	9	9	12	12	12	12	15	15	12	12	9	9	12	9	9	9	9	9

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Users Score																								
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	15	15	15	15	20	20	20	20	20	20
Mode subtotal - Vulnerable Road Users Score	900	900	360	360	540	540	540	540	2,160	2,160	2,160	2,160	2,700	2,700	2,160	2,160	1,890	1,890	2,880	2,160	2,880	2,520	2,880	2,880
TOTAL SCORE	**1,080**	**1,080**	**390**	**390**	**630**	**630**	**603**	**603**	**2,880**	**2,880**	**2,880**	**2,880**	**3,600**	**3,600**	**2,880**	**2,880**	**2,754**	**2,646**	**5,760**	**4,320**	**5,760**	**4,680**	**5,040**	**5,040**

Intersections

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Exposure Scoring Sheet																						
Vulnerable Road Users																						
Vulnerable Road Users Present (users per day)	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	50	50	50	50	50	50
Vulnerable Users Score	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6
Crossing Distance (Max Number of Lanes)	3	3	2	2	2	2	3	3	2	2	2	2	2	2	3	3	3	3	6	5	6	4
Crossing Distance (Max Number of Lanes) Score	6	6	4	4	4	4	6	6	4	4	4	4	4	4	6	6	6	6	10	10	10	8
Exposure Vulnerable Road Users Score	14	14	12	12	12	12	14	14	12	12	12	12	12	12	14	14	12	12	16	16	16	14
Motor Vehicles																						
Motor Vehicle Volumes (AADT)	9099	9099	7950	7950	7950	7950	9462	9462	8950	8950	7950	7950	7950	7950	20414	20414	18834	18834	19334	19334	22848	22848
Motor Vehicle Volumes (AADT) Score	6	6	6	6	6	6	6	6	6	6	6	6	6	6	10	10	10	10	10	10	10	10
Roadway Width (feet)	45	45	40	40	41	41	39	39	41	41	40	40	37	37	36	36	39	39	72	62	76	64
Roadway Width Score	8	8	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	10	10	10	10
Exposure Motor Vehicles Score	14	14	12	12	12	12	12	12	12	12	12	12	12	12	16	16	16	16	20	20	20	20
Likelihood Risk Factors (Motor Vehicle)																						

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Roadside																						
Risk Factor: Lighting Conditions																						
(Washington St) Eastbound	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	1.5	1.5	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	1.5	1.5			1.5	1.5	3	3
Intersection Operations																						
Risk Factor: Turn Right on Red Conditions																						
(Washington St) Eastbound	3	3	0	0	0	0	1.5	1.5	3	3	0	0	0	0	3	3	0	0	3	3	3	3
(Washington St) Westbound	3	3	0	0	3	3	1.5	1.5	3	3	0	0	0	0	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	0	0	1.5	1.5	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Permissive Left Turns																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			2	1	2	1
(Washington St) Westbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	2	1	3	3	2	1	2	1

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Northbound	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	3	3
Southbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	3	3			0	0	3	3
Risk Factor: Obstructed Sight Distance																						
(Washington St) Eastbound	0	0	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	0	0	0	0	0	0	0	0	1.5	1.5
(Washington St) Westbound	0	0	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	0	0	3	3	1.5	1.5	0	0
Northbound	1.5	1.5	3	3	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	1.5	1.5	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	0	0	0	0			0	0	0	0
Risk Factor: Topographical Risks																						
(Washington St) Eastbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5
(Washington St) Westbound	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			3	3	0	0
Risk Factor: Roadside Characteristics																						
(Washington St) Eastbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	1.5	1.5	1.5	1.5	1.5
(Washington St) Westbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	1.5	0	0

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Northbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Southbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			1.5	1.5	3	3
Risk Factor: Channelized Right-Turn Lane																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	1.5	0
Risk Factor: Driveways																						
(Washington St) Eastbound	0	0	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	0	0	1.5	1.5	0	0
(Washington St) Westbound	3	3	0	0	0	0	0	0	1.5	1.5	0	0	0	0	3	3	0	0	0	0	0	0
Northbound	1.5	1.5	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	1.5	1.5	3	3	3	3
Southbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	3	3			1.5	1.5	1.5	1.5
Risk Factor: Separation of Opposing Vehicular Direction of Travel																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1.5	1.5	3	1.5	3	1.5	0.75	0.75
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1.5	3	1.5	3	3	0.75	0.75

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor Crossing Conflict Driveway (Roundabout)																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Skewed Intersection																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	3	3
Roadway Information																						
Number of Legs	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4	4	4
Likelihood Risk Factor Score - Motor Vehicles	7	6	6	6	5	5	5	5	6	6	6	6	5	5	6	6	6	5	6	5	7	7
Likelihood Score: Motor	18	15	15	15	12	12	12	12	15	15	15	15	12	12	15	15	15	12	15	12	18	18

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Vehicle Subtotal																						
Likelihood Risk Factors (VRU)																						
Pedestrian and Bicycle Accommodation																						
Risk Factor: Pedestrian Space Separation																						
(Washington St) Eastbound	1.5	1.5	3	3	1.5	1.5	0.75	0.75	1.5	1.5	3	3	3	3	3	1.5	3	3	3	2.25	1.5	1.5
(Washington St) Westbound	1.5	1.5	3	3	1.5	1.5	0.75	0.75	3	3	3	3	3	3	3	1.5	3	3	3	1.5	3	1.5
Northbound	3	1.5	2.25	2.25	3	3	0.75	0.75	1.5	1.5	3	3	3	3	3	1.5	1.5	1.5	3	1.5	3	1.5
Southbound	1.5	1.5	2.25	2.25	1.5	1.5	0.75	0.75	1.5	1.5	3	3	3	3	3	1.5			3	1.5	3	1.5
Risk Factor: Bike Space Separation																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Pedestrian/Bike Time Separation																						
(Washington St) Eastbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25	3	3	3	2.25	2.25	2.25

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
(Washington St) Westbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25	3	3	3	2.25	3	2.25
Northbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25	3	3	3	2.25	3	2.25
Southbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25			3	2.25	3	2.25
Risk Factor: Bicycle Time Separation																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Lighting Conditions																						
(Washington St) Eastbound	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	1.5	1.5	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	1.5	1.5			1.5	1.5	3	3
Intersection Operations																						
Risk Factor: Right Turn on Red Conditions																						
(Washington St) Eastbound	3	3	0	0	0	0	1.5	1.5	3	3	0	0	0	0	3	3	0	0	3	3	3	3

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
(Washington St) Westbound	3	3	0	0	3	3	1.5	1.5	3	3	0	0	0	0	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	0	0	1.5	1.5	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Permissive Left Turns																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			2	1	2	1
(Washington St) Westbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	2	1	3	3	2	1	2	1
Northbound	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	3	3
Southbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	3	3			0	0	3	3
Roadway and Intersection Geometry																						
Risk Factor: Obstructed Sight Distance																						
(Washington St) Eastbound	0	0	3	3	0	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0
(Washington St) Westbound	0	0	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0	0	0
Northbound	1.5	1.5	3	3	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	1.5	1.5	3	3	0	0	1.5	1.5	1.5	1.5	0	0	1.5	1.5	0	0			0	0	0	0
Risk Factor: Topographical Risks																						
(Washington St) Eastbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
(Washington St) Westbound	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			3	3	0	0
Risk Factor: Channelized Right-Turn Lane																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	1.5	0
Risk Factor: Driveways																						
(Washington St) Eastbound	0	0	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	0	0	1.5	1.5	0	0
(Washington St) Westbound	3	3	0	0	0	0	0	0	1.5	1.5	0	0	0	0	3	3	0	0	0	0	0	0
Northbound	1.5	1.5	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	1.5	1.5	3	3	3	3
Southbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	3	3			1.5	1.5	1.5	1.5
Risk Factor: Skewed Intersection																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	3	3
Roadway Information																						
Number of Legs	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4	4	4
Likelihood Risk Factor Score - Vulnerable Road Users	7	7	7	7	5	5	5	5	7	7	7	7	7	7	8	7	7	7	7	6	9	8
Likelihood Score: VRU Subtotal	18	18	18	18	12	12	12	12	18	18	18	18	18	18	21	18	18	18	18	15	24	21
Severity Scoring Sheet																						
Vulnerable Road Users																						
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	42	40	42	40	42	42	42	42
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	20	20	20	20	20	20	20	20
Motor Vehicles																						
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	42	40	42	40	42	42	42	42
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	12	9	12	9	12	12	12	12
Summary Scoring Sheet																						
Exposure - Motor Vehicles Score	14	14	12	12	12	12	12	12	12	12	12	12	12	12	16	16	16	16	20	20	20	20

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Likelihood - Motor Vehicles Score	18	15	15	15	12	12	12	12	15	15	15	15	12	12	15	15	15	12	15	12	18	18
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	12	9	12	9	12	12	12	12
Mode Subtotal - Motor Vehicles Score	252	210	180	180	144	144	144	144	1080	1080	1080	1080	864	864	2880	2160	2880	1728	3600	2880	4320	4320
Exposure - Vulnerable Road Users Score	14	14	12	12	12	12	14	14	12	12	12	12	12	12	14	14	12	12	16	16	16	14
Likelihood - Vulnerable Road Users Score	18	18	18	18	12	12	12	12	18	18	18	18	18	18	21	18	18	18	18	15	24	21
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	20	20	20	20	20	20	20	20
Mode subtotal - Vulnerable Road Users Score	1,260	1,260	1,080	1,080	720	720	840	840	3,240	3,240	3,240	3,240	3,240	3,240	5,880	5,040	4,320	4,320	5,760	4,800	7,680	5,880
TOTAL SCORE	**1,512**	**1,470**	**1,260**	**1,260**	**864**	**864**	**984**	**984**	**4,320**	**4,320**	**4,320**	**4,320**	**4,104**	**4,104**	**8,760**	**7,200**	**7,200**	**6,048**	**9,360**	**7,680**	**12,000**	**10,200**

Appendix B: Countermeasures Cost Estimates

Corridor Wide Estimates

	Other	Backplate Retrofit (per head)	Mobilization (4%)	Maintenance and Protection of Traffic (10%)	Contingencies (25%)	Inspection (12%)	Engineering (25%)	TOTAL
Between KFC Dwy and Flowing Springs Road Commercial Area								
Reduce Travel Lanes to 11ft	$16,620	-	$665	$1,662	$4,155	$1,994	$4,155	$29,252
Consistent Corridor Cross-Section with Continuous Curbline	$219,229	-	$8,769	$21,923	$54,807	$26,308	$54,807	$385,844
ADA Compliant Sidewalk	$1,829,586	-	$73,183	$182,957	$457,397	$219,550	$457,397	$3,220,072
All signalized Intersections								
Signal Backplates	-	$9,800	$392	$980	$2,450	$1,176	$2,450	$17,248
Ped Features	$574,110	-	$22,964	$57,411	$143,528	$68,893	$143,527	$1,010,434
FYA Protected Permissive	-	$42,270	$1,691	$4,227	$10,568	$5,072	$10,568	$74,395
Revise Signal Timings for Protected Permitted Left Turns	$46,935	-	$1,877	$4,694	$11,733	$5,632	$11,734	$82,606
Location Specific								
RRFB and High Visibility Crosswalk at Alla Willa Dr	$58,411	-	$2,336	$5,841	$14,603	$7,009	$14,603	$102,803
Access Management at Charlies Too property	$16,750	-	$670	$1,675	$4,188	$2,010	$4,188	$29,480
Access Management at Jefferson Ave Southern Quadrant Properties	$73,700	-	$2,948	$7,370	$18,425	$8,844	$18,425	$129,712
Lane Reconfiguration of Washington St WB between Hollywood Dr and Jefferson Ave	$562,973	-	$22,519	$56,297	$140,743	$67,557	$140,743	$990,837
Total (Rounded) - $5,595,000								

Location Specifications Estimates

	Other	Backplate Retrofit	Pavement Marking Removal	W/24" Thermo	Mobilization (4%)	Maintenance and Protection of Traffic (10%)	Contingencies (25%)	Inspection (12%)	Engineering (25%)	TOTAL
Washington Street and West Street										
Restripe NB West St for Left Turn Lane	$5,053	-	-	-	$202	$202	$1,263	$606	$1,263	$8,892
Protected Permissive Left Turn & Restripe NB West for Left Turn	$18,705	-	-	-	$748	$748	$4,676	$2,245	$4,676	$32,920
Curbed Driveways	$92,378	-	-	-	$3,695	$3,695	$23,094	$11,085	$23,094	$162,585
High-Visibility Crosswalk NB approach	-	-	$1,824	$1,824	$146	$146	$912	$438	$912	$6,420
Signal Backplates	-	$2,800	-	-	$112	$112	$700	$336	$700	$4,928
Washington Street and Flowing Springs										
Eliminate Channelized Yield Right Turn at NE Corner	$3,927	-	-	-	$157	$393	$982	$471	$982	$6,912
Update Right Turn Lane Drop Markings & Signing on SB Flowing Springs Rd	$1,629	-	-	-	$65	$163	$407	$195	$407	$2,866
Eliminate Painted Channelized Right Turn Merge Lane from US 340. Convert to Yield Condition	$6,232	-	-	-	$249	$623	$1,558	$748	$1,558	$10,967
Construct Median Islands as Pedestrian Refugee Areas	$232,151	-	-	-	$9,286	$23,215	$58,038	$27,858	$58,038	$408,586
Install Ped Features at Intersection	$252,641	-	-	-	$10,106	$25,264	$63,160	$30,317	$63,160	$444,648
Replace 5-Section Heads to FYA Protected Permissive	$14,090	-	-	-	$564	$1,409	$3,523	$1,691	$3,527	$24,798
Revise Signal Timings for Protected Permitted Left Turns	$15,645	-	-	-	$626	$1,565	$3,911	$1,877	$3,911	$27,535
Signal Backplates	-	$3,500	-	-	$140	$350	$875	$420	$875	$6,160
Total (Rounded) - $1,108,000										

Appendix C: Public Feedback

Public Comment Period

There was a 30-day public comment period from March 23 – June 23, 2025, to allow for the public to review of the draft plan and provide written comment. The draft plan was posted on HEPMPO's website and hard copies of the plan were made available at the Charles Town Library. Copies could also be requested directly from HEPMPO.

Response Summary

The plan received one public comment, which is detailed below.

Public Comment	Response
Washington Street in Charles Towns is an urban street that is lined with a mix of uses. The segment from West Street to Lincoln Drive has a mix of uses built close to the street, a regular block pattern of intersecting streets, limited curb cuts, on-street parking, and sidewalks. The segment between Lincoln Street to Flowing Springs Road is a thoroughfare that is a mix between a street and a road, a type of hybrid road design commonly referred to as a stroad. The buildings are pushed back from the street, there is a continuous center turn lane, multiple curb cuts, and a sporadic placement of disconnected sidewalks. Charles Town's city leadership, technical staff, and community members have agreed upon the desired user behavior along Washington Street between West Street and Lincoln Drive. Through multiple planning efforts and policy decisions, the city has agreed that the character of this street should be an urban street that prioritizes safety above all other objectives	Thank you for your thoughtful and detailed comment regarding the Washington Street Corridor Study. Your observations about the contrasting segments of Washington Street—from West Street to Flowing Springs Road—are insightful and align closely with the findings of the Safety Corridor Assessment. The study is guided by four primary goals: • **Enhancing safety for all users**, with a particular focus on vulnerable road users (VRUs) such as pedestrians and cyclists. • **Reducing the number of Killed or Seriously Injured (KSI) incidents** along the corridor through targeted interventions. • **Positioning the City to pursue competitive grant opportunities**, including the *Safe Streets for All* program and the *Highway Safety Improvement Program*, by aligning with state and federal safety priorities. • **Informing the design phase** with conceptual improvements and

Particular attention has been raised towards increasing the safety and increasing awareness of non-motorist users.

There is far less agreement on the desired user behavior along Washington Street between Lincoln Drive and Flowing Springs Road. The Safety Corridor Assessment highlights this confusion and lack of clarity. If the design intent of Washington Street is to prioritize safety, particularly for non-motorist users, elected officials must provide direction and guidance to technical staff that this portion of Washington Street should be an urban street that prioritizes safety above all other objectives. Particular attention should be directed toward safety elevation and increasing awareness of non-motorist users.

Introduction (p 1)

- Additional attention should be added highlighting that Washington Street is an urban, main street, in a historic downtown. The Historically Hip character and identity adopted by Charles Town should be reflected in street design decisions.

Existing and Future Conditions (p 3)

- On-street parking is permitted along the entire corridor of Washington Street, and is only omitted in the portion between the KFC and Flowing Springs Road. On-street is a benefit to adjacent property owners and this should be noted.

proven safety countermeasures, grounded in data-driven analysis and community input, to guide future implementation.

We appreciate your recognition of the urban street character between West Street and Lincoln Drive, where the community has consistently prioritized safety through planning and policy. This segment serves as a strong example of how thoughtful design can support safe, multimodal transportation.
Your comments regarding the segment between Lincoln Drive and Flowing Springs Road highlight a critical challenge: balancing pedestrian safety and urban mobility with the demands of vehicular traffic. As you noted, the current design lacks clarity, which contributes to inconsistent user behavior and increased safety risks. The Safety Corridor Assessment underscores this issue and calls for clear, safety-oriented improvements that align with the study's overarching goals.

Your input reinforces the importance of establishing a unified vision for the corridor and advancing toward implementation. We will ensure your comments are included in the public record and considered as part of the next steps in planning and design. Your comments have been provided directly to WVDOT District 5 for their consideration and possible implementation, specifically pertaining to pavement markings and signage. Thank you again for your engagement and your commitment to a safer, more connected Washington Street.

- Additional detail and study is needed when reviewing the Average Daily Trips (ADT). The ADT drops at Lincoln Avenue. I doubt that over 12,000 trips terminate at the KFC drive thru. It is more likely that these trips terminate much sooner in the corridor, possibly at the intersection of Jefferson Avenue. This information is important in the decision making for the street section in areas where the right of way is constrained restricting the construction of a sidewalk.

Active Transportation (p 4)

- Please note the lack of pedestrian crossings across Washington Street.
- The distance between the Mildred Street crosswalk and the crosswalk at Alfredos is over 2,200. Due to the the missing sidewalk on the north side of Washington St. A pedestrian would have to cross twice and double back to cross the street.
- Striping is an important thing to note here. Washington Street has a double yellow line with no breaks at the street intersections. The lack of breaks at the intersection conveys to the driver higher speeds and reduces their awareness of these cross streets. This increases the risk to people that are attempting to cross the street at an intersection.

Transit System (p5)

- It should be noted that there is no pedestrian connection to Washington

Street. This is important to note because any intersection improvements should include the missing portion of sidewalk across Willow Spring Drive.

Safety (p 6)

- It is important to note that these locations have been designed to best accommodate the throughput of vehicles - wide travel lanes and dedicated turn lanes

Community Context (p 8-9)

Additional crosswalks are not being included in the concept development or recommendations portion of this report. Near miss crashes could be the result of mismatched expectations for motorist behavior as they navigate Washington Street.

Future Conditions (p 13)

- "Washington Street is a key focus in the Historically Hip Charles Town 2040 Comprehensive Plan. The plan promotes a Complete Streets approach, proposing to narrow travel lanes to 10 feet and widen sidewalks to 13 feet to enhance comfort and safety for pedestrians and cyclists, while also supporting retail activity and public uses. However, the Future Roadway Network Improvements Map created by the city in 2018 (Figure 11), does not show any planned improvements along the Washington Street corridor."

- This should be a call to action for the Charles Town City Council to update the *"Future Roadway Network Improvements Map"* to align with the policies and vision of the Comprehensive Plan.

Concept Development (p 19-21)

- The concept prioritizes the throughput of vehicles at speed, and makes it more dangerous for pedestrians.
- The addition of dedicated left turn lane and lane widths of over 12 feet on West Street does not make it safer for pedestrians.
  - Additional cost is needed to change out the signal heads
  - Wide lanes and dedicated turn lanes maximize the right of way while restricting the ability to address any pedestrian accommodation or ADA compliance.
- Safety should be a top design priority, particularly for non-motorist users, Particular attention should be directed toward safety elevation and increasing awareness of non- motorist users.
  - Lanes should be appropriately sized and clearly defined to achieve a 25 mph speed.
  - Remove excess pavement at the intersection to clearly define drive lanes and pedestrian areas.

        - Move travel lanes to the center of the right of way to increase visibility for drivers.
        - Excess pavement can be reclaimed for wider sidewalks, landscaping, stormwater management, or on-street parking.
    - Daylight the intersection to increase driver visibility.
    - Increase Sidewalk widths and add directional ADA crossings
    - Defined and marked on-street parking should be encourage
- The recommendation to "*Utilize updated traffic counts to update corridor signal coordination. Update phasing, cycle lengths, splits and offsets to reduce corridor congestion and mainline queue lengths.*" asserts the idea that this intersection is congestested. This framing triggers a design approach to increase the throughput of vehicles which may be a determinate to other objectives identified in this report. This is not a congested intersection. This intersection is currently confusing for all users, which results in frustrations.
    - This is an intersection that needs to better define the use of space and convey that you have entered Historically Hip Charles Town.
- The Pedestrian Scramble has created issues with its use at Washington and

George Street. Pedestrians must wait several light cycles to receive permission to cross the intersection. If a visitor is unfamiliar with the scramble, they end up having to wait through two scrabble to make two crossings. These signals should include an automatic walk signal to align with the movement of traffic.

Flowing Spring Road and Washington Street (p 23-24)

- Each pedestrian crossing should also include a connection to any existing sidewalk.
    - The missing portion of sidewalk across Willow Spring Drive to the Walgreens and bus stop.
    - Sidewalks on Flowing Spring North to Sheetz and Martins Shopping Center
    - Sidewalks east on Washington St (340)
- Explore removing the dedicated right turn lane on Washington St between Flowing Spring and the off-Ramp.
    - Reduce the conflicts from the weave of drivers making a right turn off the ramp and drivers on Washington Street trying to make a right turn on Flowing Springs.
- Reduce lane widths to 11 feet

Washington Street Between KFC Western Driveway and Flowing Springs Road

- Explore the elimination or removal of the continuous center turn lanes.
    - Focus on intersections with platted streets to define the intersections.
    - Instal raised medians for visual narrowing and to define travel lanes.
    - Install raised medians on either side of proposed pedestrian crossings
- Better define the travel lanes at the Jefferson Avenue Intersection
- Work with adjacent property owners to consolidate, reduce, and close, excessive driveways.
- Work with Jefferson County and City of Charles Town to update land development requirements that encourage and require cross access and development of parallel networks.
    - Example: Connecting Roadway Inn (Turf Motel) to Hollywood drive.
    - Example: construct an alley parallel to Washington between Wall Aly and Jefferson Avenue
- The proposed upgrade to the existing brick crosswalk uncontrolled crossing of Washington Street at Alla Willa Drive should also include a raised median on both sides of the crossing, providing a pedestrian refuge.
    - Add lighting that will illuminate the profile of the pedestrian
    - An alternative location for this crossing could be west of the

Mcdonalds, where turing and driveway conflicts do not exist.

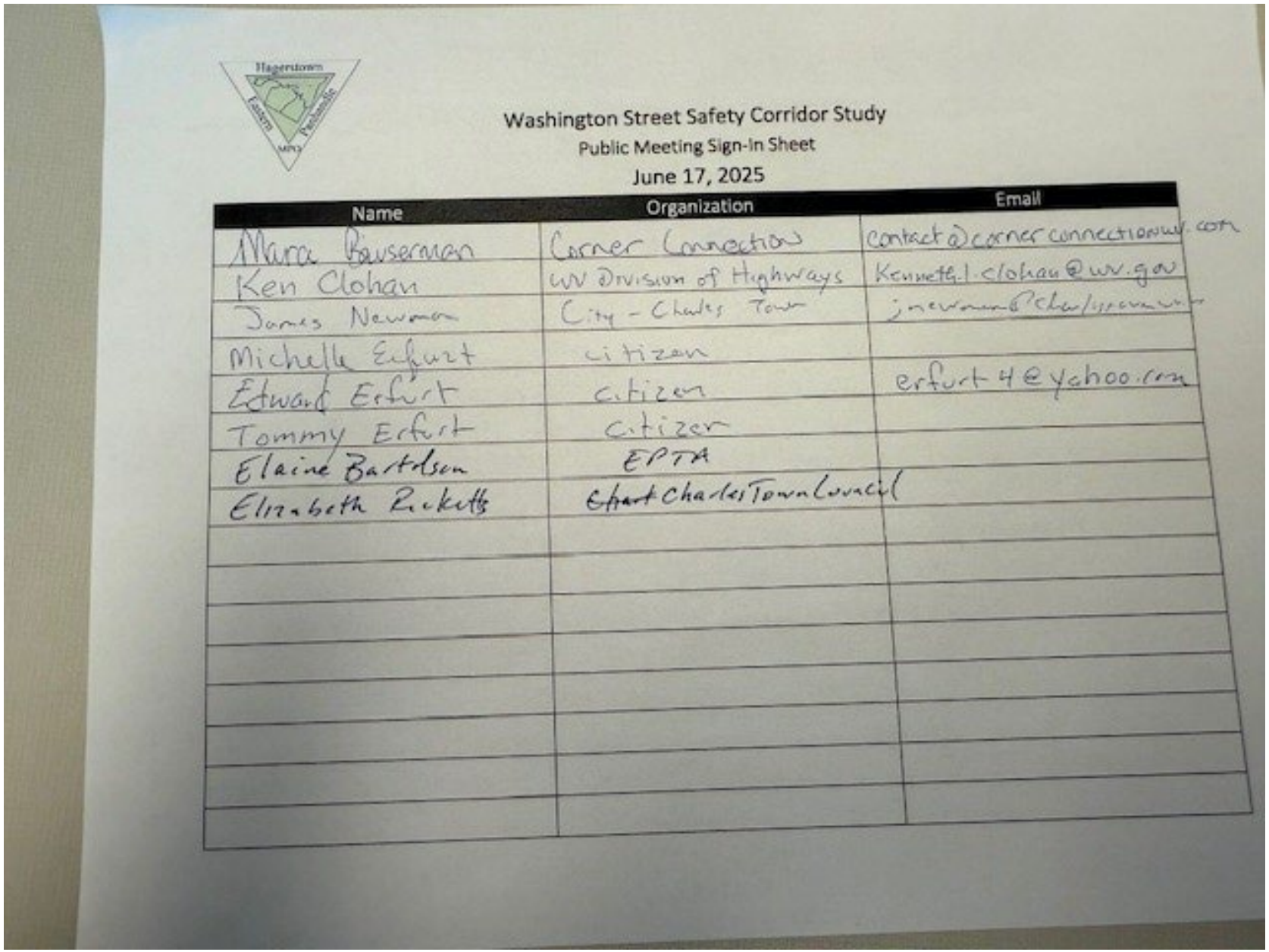
Segment of Washington Street between Jefferson and Euclid Avenues (p 28)

- This segment of Washington Street is shown prioritizing the high speed through movement of cars.
- There is continued conflict of turn lanes for Hollywood Drive and Euclid.
    - An additional lane emerges in this segment of the street without additional trip input. This additional lane is resulting in more signage and paint, adding complexity to navigating this location.
    - The two lanes are creating a conflict with access to Euclid,
        - Center turn lane conflicts
        - Left movements from Euclid must cross 3 lanes with traffic obstructions
        - Are two through lanes needed here? Could this additional lane occur past. Prospect Place?
- Could the turn lanes - if needed - be defined.
    - The continuous center turn lane serves two streets and two private driveways.
        - The current and proposed stipping fails to address the conflicts, which confuse drivers. Drivers

often brake short because it is unclear which left the driver in front is taking. • 7-11 and Advance Auto Parts have access to two public streets so unrestricted access to their Washington Street driveway is redundant. **Figure 22: Washington Street Commercial Area Hollywood Drive/Prospect Avenue to Flowing Springs Road (p 29)** • The dedicated west bound right turn lane on Washington Street is a great idea that should be implemented ASAP. • All lanes should be reduced to 10-11 feet west of the Hollywood Drive Light. I also want to close my comments to say that many of the recommendations in the report can be deployed quickly and cheaply with the use of paint and bollards. I hope this report will provide the guidance for the City and the State to work together to proceed with things like striping as soon as possible.	

Public Meeting

A hybrid public meeting was held on June 17, 2025, at the Charles Town Library in the County Commission Meeting Room. The presentation is posted on HEPMPO's website. A list of the attendees is below.



Washington Street Safety Corridor Study

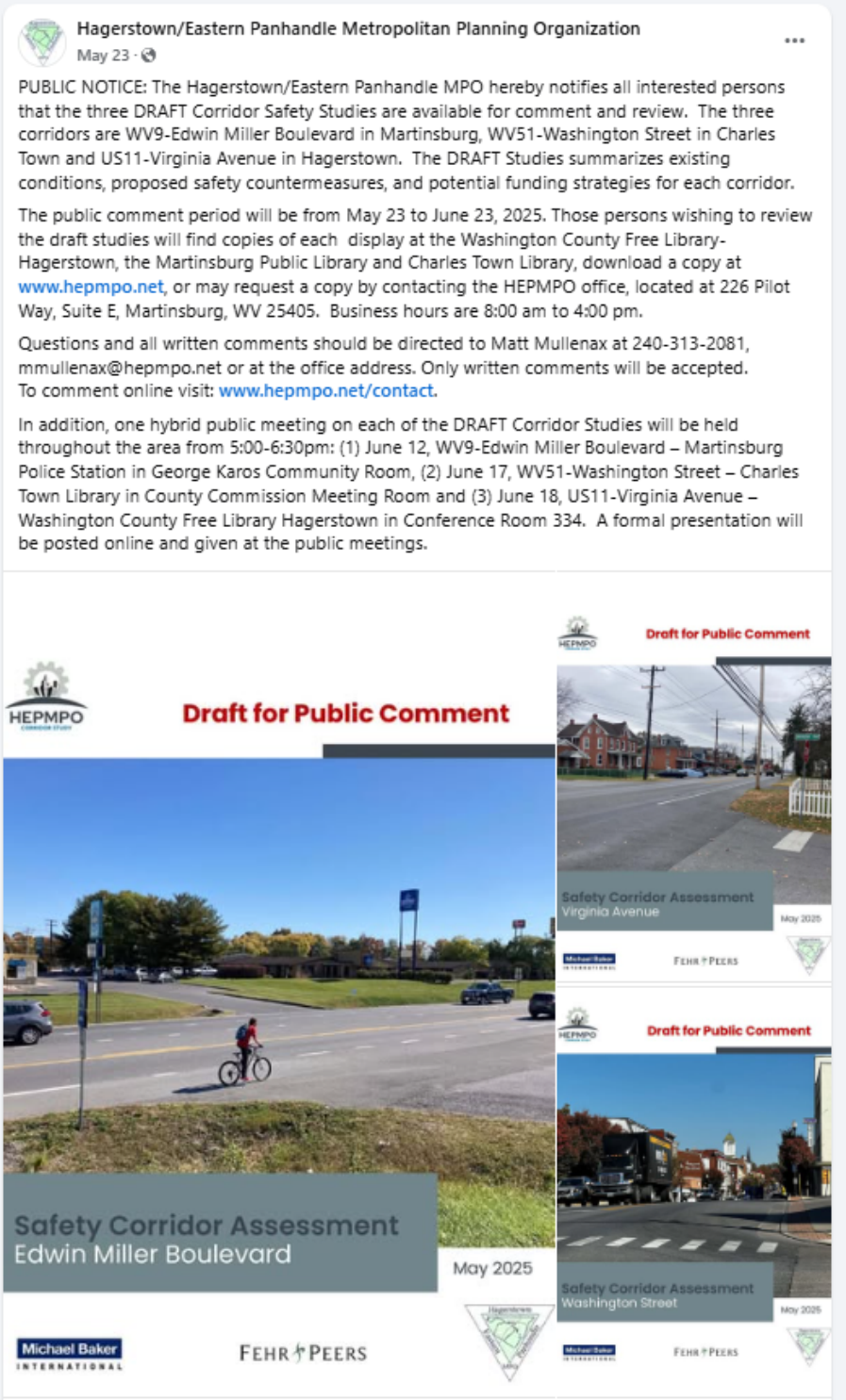
Public Meeting Sign-In Sheet

June 17, 2025

Name	Organization	Email
Marcia Bauserman	Corner Connection	contact@cornerconnectionwv.com
Ken Clohan	WV Division of Highways	Kenneth.l.clohan@wv.gov
James Newman	City - Charles Town	jnewman@charlestownwv.com
Michelle Erfurt	citizen	
Edward Erfurt	citizen	erfurt4@yahoo.com
Tommy Erfurt	citizen	
Elaine Bartelson	EPTA	
Elizabeth Ricketts	Chart Charles Town Council	

Social Media Posts & Website

HEPMPO utilized social media posts and its website to provide public notice on the plan's public comment period and the public meeting.



Hagerstown/Eastern Panhandle Metropolitan Planning Organization
May 23 ·

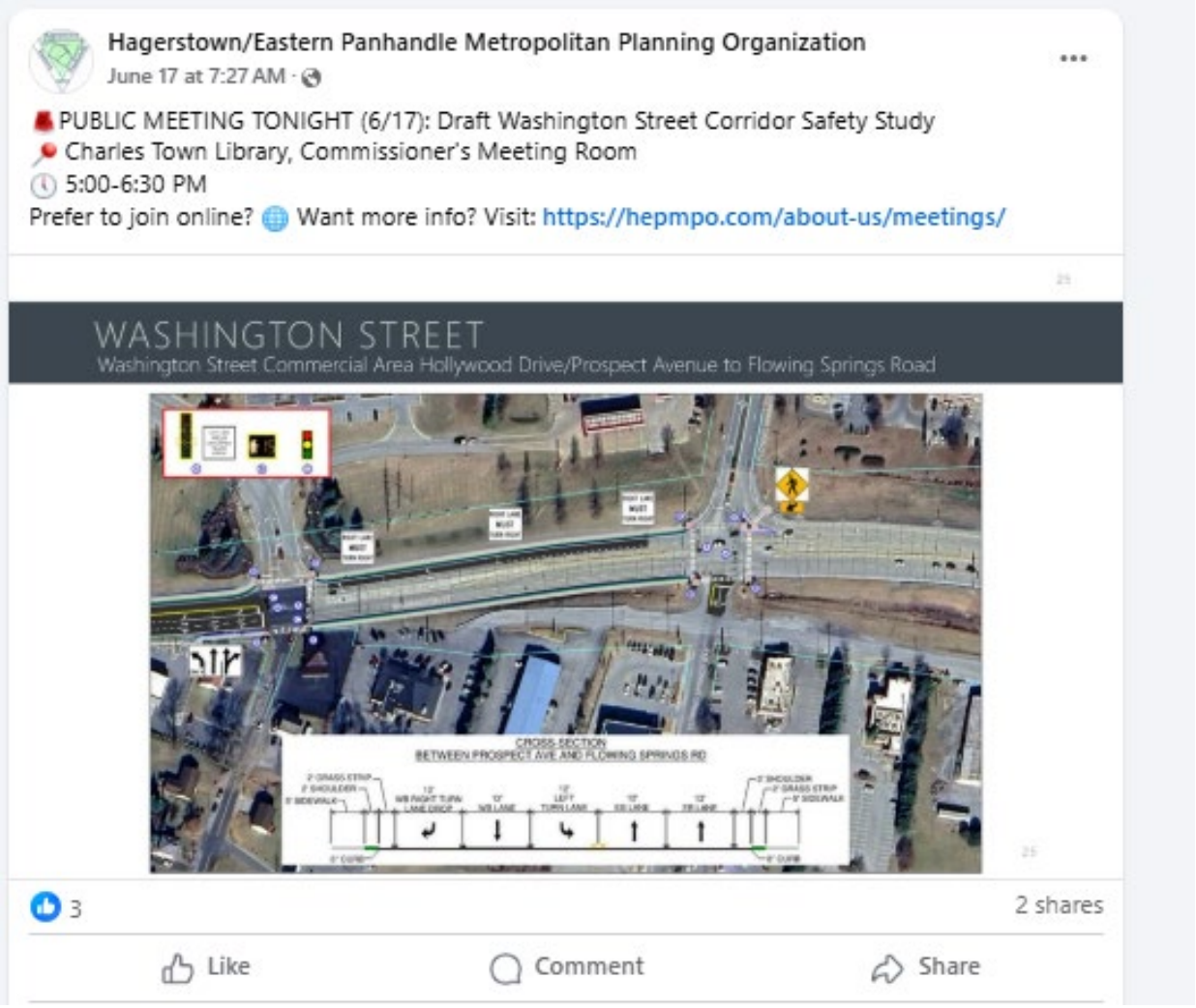
PUBLIC NOTICE: The Hagerstown/Eastern Panhandle MPO hereby notifies all interested persons that the three DRAFT Corridor Safety Studies are available for comment and review. The three corridors are WV9-Edwin Miller Boulevard in Martinsburg, WV51-Washington Street in Charles Town and US11-Virginia Avenue in Hagerstown. The DRAFT Studies summarizes existing conditions, proposed safety countermeasures, and potential funding strategies for each corridor.

The public comment period will be from May 23 to June 23, 2025. Those persons wishing to review the draft studies will find copies of each display at the Washington County Free Library-Hagerstown, the Martinsburg Public Library and Charles Town Library, download a copy at www.hepmpo.net, or may request a copy by contacting the HEPMPO office, located at 226 Pilot Way, Suite E, Martinsburg, WV 25405. Business hours are 8:00 am to 4:00 pm.

Questions and all written comments should be directed to Matt Mullenax at 240-313-2081, mmullenax@hepmpo.net or at the office address. Only written comments will be accepted. To comment online visit: www.hepmpo.net/contact.

In addition, one hybrid public meeting on each of the DRAFT Corridor Studies will be held throughout the area from 5:00-6:30pm: (1) June 12, WV9-Edwin Miller Boulevard – Martinsburg Police Station in George Karos Community Room, (2) June 17, WV51-Washington Street – Charles Town Library in County Commission Meeting Room and (3) June 18, US11-Virginia Avenue – Washington County Free Library Hagerstown in Conference Room 334. A formal presentation will be posted online and given at the public meetings.


Washington Street Corridor Safety Meeting


Hagerstown/Eastern Panhandle Metropolitan Planning Organization
June 17 at 7:27 AM
PUBLIC MEETING TONIGHT (6/17): Draft Washington Street Corridor Safety Study
Charles Town Library, Commissioner's Meeting Room
5:00-6:30 PM
Prefer to join online? Want more info? Visit: https://hepmpo.com/about-us/meetings/
WASHINGTON STREET
Washington Street Commercial Area Hollywood Drive/Prospect Avenue to Flowing Springs Road
CROSS-SECTION
BETWEEN PROSPECT AVE AND FLOWING SPRINGS RD
3
2 shares
Like
Comment
Share

Hagerstown/Eastern Panhandle Metropolitan Planning Organization
June 4 at 8:00 AM ·

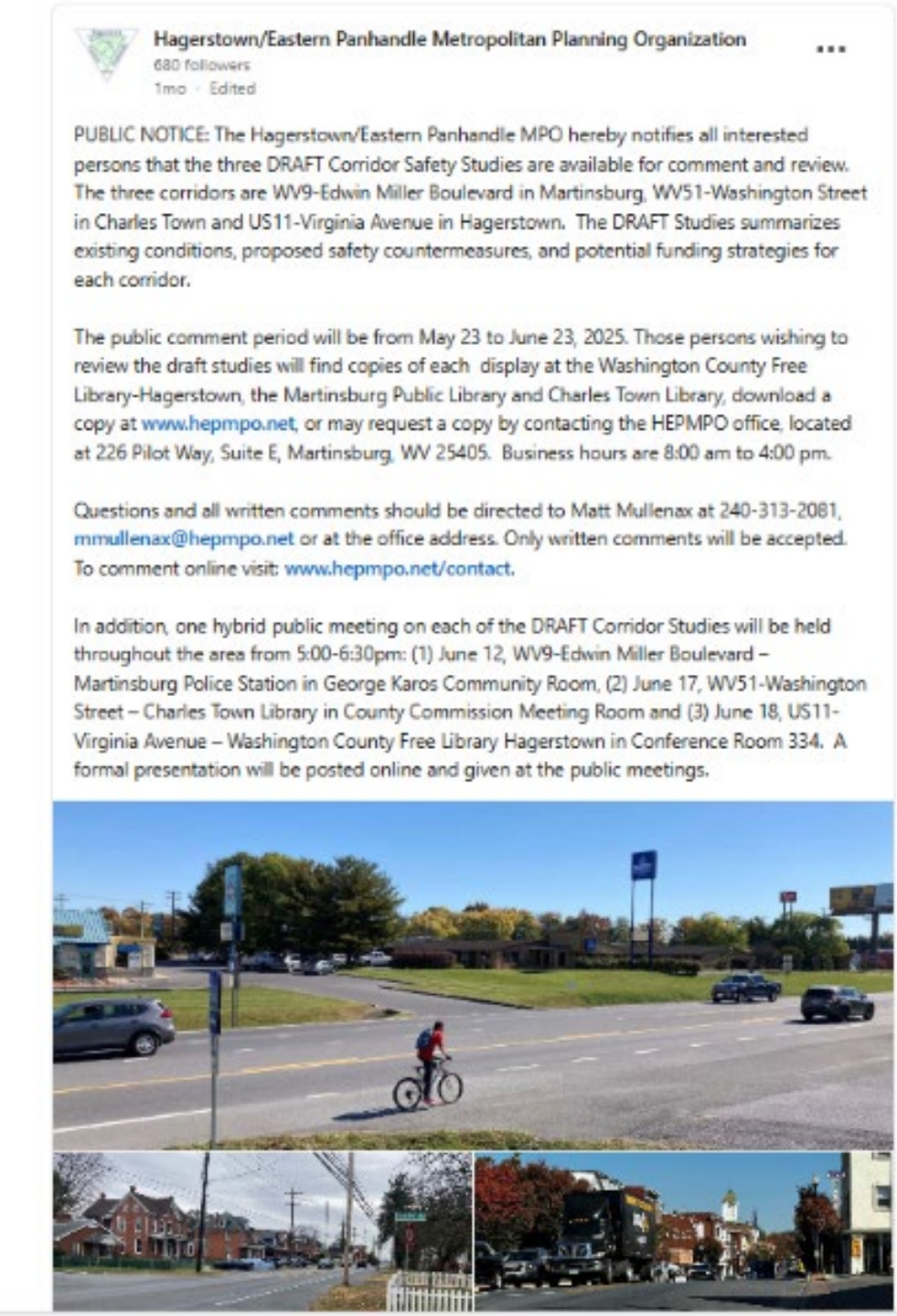
Comment on the Draft Washington Street Corridor Safety Study

Public meeting is scheduled at:
Charles Town Library (June 17)
From 5:00-6:30 PM.
Prefer to join online? Want more info? Check it out: https://hepmpo.com/

Figure 15: West Street and Washington Street Intersection Proposed Countermeasures

3 1 share

Like Comment Share



Hagerstown/Eastern Panhandle Metropolitan Planning Organization
680 followers
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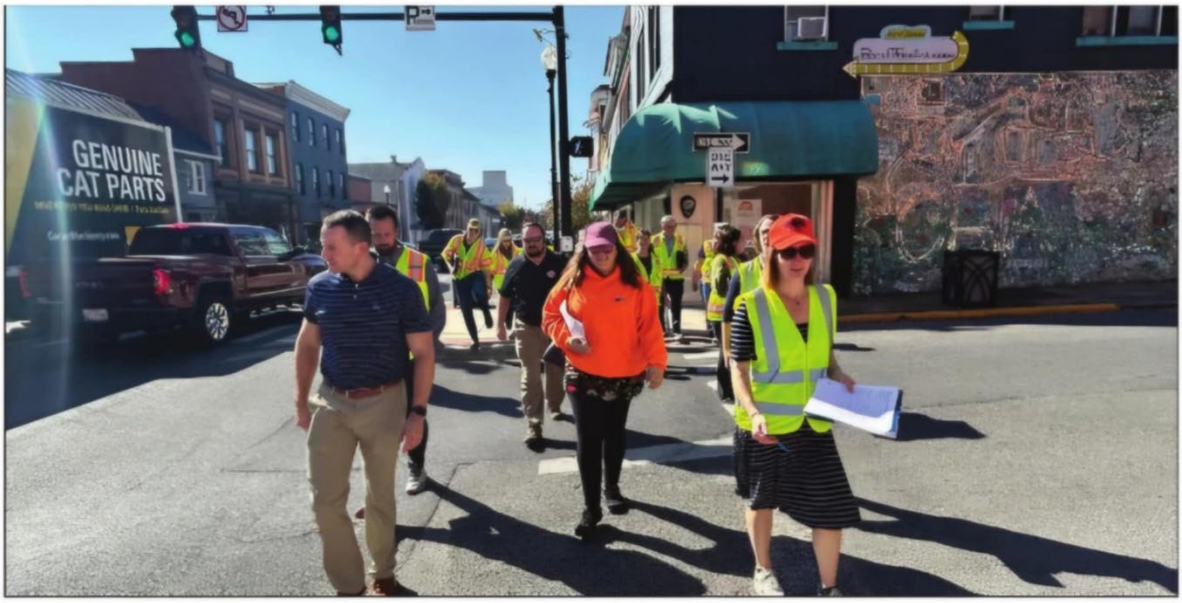
News Articles

While there was no local press coverage on the plan's public comment period or on the public meeting, there was coverage of the field visit in October 2024.

PUBLIC SAFETY



ERIK ANDERSON

Traffic engineers walk on Washington Street in Charles Town to evaluate firsthand the city's main downtown thoroughfare for pedestrian safety issues. The traffic corridor is considered among the most dangerous in the region for pedestrians.

HAZARDOUS WALK

Washington Street shows major pedestrian safety issues

By ERIK ANDERSON
Spirit staff writer

To the many people who walk around downtown Charles Town on a daily basis, Washington Street may seem like every typical small-town main street. But the traffic engineers and urban planners who visited the city last week saw elements that make the thoroughfare stand among the most dangerous pedestrian corridors in the region.

(See **HAZARD** Page 5)

HAZARD

FROM PAGE 1

The site visit on Oct. 22 was led by the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEMPO), a regional planning organization designated by the federal government to help coordinate transportation projects across different jurisdictions and to provide guidance to state transportation officials and local communities.

The organization released a report in May showing that there were 240 traffic collisions on Washington Street from 2018 through 2022. Of those, 41 resulted in injuries, with six being classified as "fatal or severe." Five of the recorded collisions involved vehicles striking pedestrians.

Matt Mullenax, the HEMPO executive director, said addressing the safety issues on Washington Street, a state-controlled highway that cannot be altered by the city of Charles Town, will begin with a "corridor safety study" that will provide recommendations to the West Virginia Division of Highways.

The Oct. 22 site visit was the first step in compiling that study. More than a dozen traffic safety experts donned high-visibility neon yellow vests and took notes about the hazards at intersections from West Street in the western side of the city to Flowing Springs Road to the east. The team included representatives from the West Virginia Department of Transportation, the Federal Highway Administration, two private consulting firms, and the city of Charles Town.

Mullenax said the initiative is a long way from turning the experts' observations into recommendations, but following the site visit he detailed several concerning issues that the team noticed. For example, he said there are poor lines of sight at the intersection of West and Washington streets.

"[Drivers] really have to edge out if they're going to turn on red," he said of the intersection. "Around the gas station, we saw some trucks that just kind of come up on the sidewalk with the right side of their vehicles to try to make a right on red. Some of that behavior is surprising."

He said drivers likely do that in part to save time, but noted, "That's not safe behavior for themselves or anyone else in the intersection."

As the team walked north from that intersection up toward Mildred Street, they noted several intersections that would likely benefit from crosswalks, and they questioned the usefulness of several patches of brick inlay on the street. Mullenax assumed the brick is meant as a visual signal for drivers to slow down, but said he saw no evidence of their effectiveness on driver behavior.

When the group got past Mildred Street, they decided to head back to their cars to visit the area of Washington Street between Alla Wila Drive and Flowing Springs Road. They transitioned to vehicles because they were aware of gaps in sidewalk coverage on that side of town.

Charles Town Councilwoman Elizabeth Ricketts, who serves as the Jefferson County municipal representative to HEMPO, was a city representative on the site visit. She told the group that the area of Washington Street near Hollywood Casino sees high pedestrian use because of several nearby apartment complexes and the Jefferson County office of the West Virginia Department of Human Services.

To understand the typical pedestrian experience in the area, Mullenax decided to walk across Washington Street at Flowing Springs Road. In particular, he wanted to gauge whether the traffic signal there provides enough time for a pedestrian to cross comfortably.

"I would probably consider myself an able-bodied pedestrian, but I did feel like there was a decent amount of time to clear the intersection just walking," he said. "However, it would be difficult for a pedestrian that's in any sort of mobility aid device to access the push button on the signal pole."

But more than being concerned with the nature of the traffic signal, he worried about driver behavior.

"It is clear that the drivers, at least in the small sample size of my experience, they're not expecting a pedestrian there," Mullenax said. "Folks that are coming south on Flowing Springs and they want to make a right to head into Charles Town, they're looking to make sure there isn't a car to their left; they're not looking to their right for a pedestrian."

He said during his crossing, he noticed at least one driver who appeared to be surprised to see him in the crosswalk brake suddenly, and another driver drove right in front of him without appearing to notice him at all.

Mullenax said he believes the team captured enough data for a full set of recommendations, but said the one aspect of traffic safety that the team didn't get to investigate is night time visibility. He said the team noticed few street lamps along Washington Street. Without visiting at night, he said, the team couldn't tell whether ambient light from buildings is sufficient for traffic safety.

After the visit, Ricketts said she is hopeful that HEMPO's planned recommendations will prompt the state highways division to make changes to the streetscape in the 10- to 20-year timeframe.

She said that even though the city council isn't empowered to make direct changes to Washington Street, she believes the city can encourage safer driving behavior by increasing the level of pedestrian activity in the downtown area.

"I think that people are more likely to slow down if downtown is bustling with activity," she said. "I think having a vibrant downtown can help with the safety elements."

Ricketts said that if individuals want to improve pedestrian safety, they can contribute to transportation studies by filling out surveys. There isn't a current survey related to the HEMPO study, but she noted that the Eastern Panhandle Transit Authority is running a public survey that will influence its decisions about bus routes.

That survey can be found online at tinyurl.com/23z-k4a8n.

"The more people that we have using public transit, the fewer cars there are congesting our roadways, and ultimately, hopefully, the safer the traffic network in our community," she said.