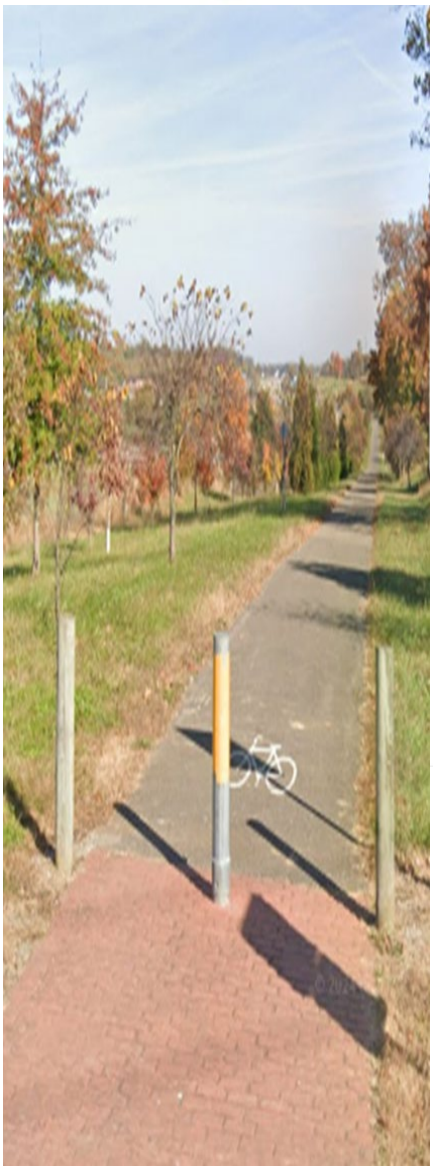
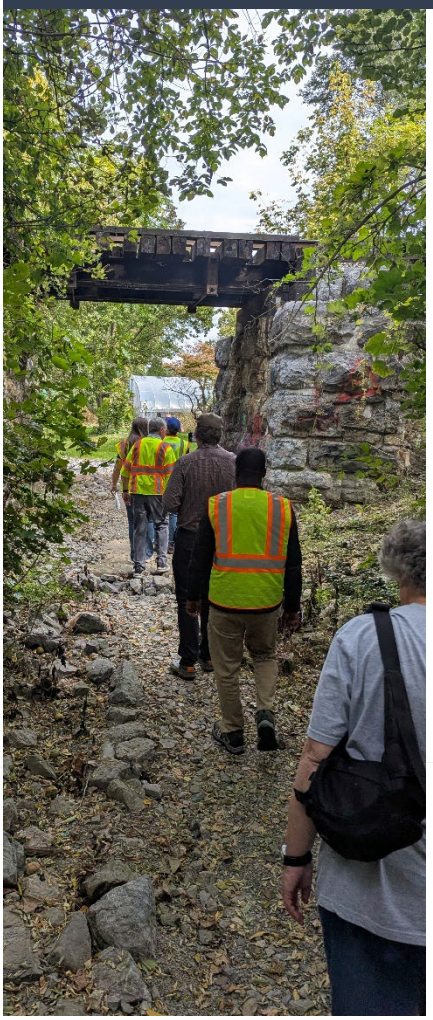
WV Route 9 Bike Path Connectivity Plan





April 2026

Draft for Public Comment

Michael Baker INTERNATIONAL

Fehr & Peers

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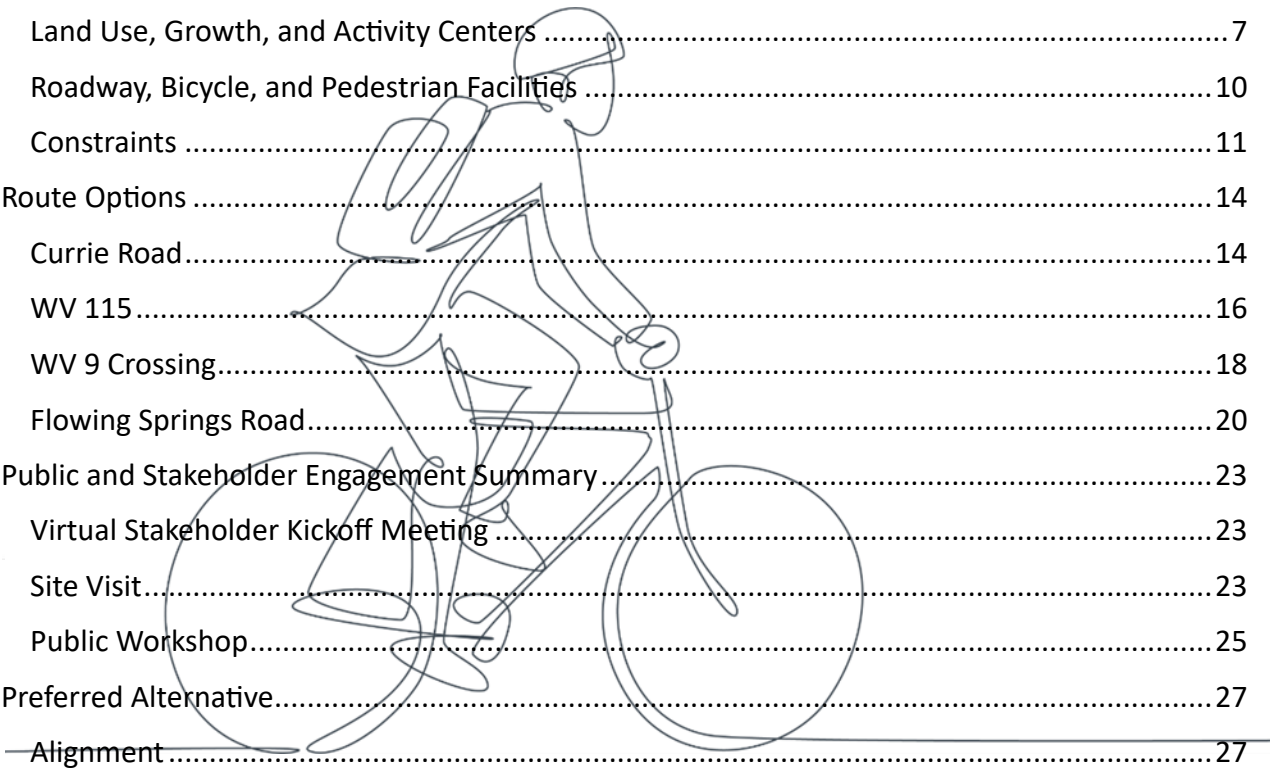
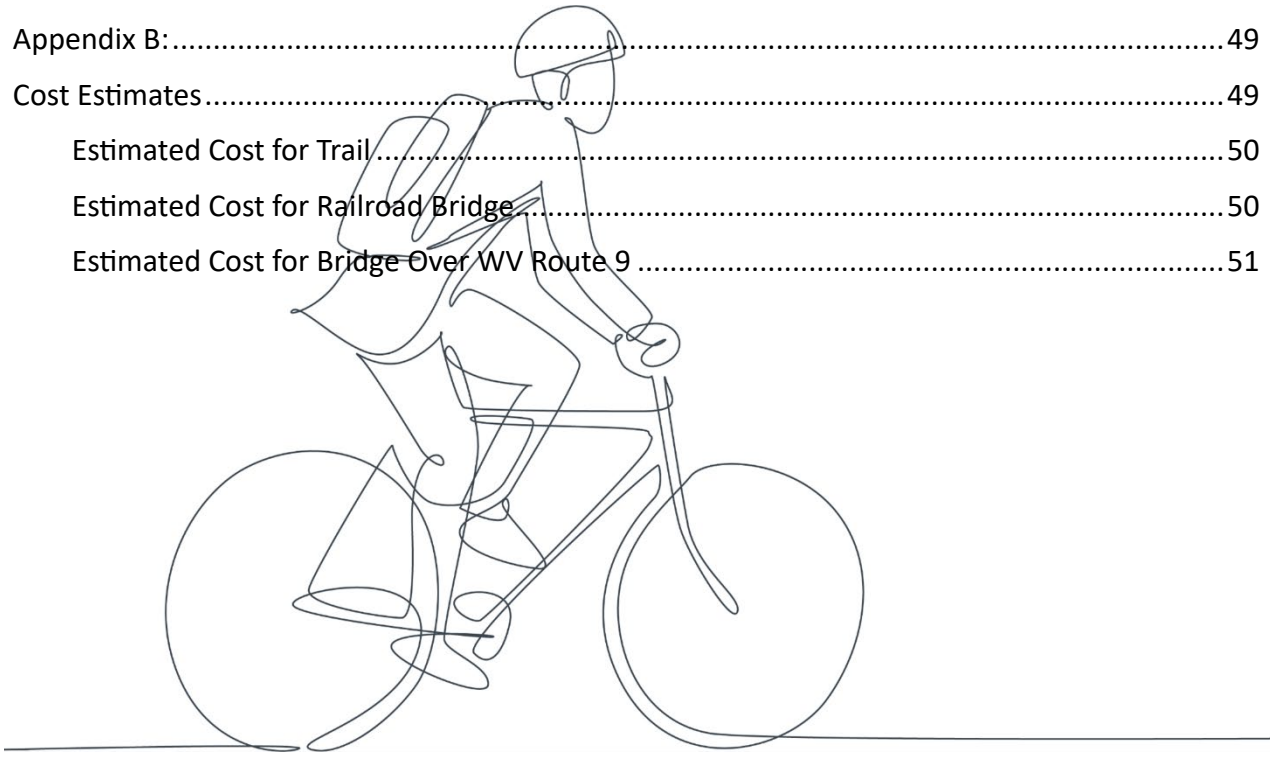




Introduction

In 2023, the Hagerstown / Eastern Panhandle Metropolitan Planning Organization (HEPMPO) Regional Bicycle and Pedestrian Plan recommended extending the existing WV Route 9 bicycle and pedestrian trail through Ranson and into Charles Town. This plan advances that recommendation.

Project Purpose and Goals

The purpose of this plan is to evaluate and recommend a preferred alternative for extending the existing WV Route 9 Bike and Pedestrian Path, which ends at the intersection of WV Route 9 and Currie Road, into Charles Town, West Virginia. This effort builds on the HEPMPO Regional Bicycle and Pedestrian Plan recommendation to pursue a connection either through Ranson via Fairfax Boulevard or Currie Road, or along Flowing Springs Road to Washington Street in Charles Town.

The plan is guided by three primary goals:

- **Enhance safety, accessibility, and connectivity** by closing a critical gap in the bicycle network and providing safe, direct connections between neighborhoods, downtown Charles Town, and regional trail systems.
- **Promote sustainable transportation** by supporting active travel choices that reduce reliance on automobiles and encourage healthier, more resilient communities.
- **Promote recreational opportunities** by expanding access to safe, high-quality bicycle facilities that contribute to community well-being and quality of life.

Through coordination with HEPMPO staff, a steering committee, and community stakeholders, alignment alternatives were developed and assessed resulting in a preferred alignment that addresses safety, feasibility, cost, and community priorities.

Study Area

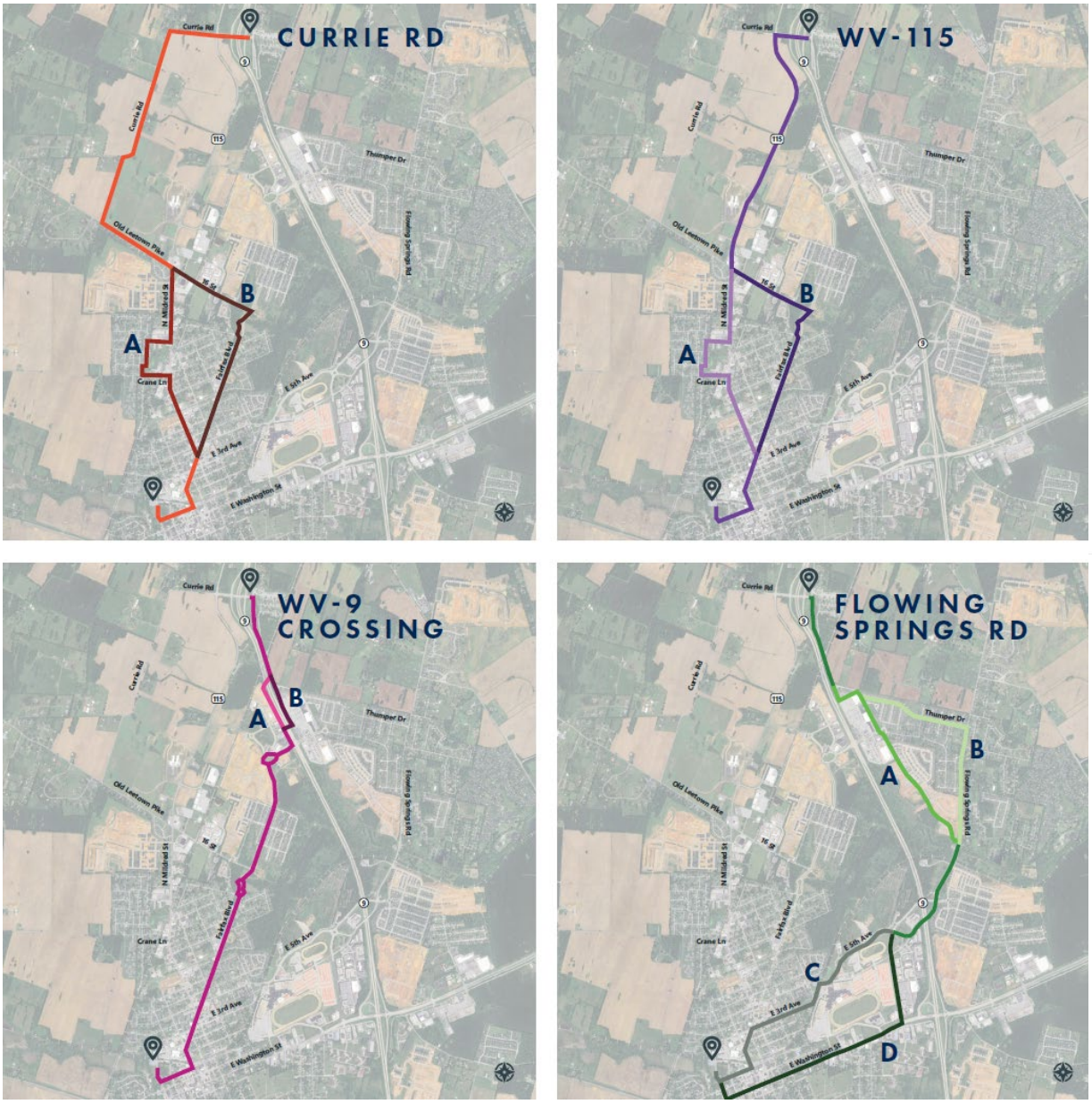
The study area includes the central portions of Ranson and Charles Town, West Virginia, extending across both communities and their surrounding developed and undeveloped lands, as shown in **Figure 1**. It is generally bounded by Currie Road to the north, and Washington Street in the Charles Town downtown area to the south. The eastern boundary follows segments of Flowing Springs Road and Thumper Drive, capturing residential neighborhoods and commercial areas along WV Route 9. To the west, the boundary includes agricultural lands and neighborhoods in western Ranson. The corridor formed by WV Route 9 serves as a central spine through the study area, linking key activity centers, newer subdivisions, and the shared urban core of both cities.

Figure 1: Study Area

Route Options Overview

Three initial routes were identified through previous planning efforts. A fourth route was identified during the existing conditions phase of the project and through stakeholder engagement discussions. The four options include the Currie Road option, WV 115 option, WV 9 Crossing option, and Flowing Springs Road option, as shown in **Figure 2**. A more detailed description of each route option and alignment alternative is provided in the **Route Options** section.

Figure 2: WV 9 Bike and Pedestrian Path Route Options at a Glance



Planning Background

The following section provides an overview of existing state, regional, and local planning documents that reference bicycle and pedestrian conditions or proposals within the Charles Town and Ranson area. These summaries highlight how current plans address active transportation, including any relevant concepts for the Route 9 corridor and surrounding networks. Together, they offer context for understanding prior planning efforts and inform the development of future recommendations.

HEPMPO Regional Bicycle and Pedestrian Plan (2023)

In Charles Town and Ranson, the HEPMPO Regional Bicycle and Pedestrian Plan identifies several corridors and projects aimed at enhancing multimodal connectivity and safety for people walking and biking. Key recommendations include improving bicycle and pedestrian facilities along South George Street, Washington Street, Augustine Avenue, and Route 9, as well as creating new sidewalks and ADA ramps on High Street, Mildred Street, and Forrest Avenue to support access to local schools. The plan also recommends extending the Route 9 trail through Ranson and into Charles Town, with a study to determine its final alignment, and improving crossings at Route 9 and Oak Lee Drive. These corridors were prioritized based on high pedestrian and bicycle demand and safety concerns identified through public input and regional data. Collectively, the proposed projects aim to close network gaps, improve crossings, and support the long-term vision of a connected bicycle and pedestrian system across Jefferson County.

HEPMPO Regional Safety Action Plan (2024)

The HEPMPO Regional Safety Action Plan, published in May 2024, identifies key corridors in the region, such as Washington Street in Charles Town, as part of the region's High-Injury Network (HIN). The plan proposes safety improvements along this corridor to make travel safer for pedestrians and cyclists, including enhanced crossings, sidewalks, and other multimodal infrastructure. A short-term demonstration corridor near Charles Town Middle School is also proposed to test pedestrian safety treatments. While the Route 9 corridor is referenced in public comments and in the technical appendices as part of the crash analysis area, no specific bicycle infrastructure or detailed improvement projects are proposed for Route 9 or other nearby facilities beyond those identified in HIN corridors.

HEPMPO LRTP (2022)

The HEPMPO Direction 2050 Long Range Transportation Plan (2022) includes bicycle and pedestrian recommendations, noting broader multimodal objectives such as integrating pedestrian and bicycle facilities into roadway upgrades, improving safety for vulnerable users, and supporting Complete Streets practices across the region. The plan references the Route 9 bike and pedestrian path as one of the corridors identified by the public for expansion and

improvements, and it is also identified as having a high number of bicycle and pedestrian crashes.

Jefferson County Comprehensive Plan 2045 (2025)

The Jefferson County Comprehensive Plan briefly references active transportation and the need to expand the trail network, noting the Route 9 bike and pedestrian path as a trunk line. Goal 16 builds on this concept by expressing support for ongoing efforts to extend the Route 9 path to Charles Town and Ranson. It also highlights the importance of coordinating with local and regional partners, including West Virginia Department of Highways (WVDOH), to address regulatory constraints related to adding sidewalks and trails.

City of Ranson Comprehensive Plan 2034 (2024)

The City of Ranson's 2024–2034 Comprehensive Plan includes general references to improving non-motorized mobility but does not identify specific bicycle or pedestrian projects for the Route 9 corridor. The plan highlights pedestrian and bicycle connectivity as part of its broader transportation and infrastructure goals, including support for trails, shared-use paths, and safe walking and biking routes.

Historically Hip Charles Town 2040 Comprehensive Plan (2018)

The Charles Town Comprehensive Plan identifies several future bicycle and pedestrian connections within the Urban Growth Boundary, including new trail segments along Evitts Run, a proposed Cattail Run Trail, an Augustine Avenue multi-use path, and additional links to existing networks in Ranson and the Route 9 Bike Trail. These improvements are presented conceptually and are intended to enhance overall connectivity within Charles Town and between nearby jurisdictions.

West Virginia Bicycle System Plan (2017)

The Statewide Bicycle System Plan identifies a proposed Cross-State Bicycle Route that follows the WV Route 9 corridor through Jefferson County, continuing east toward the US-340 crossing into Virginia. This designation is part of a broader statewide network intended to link major corridors and connect with bicycle routes in neighboring states.

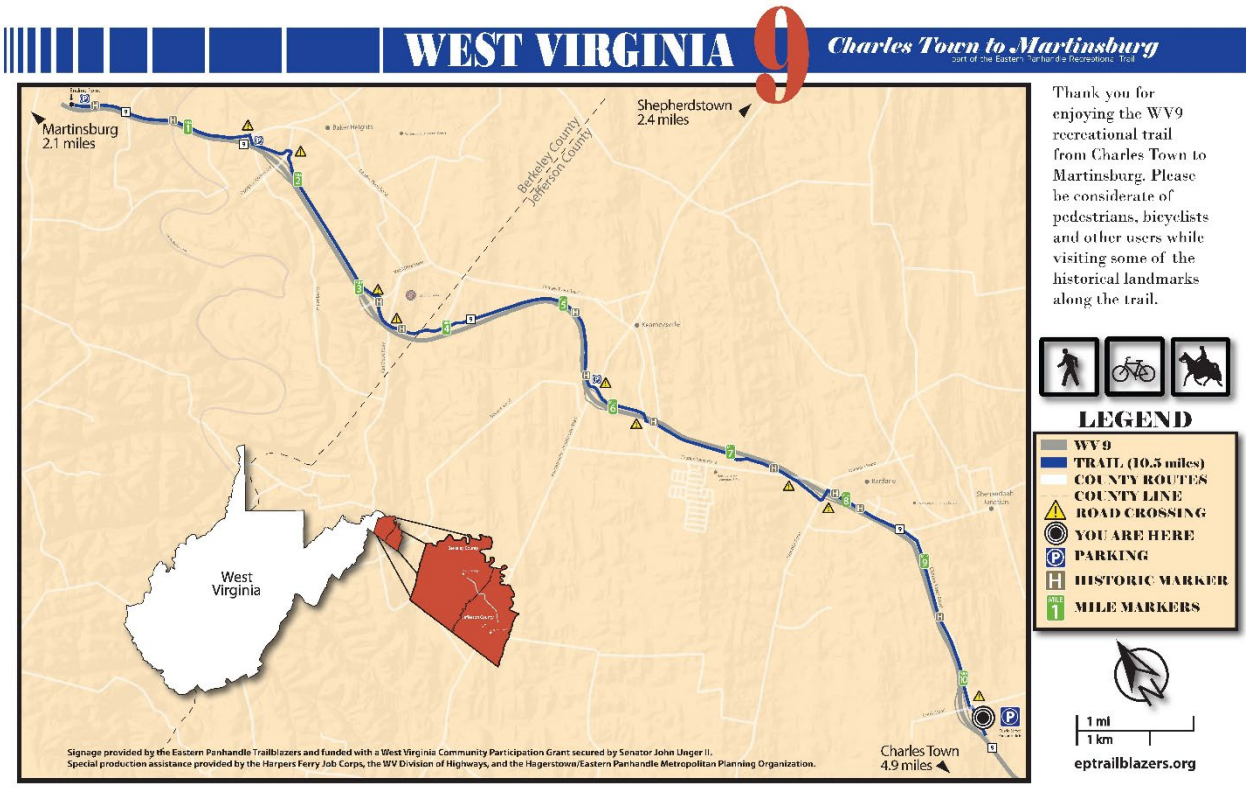
Existing Conditions

The existing conditions assessment was developed using a combination of field observations, satellite imagery, and publicly available geographic and facility data. The project team visited key locations throughout the corridor to document roadway characteristics, constraints, and user activity. These on-the-ground findings were supplemented with aerial imagery to identify land use patterns, network gaps, and physical barriers. Additional information was gathered from available datasets and previously completed planning documents to provide context on current infrastructure and any planned improvements. Together, these sources form the basis for understanding existing conditions along the proposed corridors.

WV Route 9 Bike and Pedestrian Path

The existing WV Route 9 Bike and Pedestrian Path spans roughly ten miles between Martinsburg and Jefferson County, offering a continuous connection to neighborhoods, local parks, and several activity centers along the corridor. Its terminus is located at the intersection of WV Route 9 and Currie Road, where the path transitions to on-road conditions. This point serves as the starting location for the study area, which aims to identify a safe and comfortable extension of the path toward downtown Charles Town.

Figure 3: WV 9 Recreation Trail – Charles Town to Martinsburg



For this study, the desired endpoint is the Charles Town Skate Park, a centrally located community destination with access to local streets and the surrounding trail network. Building on stakeholder input and an assessment of corridor opportunities and constraints, the project team has developed multiple route options that explore different ways of linking the current trail end at Currie Road to the Skate Park, as discussed earlier in this report. Each option will be evaluated on the potential to expand connectivity, improve comfort for people walking and biking, and strengthen regional access along the Route 9 corridor. The following sections examine existing conditions along the proposed corridors to better understand route feasibility.

Land Use, Growth, and Activity Centers

Current and Future Land Use

Land use patterns in Ranson and Charles Town illustrate how both communities are preparing for growth along the Route 9 corridor. Ranson's current land use map is dominated by single-family residential areas, agriculture, and vacant land, with commercial, industrial, and civic uses clustered along major corridors and within the historic core. Its future land use map shifts these patterns by introducing broader mixed-use designations, particularly blended and large-parcel mixed use, along Route 9 and WV 115. It also expands areas planned for suburban residential growth and allocates additional land for general commercial and production uses, while maintaining downtown as a focused activity center framed by parks and open space.

Charles Town shows a similar evolution. The current land use map reflects varied residential densities, commercial areas concentrated along major corridors, and large pockets of public, institutional, and agricultural land. Industrial uses remain limited and primarily located near the Washington Street corridor. The future land use map introduces a more structured pattern, with higher-intensity and mixed-use districts concentrated along Route 9 and key gateways. Existing commercial and industrial areas shift toward mixed-use commercial districts, and several medium and high-density residential areas expand near the city center and major roads. Old Town residential and mixed-use districts reinforce the historic core, while low-density residential areas continue but are more intentionally framed by employment and institutional uses.

Within this context, the Route 9 bike and pedestrian path extension would strengthen connectivity between the two cities as they transition toward more mixed-use and higher-density development. In Ranson, future growth is concentrated near Route 9 and WV 115, while Charles Town's plan directs new residential and mixed-use development toward the same corridor. A continuous trail would provide a low-stress option for accessing these emerging destinations, support non-motorized travel, and complement the walkable, compact development patterns envisioned in both communities.

Figure 4: Ranson's Current and Future Land Use Maps

Source: Ranson Comprehensive Plan 2034

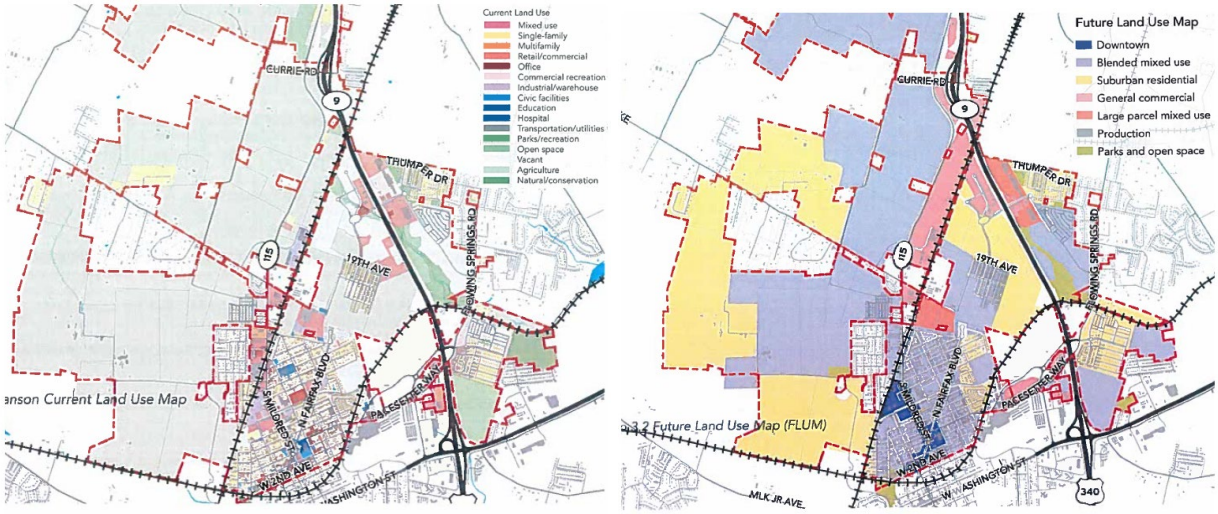
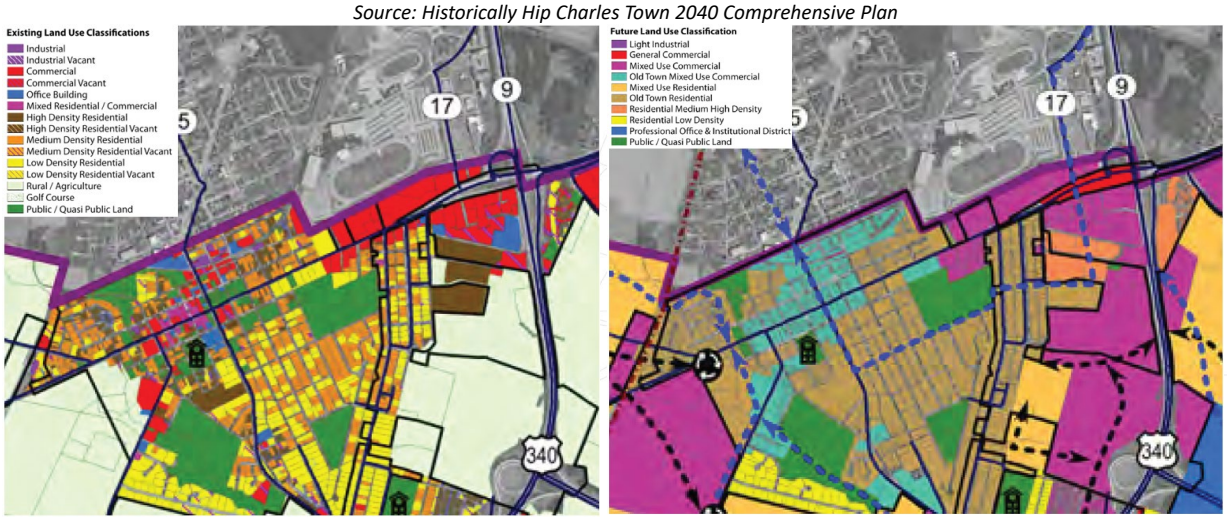


Figure 5: Charles Town's Existing and Future Land Use Maps

Source: Historically Hip Charles Town 2040 Comprehensive Plan



Development Projects in the Area

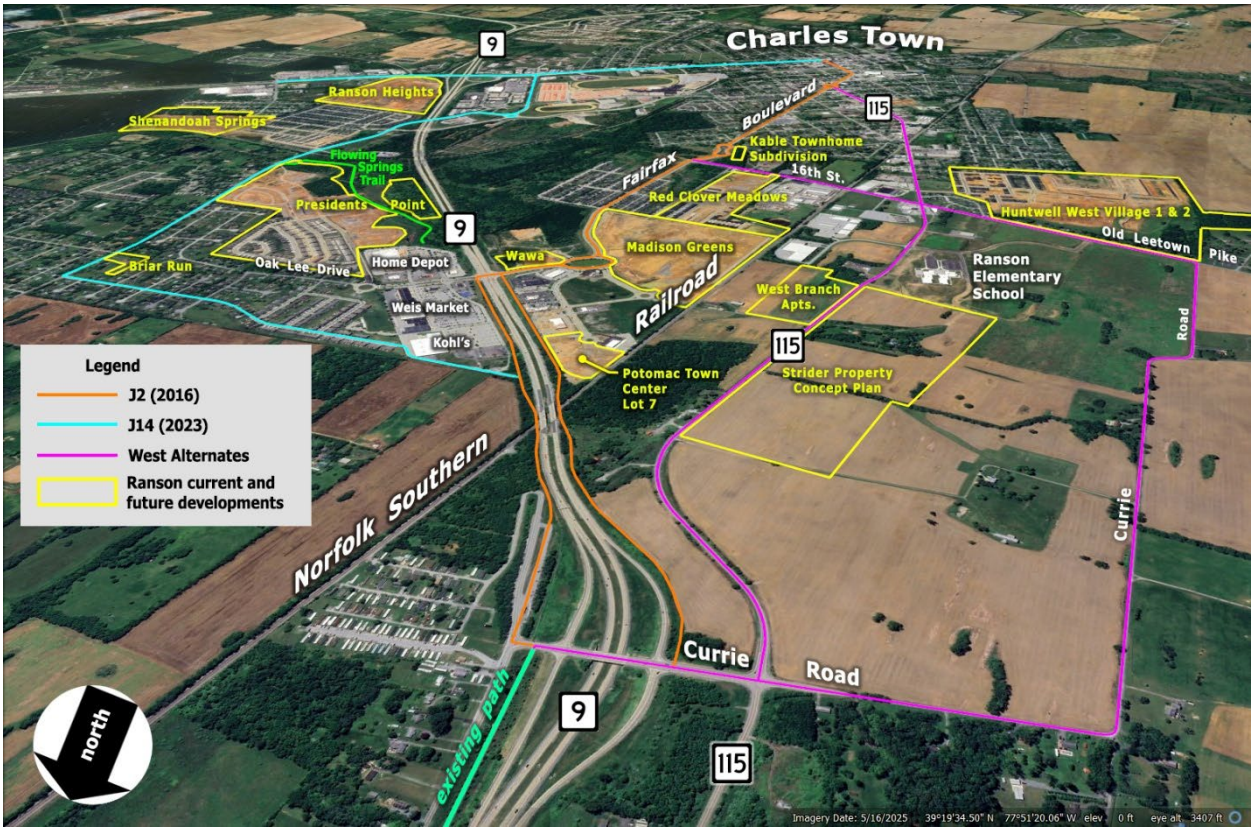
The Charles Town and Ranson area is experiencing growth, with multiple projects planned or underway across the community. These developments, including new housing, retail, and institutional uses, are expected to increase local activity and contribute to ongoing changes in travel patterns. **Table 1** and **Figure 6** highlight key projects by type and location which are anticipated to come online in the near term.

Table 1: Development project in the Ranson/Charles Town Area

TYPE	DEVELOPMENTS
Institutional	Ranson Elementary School
Commercial	Wawa Convenience Store
	Potomac Towne Center
Residential	President's Point

TYPE	DEVELOPMENTS
	Strider Property
	Huntwell
	Shenandoah Springs
	Briar Run
	Ranson Heights
	Lakeland Place
	Red Clover Meadows
	Kable Townhomes
	Madison Greens
	West Branch Apartments

Figure 6: Planned Development Near the Study Area



Destinations

The Ranson–Charles Town area includes a range of destinations that serve as major activity centers for residents, workers, and visitors. Key civic anchors such as Jefferson County Courthouse, two City Halls, local schools, such as the new Ranson Elementary School, and a public library are located near the historic cores. Commercial destinations, including the shopping centers along Route 9, WV 115, and Washington Street, provide essential retail and services. Employment and institutional sites such as Hollywood Casino at Charles Town Races, WVU Medicine - Jefferson Medical Center, and nearby industrial parcels draw regional traffic.

Parks, recreation areas, and emerging mixed-use districts also contribute to daily travel patterns.

Stakeholders added a broader set of community destinations through an interactive mapping exercise, many of which are illustrated in the project webmap. These include key civic and institutional anchors such as Washington High School, Charles Town City Hall, Charles Town Library and the Jefferson County Museum, the Jefferson County Judicial Complex, the Charles Town Police Station, and the Jefferson County Government Complex. Cultural and historic sites such as the Washington family gravesite and Happy Retreat, as well as existing parks and recreation areas including the City Park and pool, Charles Town Skate Park, and adjacent footpaths, were also highlighted. Additional destinations such as the Boys and Girls Club, Ranson Civic Center and Veggie Walk, Ranson City Hall, the Ranson Lost History Trail Signs, Augustine Avenue path connections, Panera Bread, and the Park and Ride lot further reflect the variety of places residents rely on for daily activities.

Roadway, Bicycle, and Pedestrian Facilities

Study Area Roadways

Most roadways within the study area that include an alignment alternative are two lanes, but posted speed limits vary between 25 mph and 55 mph. Most road segments have an annual average daily traffic (AADT) volume of less than 3,000 vehicles, with the exception of Washington Street.

Bicycle Infrastructure

Within the study area, existing bicycle infrastructure includes shared lane facilities with painted sharrows along Fairfax Boulevard between 12th Avenue and 1st Avenue.

Pedestrian Infrastructure

The Flowing Springs Trail is an off-street shared-use path within the study area, connecting the Potomac Marketplace commercial area (near Home Depot) and Flowing Springs Road through Flowing Springs Park.

Sidewalks exist along portions of the four alternative alignments including Mildred Street (south of Apple Tree Drive), Fairfax Boulevard, George Street, Washington Street, Thumper Drive (between Charles C. Marcus Field and Peter Rabbit Drive), 5th Avenue (between Flowing Springs Road and Hollywood Drive), and 3rd Avenue.

Table 2: Study Area Characteristics

ROAD	POSTED SPEED	NUMBER OF LANES	AADT	BICYCLE & PEDESTRIAN FACILITIES
Currie Road	40 mph	2	333	None
Old Leetown Pike	45 mph	2	2,414	None

ROAD	POSTED SPEED	NUMBER OF LANES	AADT	BICYCLE & PEDESTRIAN FACILITIES
Mildred Street	40 mph	2	2,847	Sidewalk (south of Apple Tree Drive)
Fairfax Boulevard	25 mph	2	2,512	Sidewalk & Shared Lane Markings (between 12th Avenue and 1st Avenue)
George Street	25 mph	2	2,512	Sidewalk
Cranes Lane	30 mph	2	541	None
WV 115	55 mph	2	2,847	None
Flowing Springs Road	35 mph	2	4,345	None
5th Avenue	30 mph	4	NA	Sidewalk (between Flowing Springs Road and Hollywood Drive)
3rd Avenue	25 mph	2	NA	Sidewalk
Washington Street	25–35 mph	2–4	17,334	Sidewalk (between Federal Way and George Street)
Thumper Drive	25 mph	2	NA	Sidewalk (between Charles C. Marcus Field and Peter Rabbit Drive)

Note: For this table, NA=not available. Source: WV Open Data Portal "Traffic Data Segmented 2020"

Constraints

The study area includes physical and operational constraints that influence the feasibility of potential alignment alternatives. Identifying safe, separated crossing opportunities across the railroad and highway, as well as addressing land ownership and terrain, are key considerations for each route option and alignment alternative. The four primary existing constraints within the study area include:

- **Norfolk Southern Railroad** operates a rail line that runs north–south within the study area. Railroad crossings are limited and include four at-grade crossings (16th Avenue, Mildred Street, Cranes Lane, and 5th Avenue) and one grade-separated crossing (WV 9). Due to safety concerns, new at-grade crossings are not typically installed. Installing a new bridge over the railroad—or expanding an existing roadway bridge crossing—would be a significant undertaking.

Figure 7: Norfolk Southern Railroad near WV Route 9

- **WV Route 9** runs adjacent to the existing WV 9 Bike and Pedestrian Path, but opportunities to cross WV 9 are limited to four locations (Currie Road, Oak Lee Drive, Flowing Springs Road, and Washington Street). All locations currently accommodate automobiles but lack bicycle and pedestrian amenities to facilitate safe, dedicated crossings. Installing a bridge over WV 9, constructing a culvert or tunnel under WV 9, or significantly modifying the Oak Lee Drive crossing would likely be necessary.

Figure 8: WV Route 9 Intersection with Oak Lee Drive

- The **existing right-of-way** within the study area along each alternative alignment is limited. The space needed for an off-street shared-use path would require additional land parallel to existing roadways. One alignment alternative considers a path where no roadway currently exists and would require additional land acquisition.
- **Topography** along several alignment alternatives is challenging, as steep grades and changes in elevation would require additional engineering solutions. Identifying suitable locations for a bicycle and pedestrian bridge or culvert is limited by these conditions.

Route Options

The following route options focus on connecting the existing WV Route 9 Bike and Pedestrian Path, which ends in Ranson at the intersection of WV Route 9 and Currie Road, with downtown Charles Town—specifically the Charles Town Skatepark. Four potential route options and alignments were identified.

Currie Road

This alignment (Figure 9) begins along Currie Road north of Ranson and follows the roadway south toward Old Leetown Pike. From there, the route continues along Old Leetown Pike before transitioning south and then enters the urban street network. The alignment then follows Fairfax Boulevard, where bicycle facilities are already present, and continues to George Street and North Street in Charles Town. Two alignment options to cross the Norfolk Southern Railroad within the Currie Road alternative are considered.

Currie Road Alignment A

This variant follows the WV 115 alignment Mildred Street, where it heads south and then west at Ambrose Drive. The alignment continues south along Orchard Drive and connects to Cranes Lane. The alignment allows the path to cross the railroad track along Cranes Lane, which has a more perpendicular approach to the railroad crossing, reducing potential safety issues associated with the angled crossing along Mildred Street. It also brings the route closer to the Ranson Visitor Center before rejoining Fairfax Boulevard and continuing toward George Street. These changes make the alignment safer at the railroad crossing but slightly less direct than the original option.

Currie Road Alignment B

This alignment variation follows the Currie Road alignment but remains on Old Leetown Pike longer, continuing east along 16th Avenue and then south toward Fairfax Boulevard instead of turning onto Mildred Street. The alignment bypasses the Mildred Street corridor entirely, using a gravel roadway segment near the EMS station to connect directly into the Fairfax Boulevard network. This approach reflects observed preferences from Strava users who already travel Old Leetown Pike toward Fairfax Boulevard. However, using the gravel connector introduces considerations about future access and potential traffic increases if the segment were opened for regular use.

Figure 9: Currie Road Path Extension and Variants

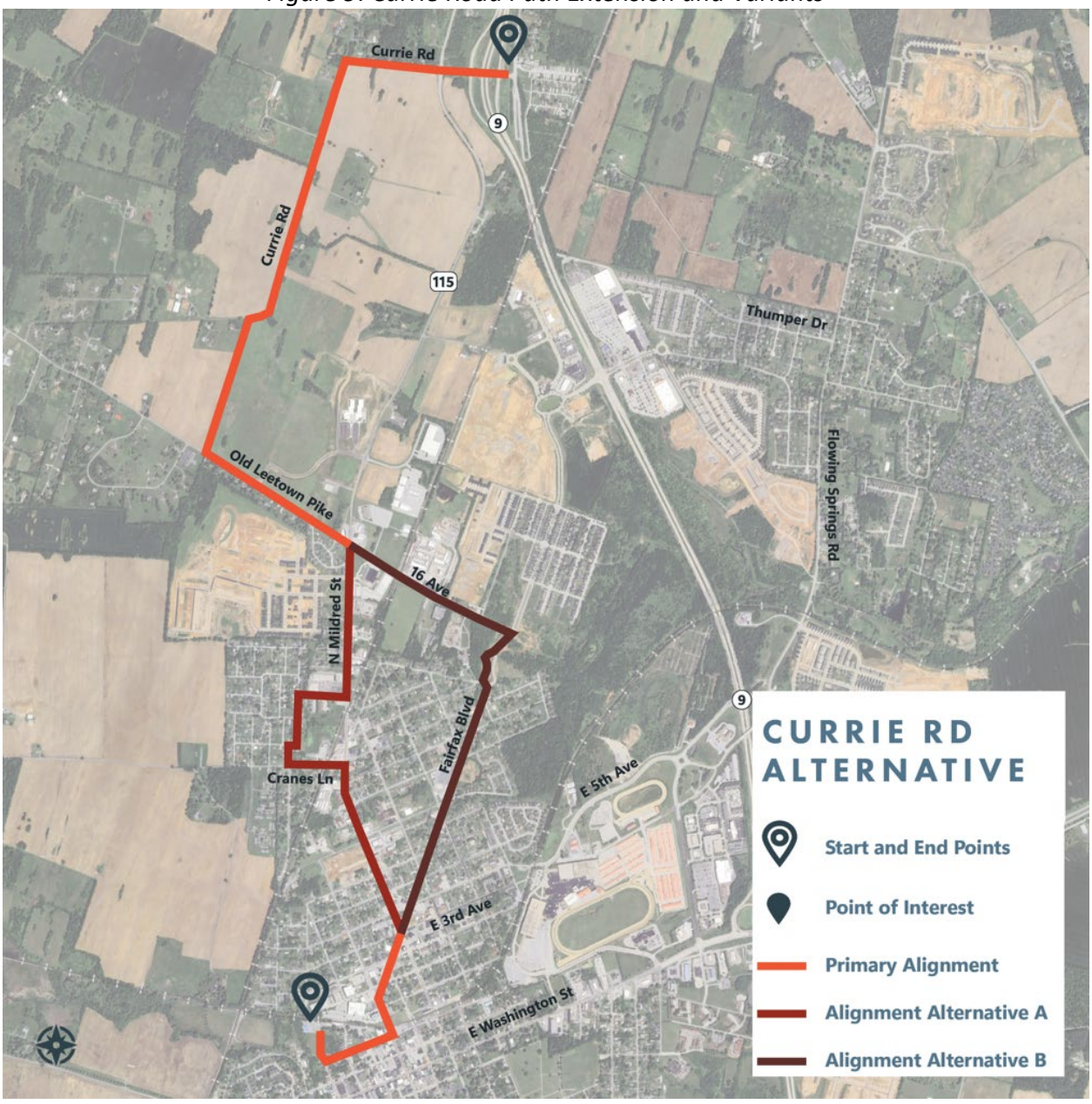


Table 2: Currie Road Path Extension Pros & Cons

ASPECT	QUALITIES
PRO	• Current Strava data indicates bicyclists take Currie Road. • Uses existing roadways, existing railroad crossings, and existing bike facilities on Fairfax Boulevard. • Avoids crossing WV 9. • Passes by Ranson Visitor Center. • Alignment B: Current Strava data and stakeholder input indicates bicyclists prefer taking Old Leetown Pike all the way to Fairfax Boulevard.

ASPECT	QUALITIES
	• Alignment B: Uses gravel road, which is currently closed to vehicle traffic, near EMS station.
CON	• Currie Road is slightly out of the way compared to other options. • Alignment A: Route uses less direct path along Cranes Lane to enable safer perpendicular railroad crossing. • Alignment B: Opening gravel road, which is currently closed to vehicle traffic, near EMS station could increase traffic.

WV 115

This alignment, shown in **Figure 10**, begins along Currie Road as it crosses Route 9 and quickly turns south onto WV 115, following the corridor south toward Charles Town before continuing along Mildred Street or turning onto 16th Avenue and heading south along Fairfax Boulevard. The option then follows George Street in downtown Charles Town. Pros and cons of the WV 115 option are listed in Table 4. The option relies entirely on existing public roadways, existing railroad crossings, and the bicycle facilities already in place on Fairfax Boulevard. Compared with other alignments, this route offers the most direct connection between the current Route 9 Trail terminus and downtown. However, the crossing of the railroad on Mildred Street occurs at an angle, which may require added safety considerations.

WV 115 Alignment A

This variant follows the Currie Road alignment until Mildred Street and Ambrose Drive, where it turns west and then south along Orchard Drive and connects to Cranes Lane. The alignment allows the path to cross the railroad track along Cranes Lane, which has a more perpendicular approach to the railroad crossing, reducing potential safety issues associated with the angled crossing along Mildred Street. It also brings the route closer to the Ranson Visitor Center before rejoining Fairfax Boulevard and continuing toward George Street. These changes make the alignment safer at the railroad crossing but slightly less direct than the original option.

WV 115 Alignment B

This alignment variation follows the WV 115 alignment but heads east on Old Leetown Pike, continuing along 16th Avenue and then south toward Fairfax Boulevard instead of turning onto Mildred Street. The alignment bypasses the Mildred Street corridor entirely, using a gravel roadway segment near the EMS station to connect directly into the Fairfax Boulevard network. This approach reflects observed preferences from Strava users who already travel Old Leetown Pike toward Fairfax Boulevard. However, using the gravel connector introduces considerations about future access and potential traffic increases if the segment were opened for regular use.

Figure 10: WV 115 Path Extension and Variants

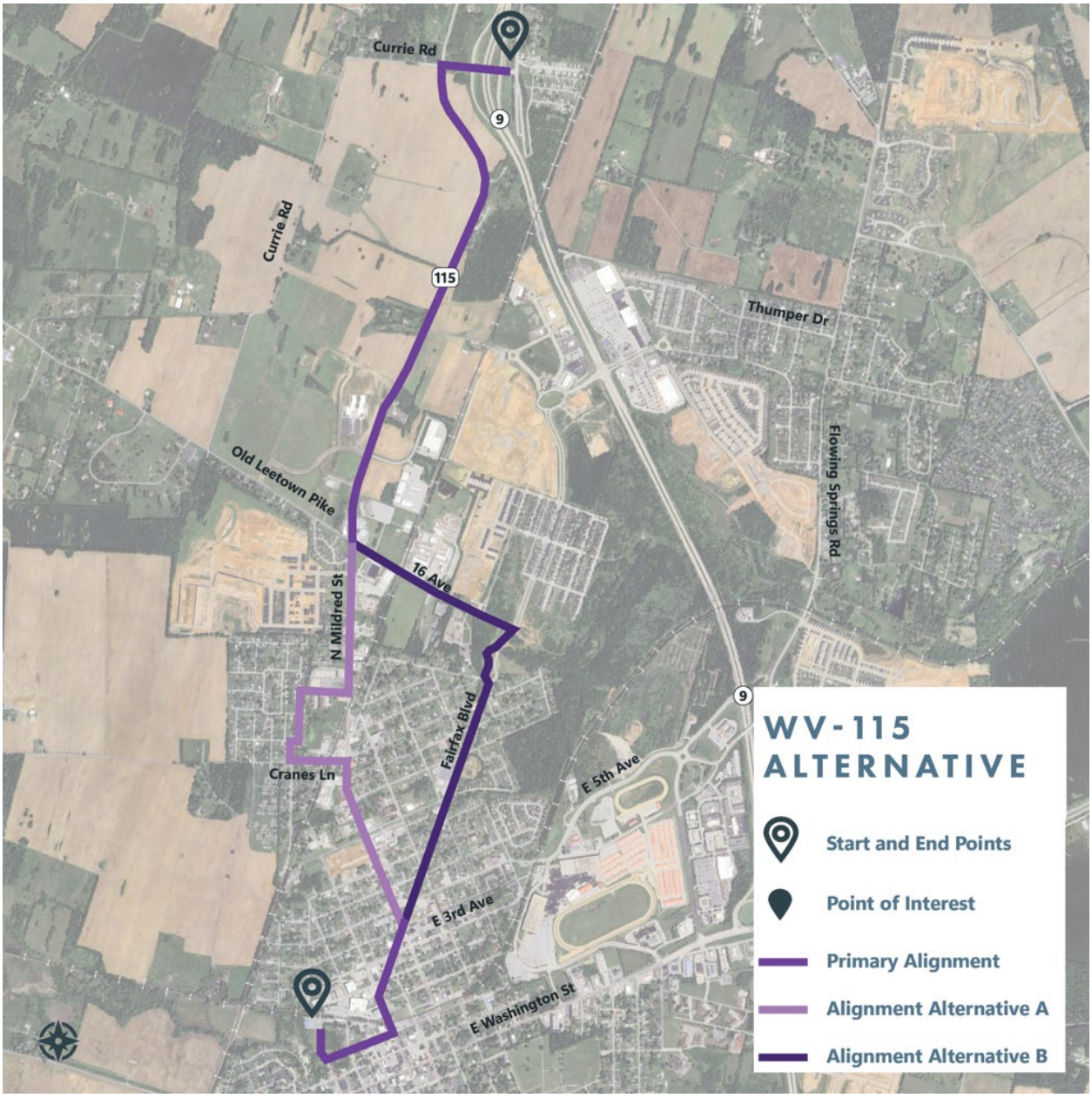


Table 3: WV 115 Path Extension Pros & Cons

ASPECT	QUALITIES
PRO	• Uses existing roadways, existing railroad crossings, and existing bike facilities on Fairfax Boulevard. • Avoids crossing WV 9. • More direct between current trail terminus and Old Leetown Road than Currie Road option. • Passes along school complex. • Passes by Ranson Visitor Center. • Alignment B: Current Strava data and stakeholder input indicates bicyclists prefer taking Old Leetown Pike all the way to Fairfax Boulevard. • Alignment B: Uses gravel road, which is currently closed to vehicle traffic, near EMS station.
CON	• Alignment A: Route uses less direct path along Cranes Lane to enable safer perpendicular railroad crossing. • Alignment B: Opening gravel road, which is currently closed to vehicle traffic, near EMS station could increase traffic.

WV 9 Crossing

This alignment, shown in **Figure 11**, begins on Charles Town Road, shifting users off Currie Road and south along the existing Park-and-Ride Lot. From Charles Town Road, the route includes an off-road connection and bicycle and pedestrian bridge to cross the railroad and leads into the Potomac Marketplace commercial plaza northeast of WV 9. The alignment crosses WV 9 north of Oak Lee Drive in one of two alignment options. After crossing WV 9, the alignment follows Fairfax Boulevard south into Charles Town. Pros and cons of the WV 9 Crossing option are listed in Table 5. By routing users through the commercial area and toward Oak Lee Drive, this option offers a relatively direct path downtown and provides strong connections to retail destinations and new development. It also aligns with ongoing studies evaluating potential bicycle and pedestrian bridge connections across WV 9 near Oak Lee Drive. However, this option would require a new grade-separated railroad crossing, as an at-grade crossing is not feasible. It also depends on new off-road facilities and possible land acquisition near the Park and Ride Lot on Charles Town Road and the commercial plaza. In addition, the Oak Lee Drive intersection presents comfort and safety challenges for people walking and bicycling due to vehicle turning movements and recent crash history.

WV 9 Crossing Alignment A

This alignment would cross WV 9 south of the railroad and utilize a tunnel or culvert to take the path underneath WV 9, prior to going into the commercial plaza. WV 9 is elevated in this area as it has a bridge to cross over the Norfolk Southern Railroad. The roadway has been raised higher

than the surrounding land and could be explored as a prospective site for a culvert. Once the alignment crosses under WV 9, it would then travel parallel to WV 9 until Oak Lee Drive and connect onto Fairfax Boulevard.

WV 9 Crossing Alignment B

This alignment would cross WV 9 south of the railroad, just north of Oak Lee Drive, and utilize a bicycle and pedestrian bridge over WV 9. A current study is examining the potential of a bicycle and pedestrian bridge in this area. Once the alignment crosses over WV 9, it would then travel parallel to WV 9 to Oak Lee Drive and connect to Fairfax Boulevard.

Figure 11: WV 9 Path Extension and Variants

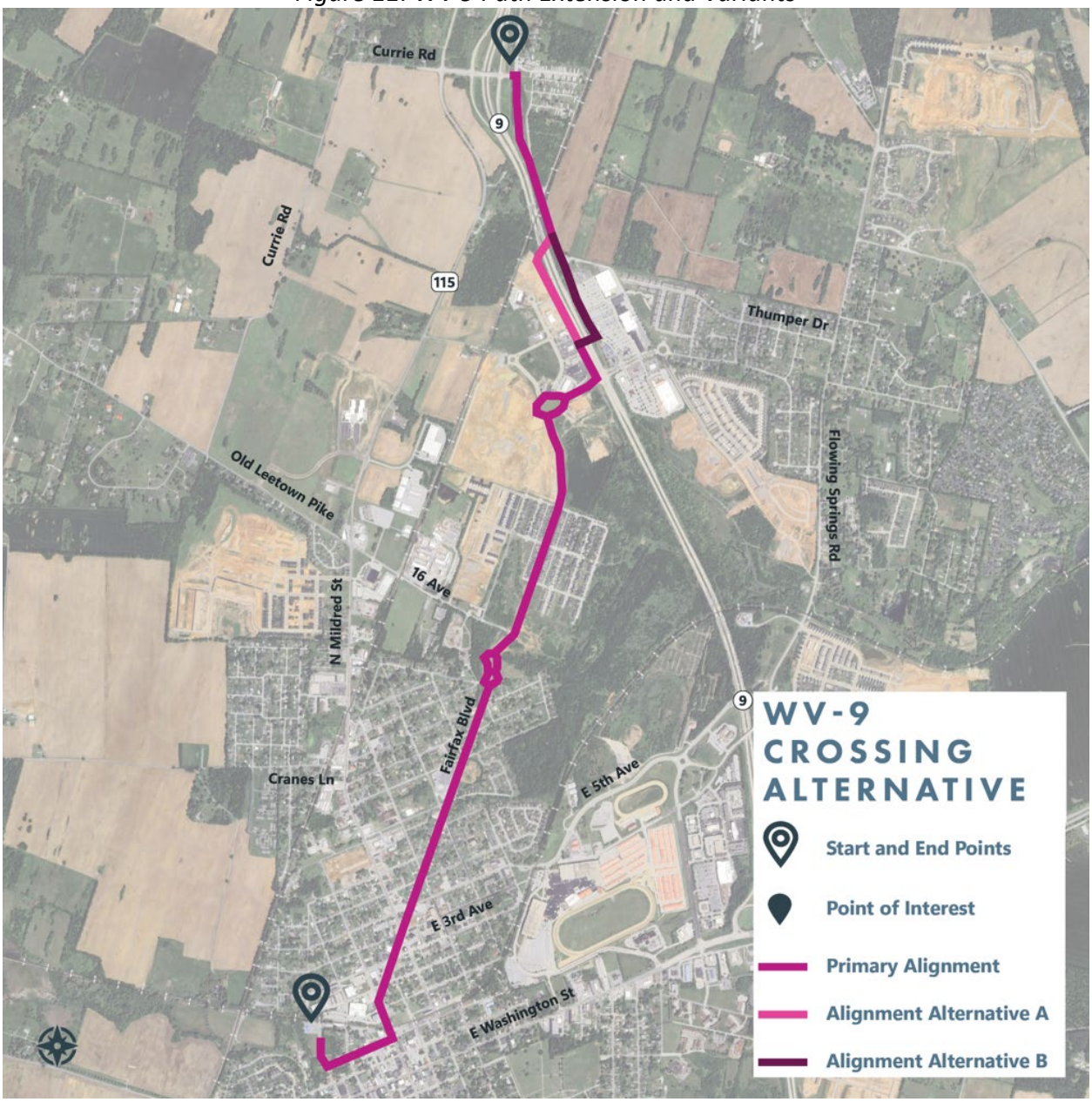


Table 4: WV 9 Path Extension Pros & Cons

ASPECT	QUALITIES
PRO	• Uses existing roadways, existing railroad crossings, and existing bike facilities on Fairfax Boulevard. • Moves users off Currie Road quickly. • Most direct route between trail terminus and downtown. • Connects bicyclists/walkers to commercial plaza and new development. • Current study examining a bicycle and pedestrian bridge crossing over WV 9 near Oak Lee Drive. •
CON	• Requires bridge to cross railroad. • Requires off-road facility and potential land acquisition between Park n Ride and commercial plaza. • Alignment A: Requires tunnel to cross under WV 9. • Alignment B: Requires bridge to cross over WV 9.

Flowing Springs Road

This alignment, shown in Figure 9, begins on Charles Town Road and continues through an off-road connection into the commercial plaza northeast of WV 9, like the WV 9 Crossing option. The alignment uses one of two alignments to connect to Flowing Springs Road where it heads south and then uses one of two alignments to head west into downtown Charles Town. Pros and cons of the Flowing Springs option are listed in Table 6. This alignment offers strong links to retail areas and future development while taking advantage of the forthcoming Flowing Springs Trail. However, it requires a new grade-separated railroad crossing and additional off-road facilities, along with potential land acquisition near the Park and Ride on Charles Town Road and commercial plaza. The right-of-way along Flowing Springs Road is more constrained than in other corridors, and any crossing of WV 9 near the Flowing Springs Road bridge would need further evaluation.

Flowing Springs Road Alignment A

This alignment enters the commercial plaza and transitions directly to Flowing Springs Trail. The trail begins near the Home Depot, winds through Flowing Springs Park and connects onto Flowing Springs Road.

Flowing Springs Road Alignment B

This alignment enters the commercial plaza and transitions into the surrounding neighborhood along Thumper Drive and east toward Flowing Springs Road. This shift provides a more defined on-street connection and improves access to Marcus Field, where lighting and other enhancements are planned. However, the diversion makes the connection to the commercial plaza less direct.

Flowing Springs Road Alignment C

After crossing WV 9 along Flowing Springs Road, this alignment would turn off at the roundabout at 5th Avenue. The alignment would use an at-grade crossing along 5th Avenue before heading south along Railroad Avenue, and then west through the neighborhood along 3rd Avenue. The alignment would connect onto Fairfax Boulevard, before following George Street south and then west along North St. The alignment uses neighborhood streets and existing bicycle facilities.

Flowing Springs Road Alignment D

This alignment follows Flowing Springs Road all the way to Washington Street, where it heads west into downtown. This alignment avoids the railroad crossings and connects to a number of commercial destinations along Washington Street, but existing traffic volumes are highest along this corridor in comparison to all other alignment options.

Figure 12: Flowing Springs Road Path Extension and Variants

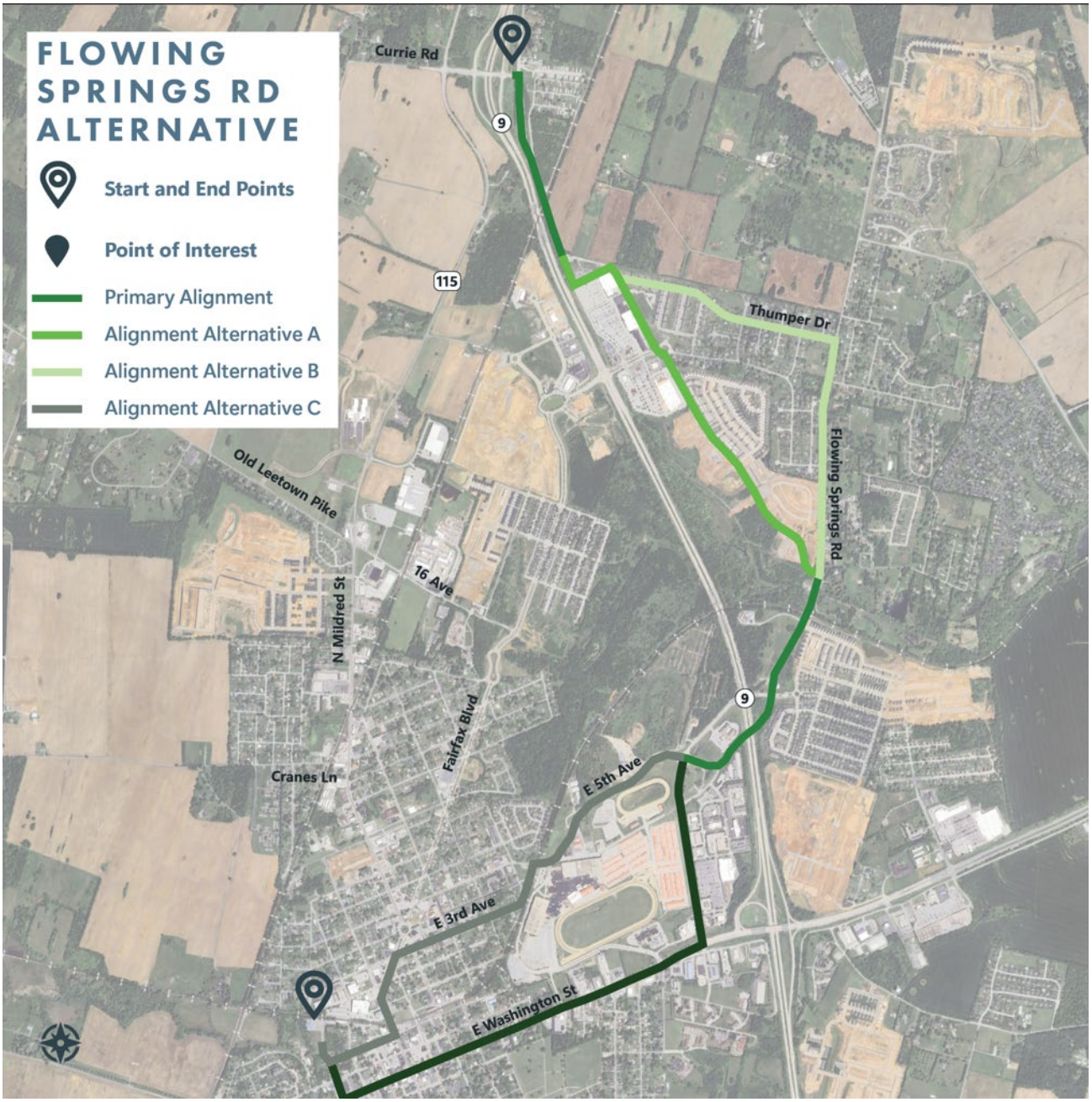


Table 5: Flowing Springs Road Path Extension Pros & Cons

ASPECT	QUALITIES
PRO	• Uses existing roadways, existing railroad crossings, and existing bicycle facilities on Fairfax Boulevard. • Moves users off Currie Road quickly. • Connects bicyclists and pedestrians to the commercial plaza and new development. • Utilizes lighting and other enhancements at Marcus Field. • Connects neighborhoods and new developments north and west of the commercial plaza. • Alignment A: Utilizes the future Flowing Springs Trail.
CON	• Requires a bridge to cross the railroad. • Requires an off-road facility and potential land acquisition between the Park-and-Ride and the commercial plaza. • Right-of-way is more limited along Flowing Springs Road. • Crossing WV 9 along the Flowing Springs Road bridge would need to be evaluated. • Alignment C: Thumper Drive is private right-of-way.

Public and Stakeholder Engagement Summary

Virtual Stakeholder Kickoff Meeting

The virtual stakeholder kickoff meeting was held on September 18, 2025, and served as the first coordinated discussion for the WV 9 Bike and Pedestrian Path Connectivity Plan. Participants included representatives from the City of Ranson, the City of Charles Town, Jefferson County, the Federal Highway Administration (FHWA), and local cycling advocates, alongside members of the HEPMPO, Michael Baker International, and Fehr & Peers project teams. During the meeting, the study team presented an overview of the project purpose, goals, and schedule. The team also introduced three initial route alignment alternatives and reviewed opportunities and constraints informed by ongoing regional studies, planned developments, topography, railroad and highway crossings, and school access considerations. Stakeholders provided feedback on areas of concern, key destinations, and potential route realignments, and identified several priority locations for a future site visit, including major commercial areas, school zones, and proposed development sites. This feedback can be found in the study's interactive map.

Site Visit

The site visit was conducted on October 7, 2025, and began at Ranson City Hall, where stakeholders and the project team met for a brief overview of the preliminary route alternatives, key opportunities, and major constraints identified to date. Following the introductory presentation, participants coordinated logistics for the field review and then traveled to the locations identified during the virtual stakeholder kickoff meeting, shown in **Figure 13**. The itinerary included a series of stops across Ranson and Charles Town, such as the

Park & Ride on Charles Town Road, Dollar Tree/Baker Place off Route 9, Flowing Springs Road, the Evitts Run/Civic Center area, the railroad crossings at Mildred Street and 16th Street, Fairfax Boulevard and Park Avenue, and Ranson Elementary School, along with several additional locations flagged as areas of concern.

Figure 13: Site Visit Locations

During the visit, stakeholders discussed on-the-ground conditions related to safety, topography, right-of-way constraints, key access points, and crossing challenges at WV 9 and the railroad. Observations from the site visit, combined with insights from the virtual kickoff meeting and the ongoing existing conditions assessment, helped the team refine and solidify four route alternatives to be presented for public feedback.

Figure 14: Stakeholders at the Mildred St at-grade railroad crossing during the site visit

Public Workshop

A public workshop was held on Tuesday, December 16th, 2025, from 6:00 to 7:30pm at the Jefferson County Commission's Meeting Room Building. Social media, newspaper, and radio advertisements promoted the event, encouraged attendance, and distributed a corresponding interactive online map.

At the workshop, members of the public watched a short presentation by the project team and then provided feedback on large display boards which showcased maps with alternative alignments. The presentation reviewed the purpose and status of the project, the three alternative alignments, and next steps after the workshop. Attendees were asked to add feedback to the display boards with post-it notes, highlight destinations, and suggest alignment refinements. A fourth display captured attendees' votes for their preferred alternative alignment.

Figure 15: Workshop Attendees Providing Route Options Feedback

In addition to in-person voting and comments provided at the workshop, members of the public were able to provide feedback and vote through an online interactive map survey. The online map mirrored the display boards, requested the same input, and remained open for 30 days, providing an opportunity for participation by individuals who were unable to attend the in-person workshop.

The feedback and votes were summarized to select a preferred alternative alignment. **Table 7** summarizes the combined in-person and online voting results. The route option and alignment with the most votes between the workshop and online survey is the WV 9 Crossing Alignment B Alternative. Comments supporting this route alignment highlighted the directness of the route, the safest railroad and WV 9 crossing options, the proximity to destinations and neighborhoods, and its utilization of existing bicycle facilities. Detailed comments can be found in Appendix A.

Table 6: Workshop and Online Survey Voting Summary

ROUTE OPTION	ALIGNMENT OPTIONS	WORKSHOP VOTES	FIRST RANKING SURVEY RESULTS	TOTAL
Currie Road	Alternative A	4	4	8
Currie Road	Alternative B	-	1	1
WV 115	Alternative A	4	1	5
WV 115	Alternative B	1	3	4
WV 9 Crossing	Alternative A	1	6	7
WV 9 Crossing	Alternative B	6	9	15
Flowing Springs Road	Alternative A + Alternative C	2	3	5
Flowing Springs Road	Alternative A + Alternative D	-	-	-

ROUTE OPTION	ALIGNMENT OPTIONS	WORKSHOP VOTES	FIRST RANKING SURVEY RESULTS	TOTAL
Flowing Springs Road	Alternative B + Alternative C	-	1	1
Flowing Springs Road	Alternative B + Alternative D	-	1	1

Preferred Alternative

Based on the feedback from the December 2025 public workshops and online interactive mapping survey, the WV 9 Crossing – Alignment B was identified as the preferred trail alternative. This route, known as the Panhandle Regional Connector (REC) Trail, best aligns with community priorities by improving safety, providing access to downtown, and increasing connectivity between retail destinations, new and planned developments, and the existing trail network.

Alignment

The Panhandle REC Trail will be a 3.33-mile pedestrian and bicycle path that links the larger regional trail network in Jefferson and Berkeley Counties, West Virginia. At its northern terminus, the Panhandle REC Trail will connect to the existing 10.5-mile WV Route 9 Bike and Pedestrian Path, which links West Virginia to Virginia and Maryland. At its southern terminus, the trail ties into the planned 4.2-mile Augustine Trail system in Charles Town at the Charles Town Skatepark. In between, the Panhandle REC Trail crosses over the railroad and WV Route 9 and continues through Ranson and Charles Town. **Figure 16** illustrates the preferred bike path alignment, and **Table 8** identifies points of interest located along the corridor.

Figure 16: Panhandle Regional Connector Trail Alignment

Table 8: Points of Interest along Preferred Alternative

MAP NUMBER	POINT OF INTEREST
1	Park and Ride Lot & Existing Terminus of WV Route 9 Trail to Martinsburg
2	Charles C. Marcus Field
3	Potomac Marketplace Commercial Center
4	Ranson Elementary School
5	City of Ranson, City Hall
6	Ranson Lost History Trail Sign
7	Evitts Run Footpath
8	Ranson Community Gardens
9	Pedestrian Bridge
10	Ranson Civic Center
11	Jefferson County Government Complex
12	Jefferson County Judicial Complex
13	Boys and Girls Club of the Eastern Panhandle
14	Charles Town Park
15	Charles Town City Hall
16	Charles Town Public Library
17	WVU Jefferson Medical Center
18	Jefferson County Courthouse – National Historic Landmark

Once complete, the trail will help form a continuous 24-mile regional trail network, linking downtowns, major employment centers, schools, medical facilities, civic buildings, historic sites, residential neighborhoods, and tourism destinations. Overall, the alignment strengthens east–west regional connectivity, improves bicycle and pedestrian access across existing barriers, and supports economic development, mobility, and tourism within the Region.

Bridges

The Panhandle REC Trail will require the construction of two bridges – one over the Norfolk Southern railroad and one over WV Route 9.

Norfolk Southern Railroad Bridge

The bridge is a 10-foot-wide, two-way bicycle and pedestrian facility, protected by continuous safety railings to prevent encroachment into the rail right-of-way. The bridge approaches include low-gradient ramps to meet ADA slope criteria while also achieving the minimum 23 feet 6 inches of vertical clearance over the tracks. At the railroad crossing, the trail shifts away from WV Route 9 in this area to cross railroad property at a narrower location. By crossing approximately 500 feet to the northeast, the trail can utilize a more feasible 150-foot clear span. Trail easements will be required from two private property owners—one north of the railroad and one south of the railroad.

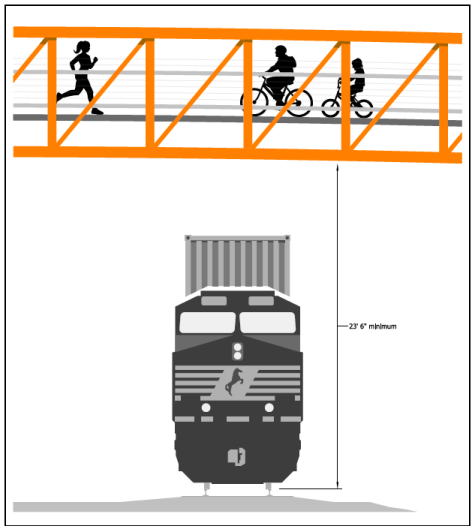
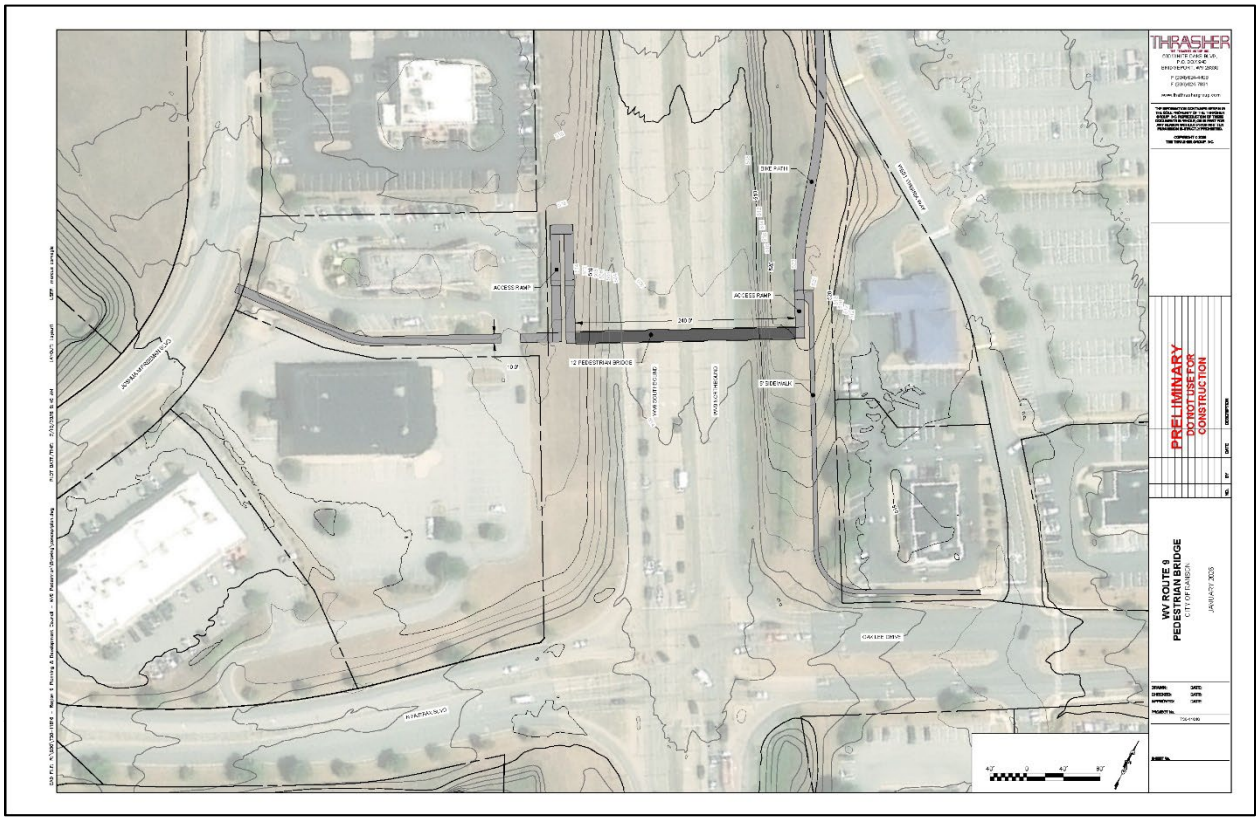


Figure 17: Northfolk Southern Railroad Bridge Concept

WV Route 9 Bridge

The bridge features a 12-foot-wide pedestrian bridge spanning 240 feet over WV Route 9 northbound and southbound lanes, with ADA-compliant access ramps connecting to shared-use paths and sidewalks on both sides of the highway. The crossing links local streets and commercial areas near Oak Lee Drive and N. Fairfax Boulevard.

*Figure 18: Pedestrian Bridge Concept Over WV Route 9**



**Prepared by The Thrasher Group*

Potential Barriers

While the proposed bike trail offers substantial safety and connectivity benefits, several challenges could affect both project feasibility and cost. Construction of the two bridges would require long, ADA-compliant approach ramps as well as sufficient vertical clearance, contributing to increased construction costs. In addition, implementation would require coordination and approvals from Norfolk Southern for the railroad crossing and from WVDOH for the bridge over WV Route 9. These approvals could result in scheduled delays or require modifications to the alignment if the bridges cannot be constructed at the proposed locations.

In some segments, right-of-way acquisition may be needed to construct a fully separated shared-use path. This may involve acquiring easements or purchasing private property, increasing costs and potentially delaying implementation. However, if right-of-way acquisition is

not possible, alternative routes may have to be used or shared lane markings (sharrows) could be used within the existing roadway footprint; however, they would provide fewer safety and user-comfort benefits than a separated facility.

Costing

It is estimated that the Panhandle REC trail will cost $9.9 million to build, with over 80% of the total cost dedicated to the bridge over the railroad tracks and the bridge over WV Route 9. The total costs include pavements, engineering, signage and markings, structures, and contingencies; however, it does not take into account any right-of-way acquisition or utilities that may be needed. Detailed costs can be found in **Appendix B**.

Table 9: Estimated Project Cost

Trail Element	Cost
Bike Trail	$1,659,000
Railroad Truss Bridge	$3,702,000
Pedestrian Bridge	$4,544,228
Totals	**$9,905,228**

Implementation

The Panhandle REC Trail is being advanced in coordination with key stakeholders including HEPMPO, WVDOH, the City of Charles Town, and the City of Ranson.

USDOT BUILD Grant

A USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant application for $1.27 million in federal funding (100% federal share) was submitted on February 24, 2026. HEPMPO is the applicant of record, and the grant will be administered by WVDOH if awarded. Funds will support implementation of the preferred alternative by advancing design, engineering, and environmental review for the grade-separated railroad crossing, the WV 9 bicycle and pedestrian bridge, and related trail connections. The funds will also be used to complete a feasibility analysis of spurs off the preferred alternative that would support connections to existing and planned developments as well as Ranson Elementary School. Award announcements are expected no later than June 28, 2026.

Funding Opportunities

The Panhandle REC Trail will require a mix of federal and state funds in addition to local funding matches. **Table 10** lists grants and programs that could be utilized to support the construction of the Panhandle REC Trail.

Table 10: Potential Funding Programs

Program	Level	Best For
Surface Transportation Block Grant (STBG)	Federal / State	Bicycle and pedestrian projects, planning studies, and trail connections
Highway Safety Improvement Program (HSIP)	Federal / State	Safety projects to achieve significant reductions in fatalities and serious injuries
Transportation Alternatives (TAP)	Federal / State	Sidewalks, bike lanes, shared-use paths
Recreational Trails Program (RTP)	Federal / State	Off-road trails
Better Utilizing Investments to Leverage Development (BUILD)	Federal	Large, regional trail corridors
Safe Streets for All (SS4A)	Federal	Safety planning & improvements
Appalachian Regional Commission (ARC)	Federal / Regional	Trails + economic development

Future Connections

As the area around the Panhandle REC Trail continues to develop and grow, there will be opportunities to connect to future residential and commercial developments. HEPMPO should leverage prior planning efforts, including the non-selected alternatives to tie into existing and planned developments to support an extensive active transportation network. These previously evaluated alternatives may inform new spur connections, segment extensions, or modified alignments that help to improve system coverage and direct access within the Region.

Figure 19: Charles Town breaks Ground for new Augustine Trail

Appendix A:
Public Comments

Public Workshop

During the workshop, the public had the opportunity to provide comments on each display board using post it notes.

Display Board	Comment
Flowing Springs Road	Too much traffic and speed on FS Road
Flowing Springs Road	As I cyclist I would NOT ride on Flowing Springs Rd without a separate bike path *protected from road. * Physical Barrier
Flowing Springs Road	Existing Bike/ped volume on flowing springs between lower cost housing and commercial jobs -> access needs
Currie Road	Currie Rd alternative takes bikers away from the major highway noise environment
Currie Road	Currie Rd is delightful now - little traffic. With proposed developments would need a separate path for safety. Leetown Pike not safe to ride current - narrow and no shoulder
Currie Road	Currently Mildred St from Leetown Pike to town has narrow should and is not safe.
Currie Road	Infill dev. Is difficult to ensure safety & adequate ROW. Explore future planned routes.

Online Survey

As part of the 30-day public comment period, the public had the opportunity to identify and rank their preferred alternative as well as provide comment on each alignment.

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
Flowing Springs	Alignment_B_and_Alignment_C	Looks safe enough. I would use it to bike commute
Flowing Springs	Alignment_A_and_Alignment_C	I use my bike for transportation, not just recreation. Accordingly, being able to safely access work, shopping, and restaurants, in a dedicated lane away from vehicular traffic is my primary concern.
Flowing Springs	Alignment_A_and_Alignment_C	Flowing Springs Rd is a terrible option for cyclists, so spending as little time on this road as possible is ideal. The Alignment A connector is very interesting, and the ending with Alignment C is also on the safer end. But there are so many dangerous

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
		sections of this and to make this a viable option (as with all options) the busier sections would need some sort of physical separation: lane protect by jersey barrier, paved path off of the road, etc. A wider shoulder or paint on the road will not be an adequate fix for the issues of this option. This provides less connection to businesses and appear to be some of the longer options, but they do provide connection to other neighborhoods.
Flowing Springs	Alignment_A_and_Alignment_C	Keeps route on quieter roads and makes both Potomac Marketplace and Jefferson Crossing accessible and links to new housing developments.
Flowing Springs		The one advantage of the Flowing Springs Road alternatives--and it's a big one--is that it could provide connection with Jefferson High School. However, Flowing Springs Road is narrow and busy, and there would have to be substantial widening of the corridor for a separate bike lane. The big disadvantage of these alternatives is that they leave out most of Ranson.
Flowing Springs	Alignment_A_and_Alignment_C	Without knowing how anyone thinks they could make a safe bike path in the fast food alley of CT I have to choose A & C. However, something needs to be done about how dangerous it is to be walker or biker in that part of town. The detour into a more eastern route seems unnecessary at the northern end. That area is already residential and should be reasonably safe for walker and bikers without money spent on improvements.
Flowing Springs	Alignment_A_and_Alignment_C	I feel this would be the safest with increasing traffic on route 9 everyday.

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
Flowing Springs		Flowing Springs Rd is too busy for bikes without a se
WV 9 Crossing	Alignment B	Highway is too busy. I prefer a dedicated bike path path. Not a family friendly route in either iteration. But as a bike commuter I would still use it.
WV 9 Crossing	Alignment B	I use my bike for transportation, not just recreation. Being able to reach work and shopping is important to me. However, being separated from vehicular traffic in a dedicated bike lane is paramount.
WV 9 Crossing	Alignment B	Alignment B of Rt9 crossing is by far the best. It provides the most connection to the largest population and more businesses. Lots of people walk the Rt9 path, and this would be the best bet to increase that foot traffic. A project of this size should have multimodal purposes, not just a bike focus. I know this would be the most expensive, but it simply is the best option for the entire community, cyclists included. To make this a viable option (as with all options) the busier sections would need some sort of physical separation: lane protect by jersey barrier, paved path off of the road, etc. A wider shoulder or paint on the road will not be an adequate fix for the issues of this option.
WV 9 Crossing	Alignment A	I ride this all the time so I am well qualified to make comments. I find Fairfax Blvd through Ranson to be quite bike friendly. A cheap way to do this would be to negotiate access to the eastbound Rt. 9 shoulder from Joshua M. Freeman Blvd. through the Valley Health property avoiding altogether the Fairfax Blvd intersection with Rt. 9. For bikes on the east side they could also use the west bound shoulder of Rt. 9 maybe with access through the shopping center

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
		parking lot. The Currie Rd intersection is more treacherous than it appears. Cars seem to appear from no where at high speeds. Crosswalk marking to get bikes from the Rt. 9 shoulders to the start of the trail would help alert drivers there of potential bike and pedestrian traffic. Both shoulders would need to be marked and the no bike signs taken down. Road debris accumulates on the shoulders so they would need to be cleaned periodically. The shoulder option would not be pleasant for pedestrians.
WV 9 Crossing	Alignment B	A more direct route to Charles Town and serves Potomac Marketplace
WV 9 Crossing	Alignment B	Alignment B is my preference, although I fear the tremendous expense of the bridge over Route 9 would delay it for many years. I like the opportunity to link both bicyclists and pedestrians in the area with the shopping center on both sides of Route 9. I also like the entire WV 9 Crossing alternatives because they are the most direct and would connect the most neighborhoods.
WV 9 Crossing	Alignment A	I'm fine with any of the options that include a pedestrian/bike bridge over rt. 9. The proposed change that crosses on currie road is dangerous now and will be much worse in the future as that area grows. My wife and I use the current path a lot. We are in our mid-late 60s and no longer feel safe sharing the road with cars. Please make as much as possible a separate bike path as currently exists. If we must share the road in some places use solid barriers rather than just painted lines. I like the end point of the proposed changes in Charles Town. The parking area has plenty of room for cars. If safe

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
		enough, I would use the bike to shop at Martins and cut down on driving.
WV 9 Crossing	Alignment B	You must select Alignment B. There MUST be a safe way to cross Route 9 as a bicyclist and pedestrian to access both shopping areas. Alignment A is too far from Potomac Marketplace so bikers and walkers will continue to risk their lives crossing with motor vehicles. This shouldn't even be an option.
WV 9 Crossing	Alignment B	B makes more sense given the crossing is closer to the intersection. A bridge/tunnel would be great
WV 9 Crossing	Alignment A	The WV 9 Crossing plan can take advantage of existing infrastructure such as city sidewalks and shared bike lanes which are also accompanied by street light and would bring foot traffic not only to our commercial developments but also through the heart of Ranson. Residents already use these sidewalks. Having the path through town provides much more opportunity than Currie Road or Following Springs which takes people away from town and away from our community. This would allow people to step out of their homes and hit the trail vs driving out of town to start it. Having the WV 9 Path option makes the most logical sense; however, I see an area where this plan can be improved. While we will have to cross the railroad, we already have a means to cross the highway which is pointed out in the Currie Road proposal. Utilizing the bridge at the start. This brings the path down the left side vs the right where the left side is zoned for commercial development all the way up to the bridge.
WV 9 Crossing	Alignment A	This is the best alternative. Either alignment is fine, though I'd prefer an

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
		overpass as tunnels tend to collect trash and grafitti
WV 9 Crossing	Alignment B	Build an interchange for Fairfax Avenue to pass over WV Route 9 to more safely allow pede
Currie Road	Alignment A	Currie will soon have a great deal of development as much of the adjacent farmland is for sale and zoned for development. There is no shoulder and so a dedicated path will soon be needed
Currie Road	Alignment A	I would use this path to get to downtown Charles Town and Ranson. Accordingly, a dedicated bike path away from vehicular traffic is my preference.
Currie Road	Alignment B	Currie Road w. Alignment B is currently the way I get from Charles Town to the bike path. Currie Road is a nice, calm country road - at least currently. Old Leetown Road is not very cyclist friendly, but it is very short. To make this a viable option (as with all options) the busier sections would need some sort of physical seperation: lane protect by jersey barrier, paved path off of the road, etc. A wider shoulder or paint on the road will not be an adequate fix for the issues of this option. It should also be considered that while this option is currently the best and calmest, it is likely to have exponential traffic increases as the new elementary school gets up and running. Also, much of the farmland on Currie Rd is currently for sale, zoned residential. If those fields become houses, this road will no longer be quiet. This is likely the easiest option to make, but it creates the least amount of connectivity to other business and is truly a bike-focus option, not multimodal.
Currie Road	Alignment B	I suspect that alignment B currently (and more so in the future) will be more

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
		centrally located for a greater portion of the area population. Alignment B also looks like it would connect to the sidewalk infrastructure around Fairfax Crossing. Which in turn connects to more commercial points of interest around Fairfax Crossing.
Currie Road	Alignment B	Primary alignment has many issues. A more direct route going over the bridge and instead of following the back roads, taking route 9 all the way to fairfax crossing then joining at alignment alternative b would be optimal.
Currie Road	Alignment A	Currie Road is certainly safer than Old Rt 9 which is more direct but has much heavier and faster traffic and a very narrow shoulder or berm. The traffic load on Currie itself has been light but will increase as the schools are built up and more housing is built. The transition from Currie Road to North Mildred Street is less safe with heavier and fast traffic. Ideally a separated lane for bicycle traffic along both the Currie Roaf / Leetown Pile Route (including North Mildred back into town) and one alongside Old Rt 9 would be ideal. The mapped option out Fairfax Blvd shows a link to 16th Street that doesn't exit now except as a very rough unpaved block which I avoid. It would be the most direct but the huge chunks of gravel and other debris rule it out until it's paved. My return Route involves cycling down North Mildred to W Beltline where I turn and work the perimeter streets until hitting Noth Street then West Street to Mordington Ave. -David Sanders
Currie Road	Alignment A	It would be nice to start a dialog with the railroad about connecting the skateboard park to the Ranson Civic Center and Gardens area

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
Currie Road		The Currie Road alternatives are comfortably bikeable even now, with the exception of Old Leetown Pike. Because of the narrow road and speedy traffic, a separate bike lane would be needed in that section.
Currie Road	Alignment B	While I do think there are aspects of the Alignment A proposal, Alignment B sustains greater walkability features and is already more pedestrian friendly with updated sidewalks, greenery, and I'd imagine to be a lower chance to be involved in a traffic accident considering the lower speed limits already mandated in conjunction with a series of close proximity all-way stop intersections alongside a divided two-lane street. Alignment B is also just a more peaceful area (though this itself could obviously be further improved), considering how busy with traffic the alternative Alignment B regularly is.
Currie Road		None of the above. You should be concentrating on vehicular safety and not recreational accommodations. With the overdevelopment of this county, there are increased auto/truck traffic that is creating dangerous conditions that need to be addressed BEFORE any “bike path” is considered. One area that needs immediate attention is the extension of the on ramp to Route 9 west from US Route 340 S. Many rear-end vehicular accidents can be avoided by reducing the backup at that traffic signal.
Currie Road	Alignment B	I like this one because it would be easier to navigate and pretty scenery. Also, lots of opportunities to stop for lunch or a beer.
Currie Road	Alignment A	It is needed
Currie Road	Alignment A	More direct route

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
Currie Road	Alignment B	B provides more access to businesses and potential places of employment so that young and old alike can run more short errands without a car. Alignment A already has sidewalks feels safer for bikers as is.
Currie Road		I've been road cyclilng in Jeff Co for many years. Leetown Pike is too busy for bikes unless you add a dedicated bike lane!! Let's pass a law that every time a new development or shopping center is built the road frontage has to have a separated bike path. They do this in Sussex Co Delaware and it's great!
Currie Road	Alignment B	A better solution would be to continue the alignment along WV 9 until it reaches Fairfax Avenue then follow Fairfax Avenue into Downtown. There should be a new interchange constructed on WV Route 9 at Fairfax Avenue to safely allow pedestrian and bike traffic to cross WV Route 9.
WV 115	Alignment B	I feel this would be a useful connection for cyclists who intend to shop at businesses
WV 115	Alignment A	Again dedicated bike path away from vehicular traffic is paramount. I would use this alignment to access shopping and restaurants. My bike is my means of transportation and I want to use it as safely as possible. Vehicle drivers are just not attuned to cyclist in this area.
WV 115		This connection is interesting because it is the most direct, but probably the hardest, physically, for cyclists because of the steep hill encountered in both directions. This option would require lots of infrastructure to make this a safe choice, since 115 has very fast traffic. To make this a viable option (as with all options) the busier sections would need some sort

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
		of physical seperation: lane protect by jersey barrier, paved path off of the road, etc. A wider shoulder or paint on the road will not be an adequate fix for the issues of this option. Personally, this is my least favorite. It's a busy, main connector to the highway and doesn't offer the serenity that Currie Road provides. This option provides very little connectivity to other sections of Ranson and it's businesses. If money is going to be invested, this should provide multimodal connect, not just bike connection. The Rt9 bike path sees tons of foot traffic, and a more connected option would serve more people.
WV 115	Alignment A	I've even cycled out Rt 9 on the debris-strewn shoulder, a teeth clenching affair and an almost guaranteed flat tire from the shards of glass and metal. Ideally a separated lane for bicycle traffic along both the Currie Roaf / Leetown Pile Route (including North Mildred back into town) and one alongside Old Rt 9 would be ideal. The mapped option out Fairfax Blvd shows a link to 16th Street that doesn't exit now except as a very rough unpaved block which I avoid. It would be the most direct but the huge chunks of gravel and other debris rule it out until it's paved. My return Route involves cycling down North Mildred to W Beltline where I turn and work the perimeter streets until hitting Noth Street then West Street to Mordington Ave. - David Sanders
WV 115	Alignment A	I prefer Alignment A due to its access to more businesses etc. However, it's little detour around a section of the business district will be ignored by bikers - why is this there? Why not make the detour go to the East instead of the West? REgarding Currie Rd vs 115 - I would choose the

Primary Alignment Name	Which is your preferred alignment?	Provide any additional comments or feedback on the Alignment
		route that has the least steep hills / change in elevation.
WV 115		this would serve more people in the new communities being built vs Currie Road option
WV 115		115 is too busy for bikes with out a separate dedicated bike lane.

Other Comments

In addition to the boards and survey, the public provided comments on social media post as well as via email.

Type	Comment
Facebook	RT 9 option, cross the bridge at Currie Rd. No Need to cross the highway and can utilize city sidewalks.
Facebook	I also like the rt 9 option, but would really go with whatever option offers the most tree coverage. That path is brutal during the summer and full sun!
Facebook	Route 9 option would be really beneficial as well for pedestrians/workings going from Fairfax Crossing area across 9 to Home Depot, President's Point, Kohls, etc. It's common to see people have to run across the road getting to their jobs on a very unsafe intersection Would be a challenged of an extra step with DOH for getting a bridge over.
Facebook	It would be great to have a path from Martinsburg to Falling Water and the C&O trail
Facebook	I think the route 9 option would be the most beneficial
Facebook	Why does it need to be extended?
Facebook	A pedestrian bridge over 9, and while we're at it another crossing for pedestrians south of the bridge on East Washington Street over 9/340. They should have done this when they build the road years ago. There's no way to safely walk past the casino area towards like Walmart and Food lion, and vice versa

Type	Comment
Facebook	Route 9 Crossing Option
Facebook	WV 9 Crossing Option
Facebook	I think it's all a waste of taxpayer money. Y'all are killing the rural nature of this county. If you really want big city living, you're going to have to raise property and other taxes to accommodate it. Use the beautiful natural resources we already have. Don't pave paradise.
Email	I have looked at all the proposed routes for the Jefferson County bike path extension. I use the path from Currie Rd to Wiltshire Rd fairly frequently. All seem reasonable to me although the Flowing Springs Road route would impact quite a few new houses. That might not be a bad thing if it would encourage more people to get out and walk or bike. The Currie Rd extension probably makes the most sense to me. Parking areas for more than a couple of cars are very important wherever the Route is set.
Email	As a member of Ranson's Planning Commission and City Council, I take great interest in the connectivity plan for the bike path through Ranson. Unfortunately, we have our City Council meeting tomorrow night (Dec. 16th) so I won't be able to attend to make public comment however I would love to make a suggestion and recommendation to the proposed plans. The WV 9 Crossing plan can take advantage of existing infrastructure such as city sidewalks and shared bike lanes which are also accompanied by street light and would bring foot traffic not only to our commercial developments but also through the heart of Ranson. Many residents primarily from Fairfax Crossing already take advantage of this fact and primarily use Fairfax Blvd to walk their dogs, take a stroll with their children, and even walk to Chick-Fil-A. Having the path through town provides much more opportunity than Currie Road or Following Springs which takes people away from town and away from our community. This would allow people to step out of their homes and hit the trail vs driving out of town to start it. Having the WV 9 Path option makes the most logical sense; however, I see an area where this plan can be improved. While we will have to cross the railroad, we already have a means to cross the highway

Type	Comment
	which is pointed out in the Currie Road proposal. Utilizing the bridge at the start. This brings the path down the left side vs the right where the left side is zoned for commercial development all the way up to the bridge. The right side however is not a part of Ranson and the farm land adjacent to it is in historical preservation. This would save the cost for a pedestrian bridge or tunnel and would simply require a protected lane across the bridge. I've posted comment on Facebook as well as on my own account and have received feedback from other Ranson and Charles Town Councilmembers who agree. Utilizing existing infrastructure that promotes connectivity through the heart of Ranson while also bringing foot traffic into the growing portion of our city is a Win-Win scenario.

Appendix B:
Cost Estimates

Estimated Cost for Trail

Item	Cost/Unit	Total Cost
10 FOOT WIDE ASPHALT TRAIL	$83.50	$847,024.00
RRFB at Currie Road	$75,000	$75,000.00
ADA CURB RAMP	$5,000	$75,000.00
SIGNAGE	$290	$24,650.00
SHARROW PAVEMENT MARKING	$350	$51,100.00
24" WHITE HOT THERMOPLASTICPAVEMENT MARKINGS	$16	$2,400.00
SINGLE-LEAF SWING GATE	$3,200	$60,800.00
subtotal		$1,135,974.00
Mobilization		$68,158.44
E&S		$56,798.70
Maintenance and protection of traffic during construction		$68,158.44
SUBTOTAL		$1,329,089.58
Contingency (20%)		$265,817.92
inflation: 1 year @ 4% annually		$63,796.24
TOTAL		**$1,658,703.74**

Estimated Cost for Railroad Bridge

Costs

	West Virginia Trail Bridge			
	Unit	Unit Cost	Total Quantity	Cost
CLASS 3 EXCAVATION	CY	$50	351	$17,550
STRUCTURE BACKFILL	CY	$135	176	$23,760
CLASS AAAP CEMENT CONCRETE	CY	$1,400	176	$246,400
CLASS AA CEMENT CONCRETE	CY	$3,000	4	$12,000
CLASS A CEMENT CONCRETE	CY	$1,400	822	$1,150,800
REINFORCEMENT BARS	LB	$2.25	123,900	$278,775
REINFORCEMENT BARS, EPOXY COATED	LB	$2.75	27,718	$76,225
PREFABRICATED STEEL TRUSS	LS	$1,161,336	1	$1,161,336

Total=	$2,966,846
Total with 20% contingency=	$3,560,215
4% Inflation Rate (1 year construction lead time) =	$3,702,623
SAY	$3,703,000

Estimated Cost for Bridge Over WV Route 9

City of Ranson - WV Route 9 Pedestrian Bridge

Preliminary Opinion of Probable Cost - 02.19.2026

THRASHER
600 White Oaks Boulevard
Bridgeport, WV 26330

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY		UNIT PRICE		TOTAL
	GENERAL IMPROVEMENTS						
01	MOBILIZATION	LS	1	@	$175,000.00	=	$175,000.00
02	EROSION & SEDIMENT CONTROL	AC	2.00	@	$15,000.00	=	$30,000.00
03	CLEARING AND GRUBBING	AC	1.00	@	$10,000.00	=	$10,000.00
04	TRAFFIC CONTROL	LS	1.00	@	$100,000.00	=	$100,000.00
05	UNCLASSIFIED EXCAVATION	CY	1,200	@	$65.00	=	$78,000.00
06	UTILITY RELOCATIONS	LS	1	@	$25,000.00	=	$25,000.00
07	CONCRETE SIDEWALK	SY	1,350	@	$155.00	=	$209,250.00
08	ELECTRIC SERVICE	LS	1	@	$15,000.00	=	$15,000.00
09	ELECTRIC CONDUIT	LF	1,500	@	$25.00	=	$37,500.00
10	LIGHTING	EA	25	@	$9,000.00	=	$225,000.00
11	STEEL TRUSS PEDESTRIAN BRIDGE	LS	1	@	$510,000.00	=	$510,000.00
12	BRIDGE INSTALL	LS	1	@	$510,000.00	=	$510,000.00
13	RAMP & TOWER SUPPORTS	LS	1	@	$450,000.00	=	$450,000.00
14	RAMP & TOWER INSTALL	LS	1	@	$450,000.00	=	$450,000.00
15	RAMP & TOWER FOUNDATIONS	CY	25	@	$1,500.00	=	$37,500.00
16	BRIDGE ABUTMENTS	CY	26	@	$2,500.00	=	$65,000.00
17	BRIDGE PIERS	CY	15	@	$2,000.00	=	$30,000.00
18	BRIDGE DECK CONCRETE	SY	320	@	$155.00	=	$49,600.00
19	RAMP DECK CONCRETE	SY	420	@	$155.00	=	$65,100.00
20	GUARDRAIL	LF	300	@	$50.00	=	$15,000.00
21	DECORATIVE FENCING	LF	200	@	$45.00	=	$9,000.00
22	DECORATIVE GATEWAY SIGN ON BRIDGE	LS	1	@	$25,000.00	=	$25,000.00
23	INFORMATION KIOSK	LS	1	@	$5,000.00	=	$5,000.00
24	SEEDING	AC	1	@	$8,000.00	=	$8,000.00
	CONSTRUCTION TOTAL					=	**$3,133,950.00**

	SOFT COSTS			
01	CONSTRUCTION CONTINGENCY	20%	=	$626,790.00
02	DESIGN & PERMITTING	15%	=	$470,092.50
03	BIDDING & CONSTRUCTION ADMIN	4%		$125,358.00
04	INSPECTION AND TESTING	4%	=	$125,358.00
05	GRANT ADMINISTRATION	2%	=	$62,679.00
	SOFT COSTS TOTAL		=	**$1,410,277.50**

PROJECT TOTAL		=	**$4,544,227.50**