

WV Transportation Planning Conference

HEPMPO

WV Route 9 Bicycle Path Connectivity Plan

June 3, 2026



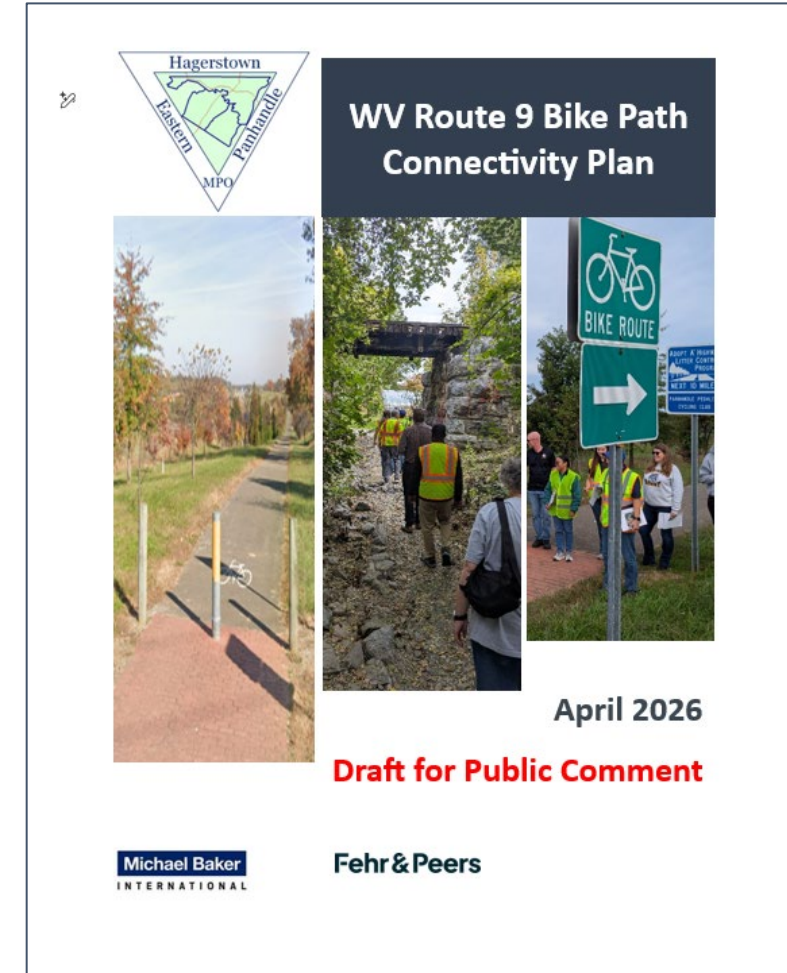
Matt Mullenax

Jim Frazier

Michael Baker
INTERNATIONAL

Agenda

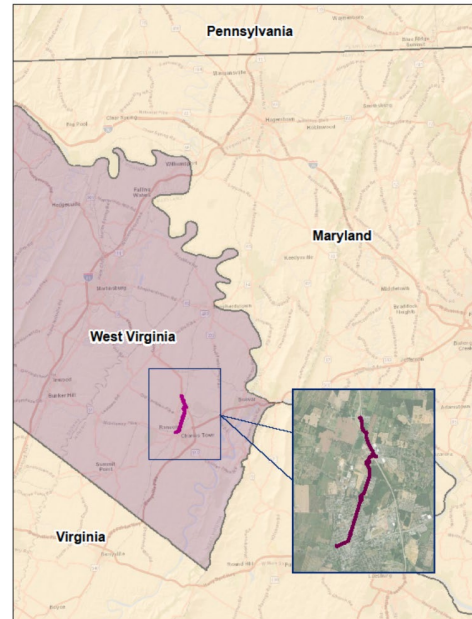
- 1 Project Overview
- 2 Opportunities and Challenges
- 3 Public Outreach and Engagement
- 4 Panhandle Regional Connector Path
- 5 Questions and Contact Information



Project Overview

Study Area

- Portions of Ranson and Charles Town, WV
- Corridor formed by WV Route 9
- Links key activity centers
- Newer subdivisions
- Shared urban core



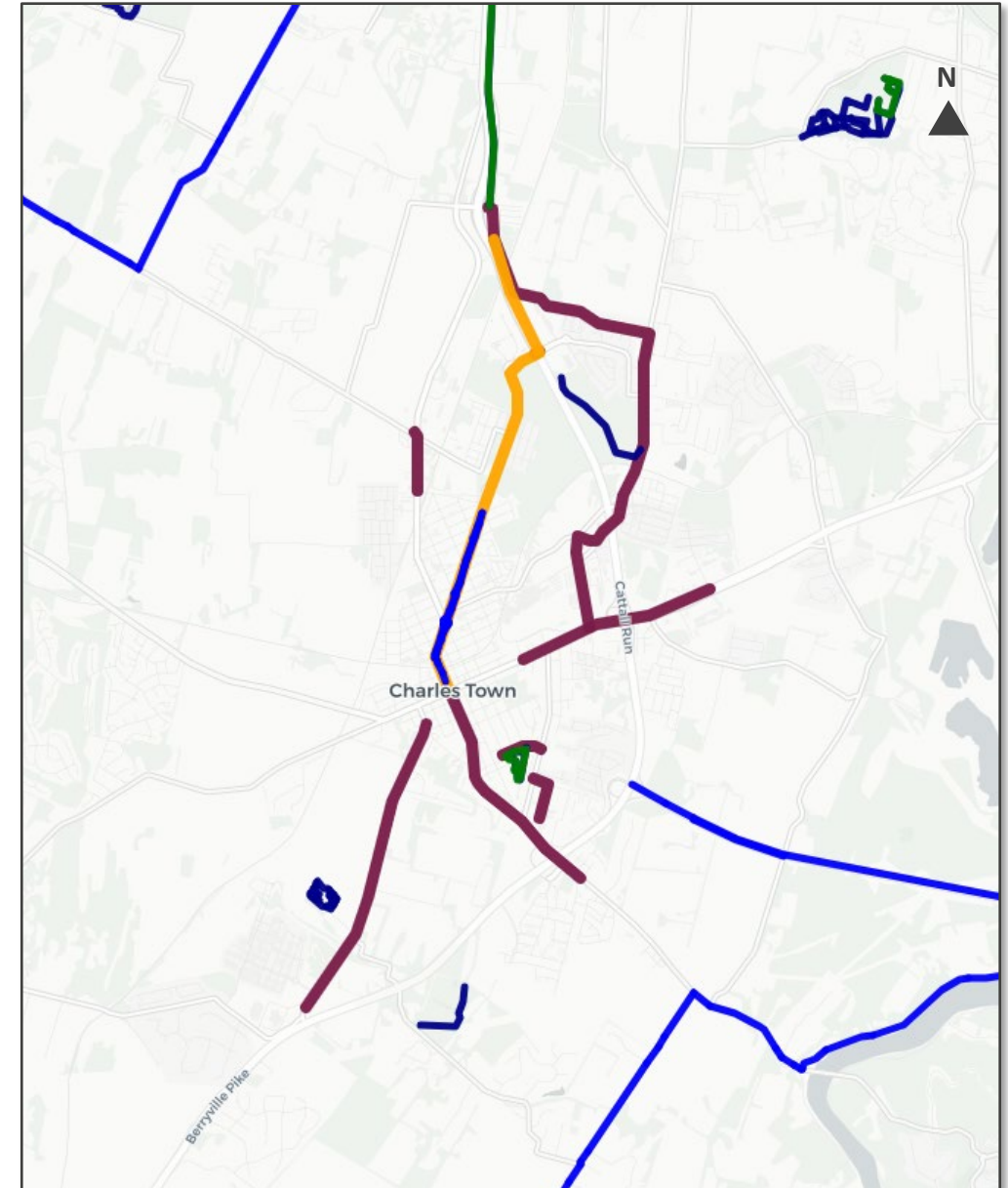
Project Overview

- Builds upon HEPMPO Regional Bicycle and Pedestrian Plan Recommendation
 - Extend existing bike path through Ranson or along Flowing Springs Road to Washington Street in Charles Town
- Evaluate and propose solutions for extending the WV Route 9 Bike Path to Charles Town, WV.

Goal:

- Enhance safety, accessibility, and connectivity
- Promote sustainable transportation
- Promote recreational opportunities

- HEPMPO Shared Lane or Bicycle Route
- HEPMPO Off Street Shared-Use Path
- HEPMPO Trails
- Fairfax Blvd Path Extension
- Draft Project Ideas

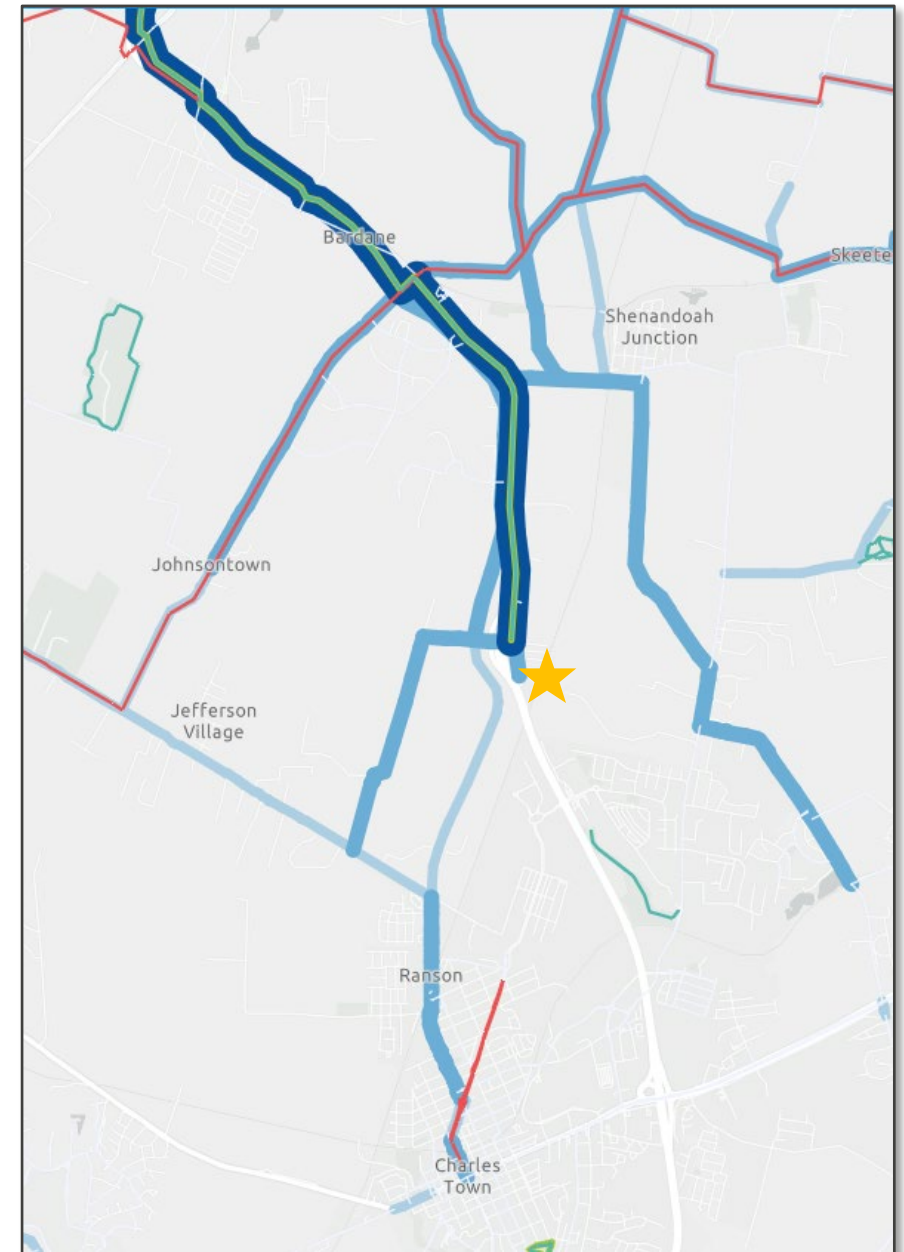
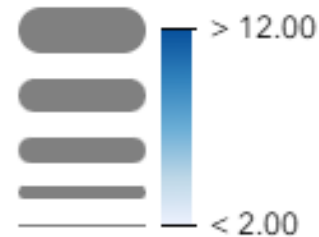


Existing Path Overview

- WV 9 Route Bike Path
 - Approx. 10.5 miles long
 - Currie Road to Grapevine Road

- HEPMPO Trails (Existing)
- HEPMPO Shared Lane or Bicycle Route (Existing)
- ★ Route End Point

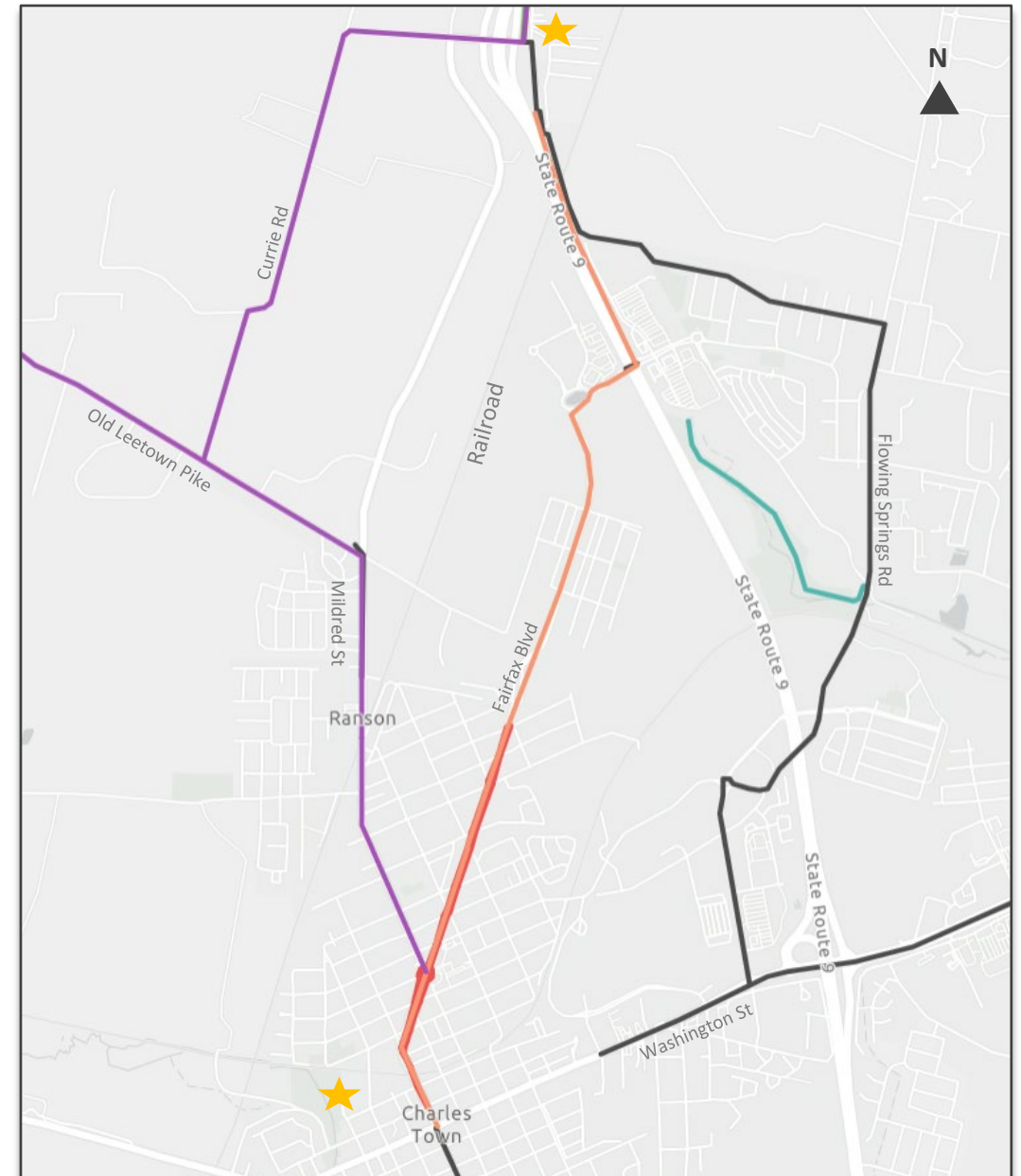
Strava Data



Bike Routes Identified in Previous Studies

Legend

- Currie Rd Path Extension (Recommendation)
- Fairfax Blvd Path Extension (Recommendation)
- Draft Projects Idea (Recommendation)
- Trails (Existing)
- Shared Lane or Bicycle Route (Existing)
- ★ Route Start and End Points



On-going Activities

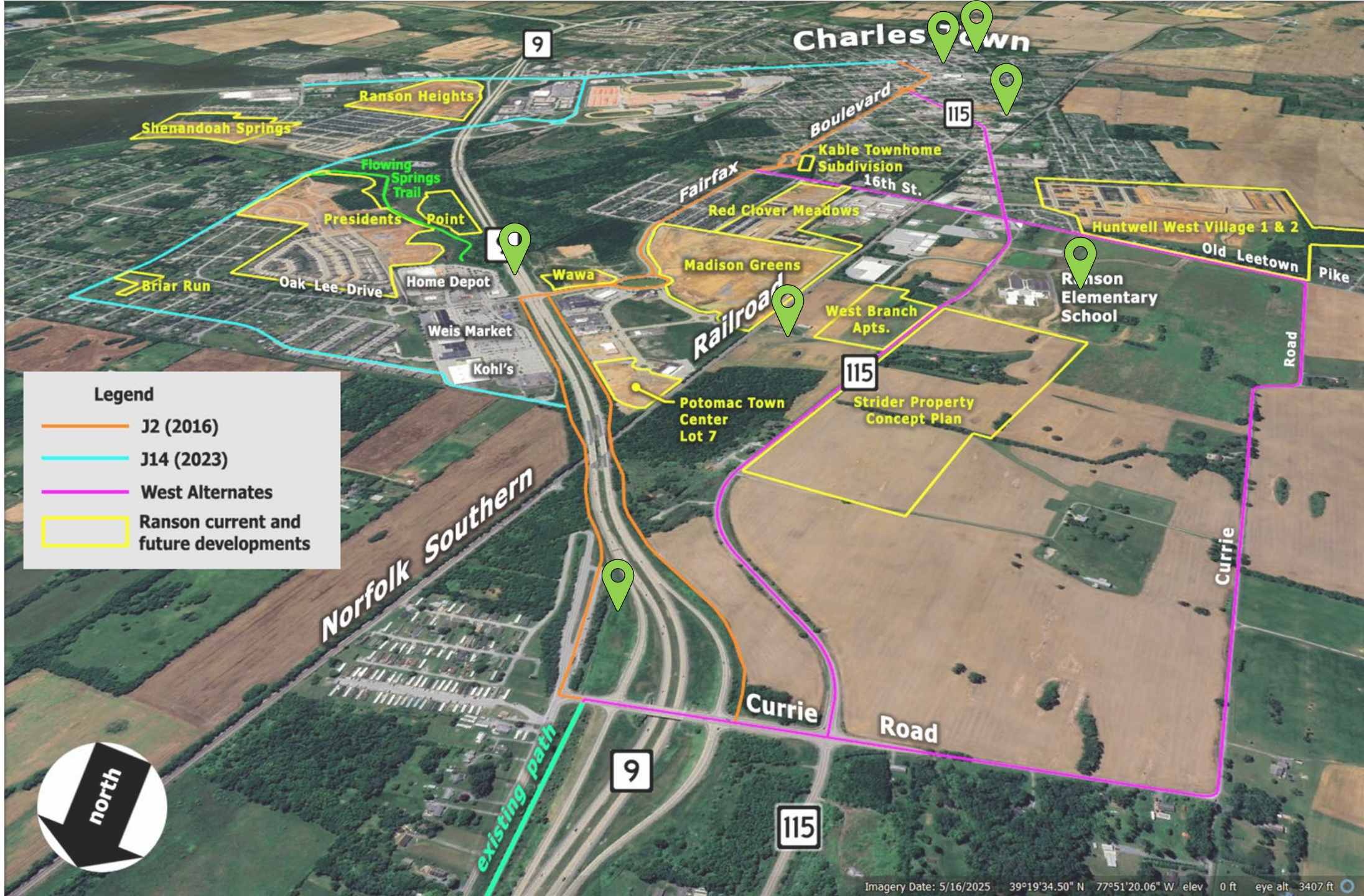
Studies & Plans

- HEPMPO Regional Safety Action Plan
- HEPMPO Regional Bicycle and Pedestrian Plan
- HEPMPO LRTP
- City of Ranson Pedestrian & Bicycle Bridge Feasibility Study
- City of Ranson Comprehensive Plan
- Jefferson County Comprehensive Plan
- City of Charles Town Comprehensive Plan

Developments

- Ranson Elementary School (Institutional)
- Wawa Convenience Store (Commercial)
- Potomac Towne Center (Commercial)
- President's Point (Residential)
- Strider Property (Residential)
- Huntwell (Residential)
- Shenandoah Springs (Residential)
- Briar Run (Residential)
- Ranson Heights (Residential)
- Lakeland Place (Residential)
- Red Clover Meadows (Residential)
- Kable Townhomes (Residential)
- West Branch Apartments (Residential)
- Madison Greens (Residential)

Opportunities & Challenges





Topography



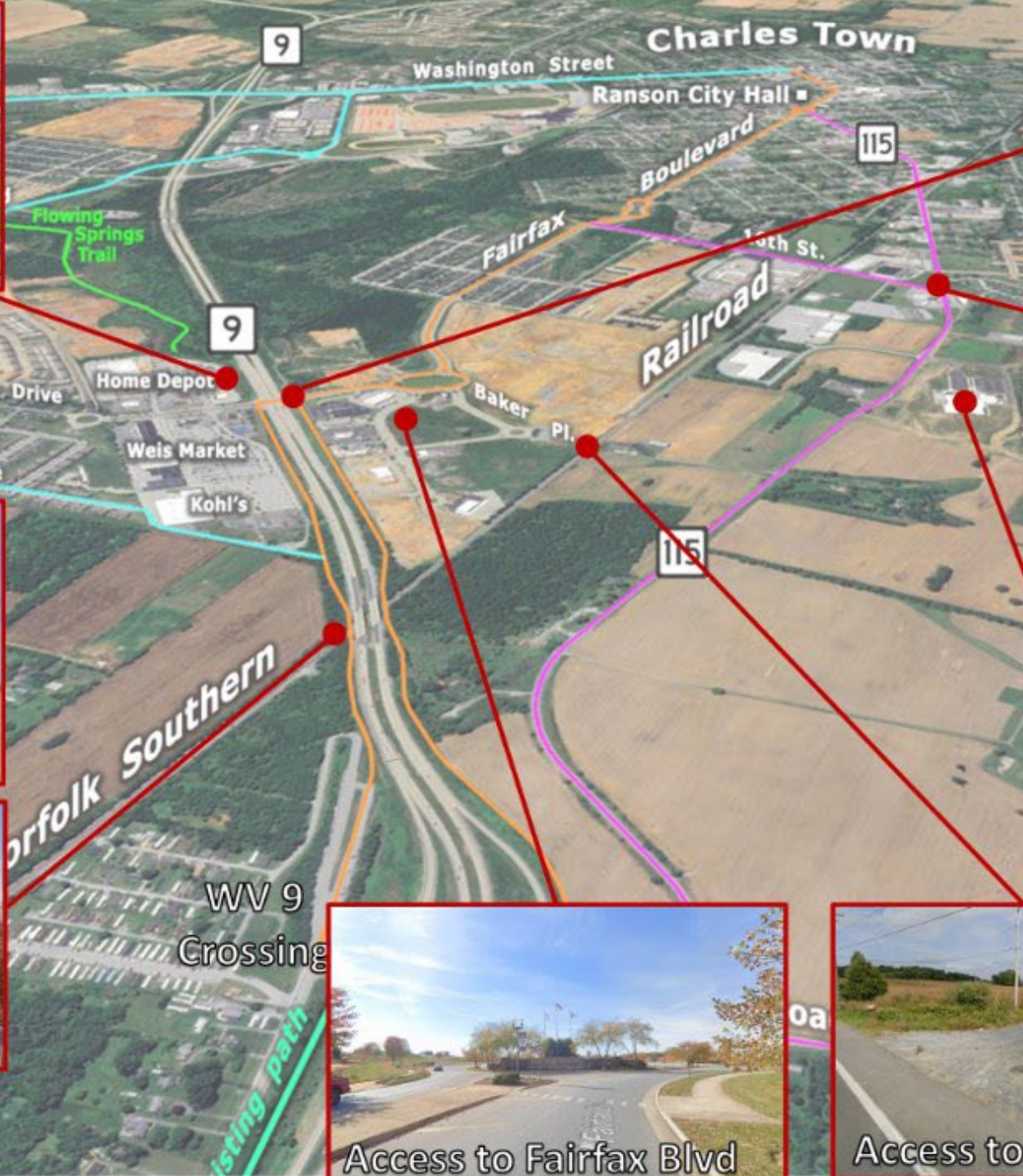
WV 9 Crossing



Right-of-Way



Railroad Crossing



Intersection Concerns



Elementary School



Access to Fairfax Blvd



Access to Baker Place

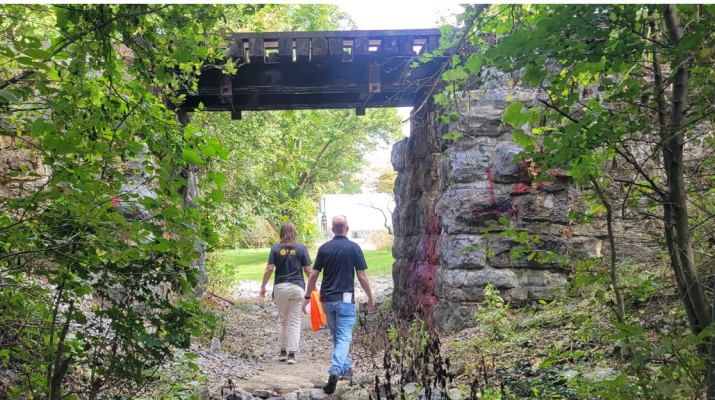
Public Outreach and Engagement

Steering Committee

- Provided input & feedback
 - Assess current bicycle network
- Identified issues, concerns, improvements & opportunities
 - Safety, connectivity, destinations
- Identified four bike path alternatives

Comprised of key stakeholders

- State, local, regional government, community organizations, advocacy groups, businesses



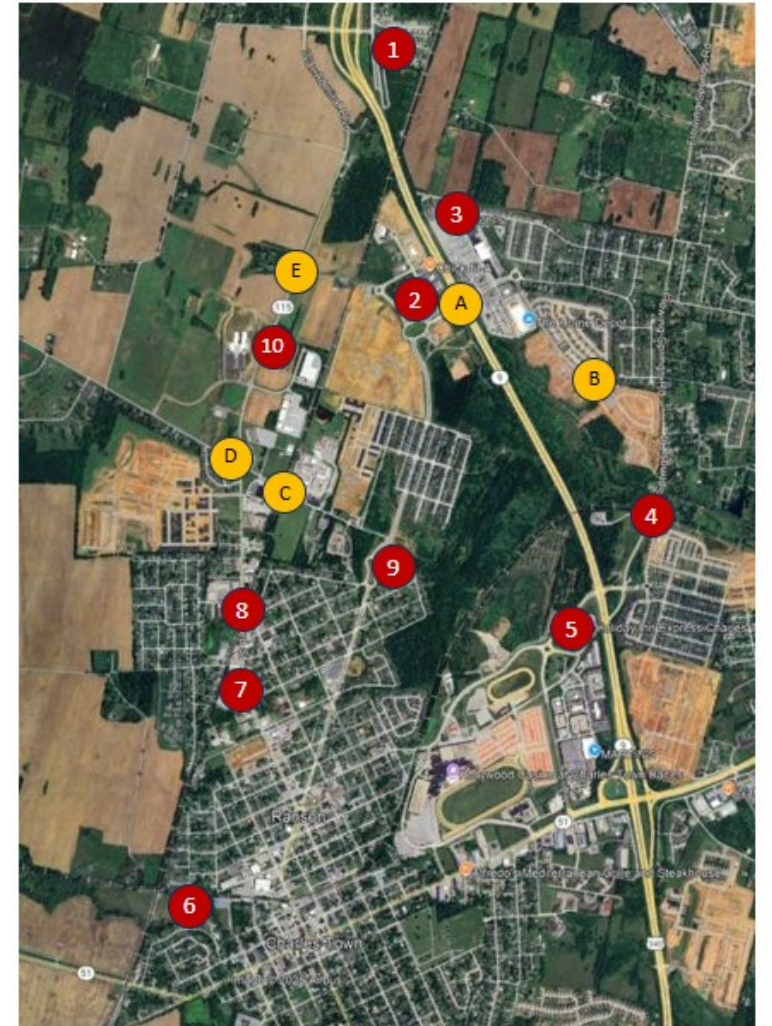
SITE VISIT

Stop Locations for Site Visit:

1. Park & Ride
2. Dollar Tree/Baker Place
 - A. WV 9 and Fairfax Blvd/Oak Lee Dr
3. Kohl's
 - B. Presidents Pointe Ave/Briar Run Dr
4. Flowing Spring Road
5. Holiday Inn
6. Evitts Run/Civic Center
7. Ranson Visitor Center
8. Mildred St & Railroad Crossing
9. Fairfax Blvd & Park Ave
 - C. 16th Street & Railroad Crossing
 - D. Old Leetown Pike & 115
10. Ranson Elementary School
 - E. Strider Property

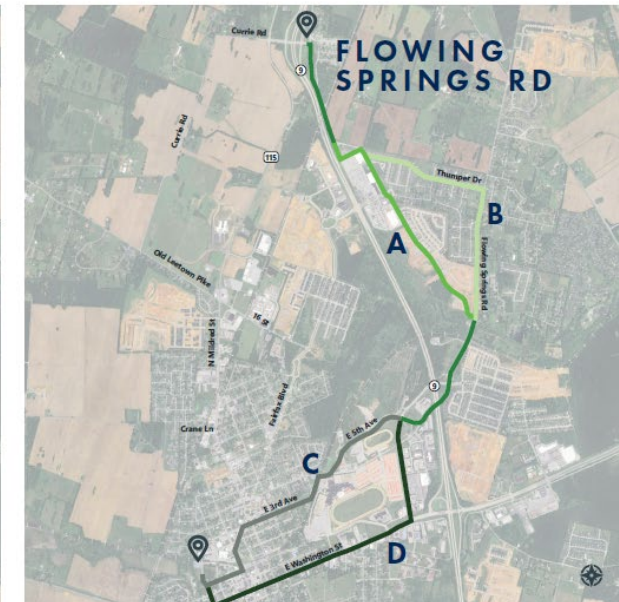
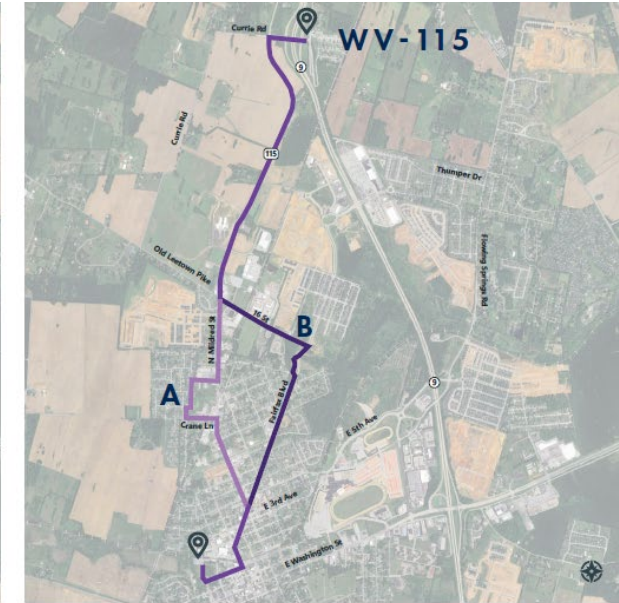
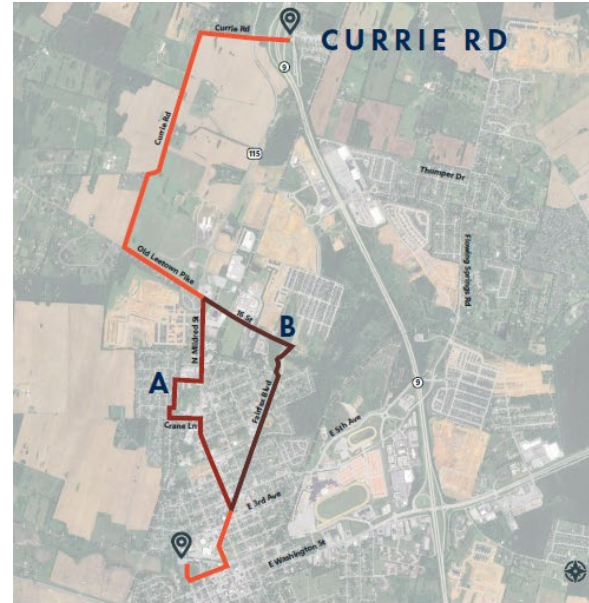
 Site Visit Stop

 Not a Stop but location of concern



Route Alternatives

- Four Route Alignments
 - Currie Road 
 - WV 115 
 - WV 9 Crossing 
 - Flowing Springs Road 



Each Alignment consists of:

- Primary Alignment
- At least 2 Alternative Alignments

Public Workshop

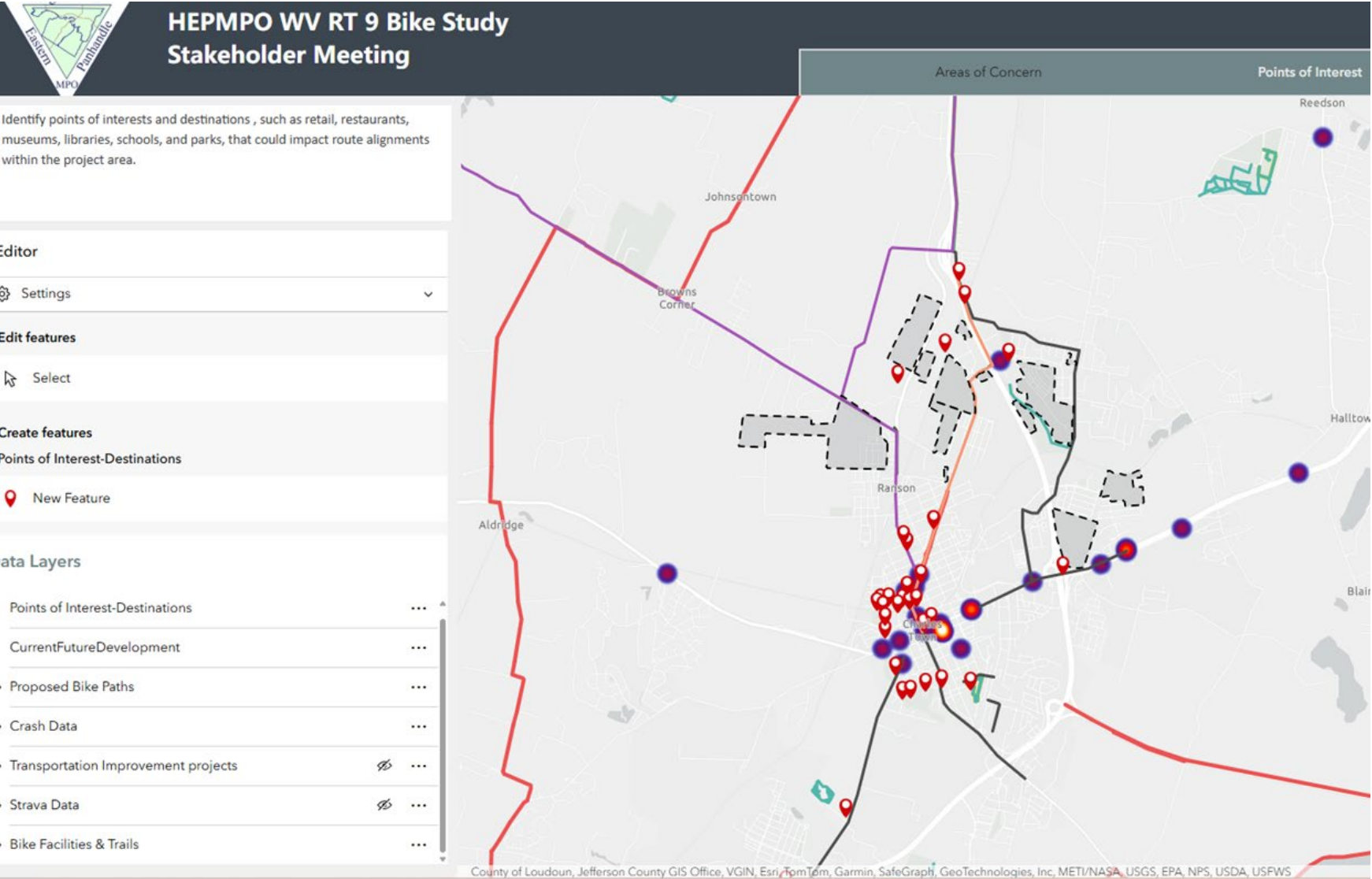
- Workshop - December 16, 2026
 - Project Overview
 - 10 Route Alternatives
- Public Comment Period
 - Interactive Online Mapping
 - December 15 – January 15

Purpose:

- Provide feedback
- Suggest alternative alignments
- Vote for preferred alternative



Stakeholder and Public Survey



Public Feedback

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	-	-	-
Flowing Springs Road	Alternative B + Alternative C	-	1	1
Flowing Springs Road	Alternative B + Alternative D	-	1	1

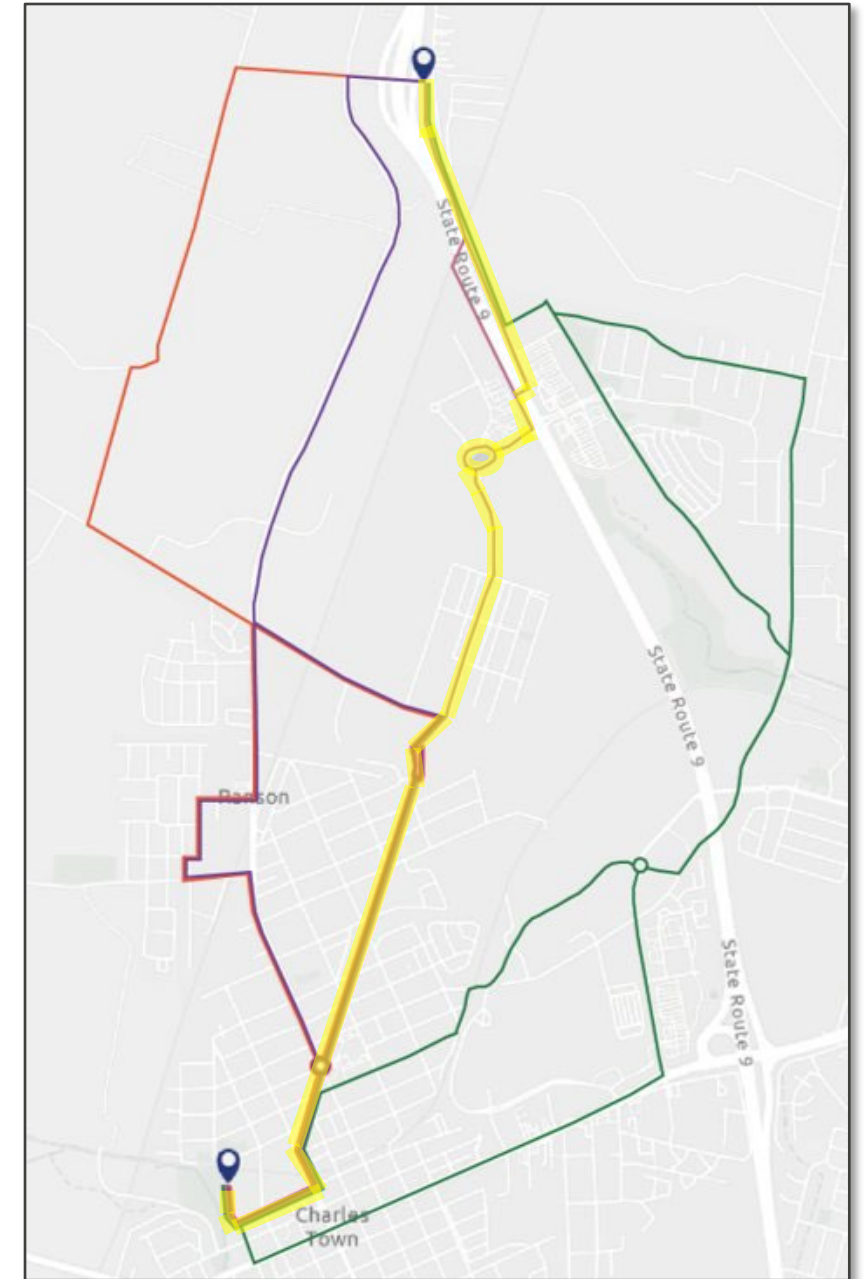
— Currie Road

— WV 115

— WV 9 Crossing

— WV 9 Crossing (Alt. B)

— Flowing Springs Road



Public Engagement Efforts

JEFFERSON COUNTY

Public input sought on plan to extend Route 9 bicycle trail to Charles Town

by: Steven Cohen
Posted: Dec 15, 2025 / 05:09 PM EST
Updated: Dec 15, 2025 / 05:39 PM EST





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CENTERPIECE

Planners seek input on long-awaited connection to Route 9 bike path

by Tom Markland tmarkland@journal-news.net 14 hrs ago

fX



WV 9 Bike Path Connectivity Plan

A study aimed to evaluate and identify options for extending the WV Route 9 Bike Path to Charles Town, WV.

2026
March 17, 2026



EPT: Matt Mullenax & Michaela McDonough - WV Route 9 Bicycle Path Connectivity Plan (12.4.2025)

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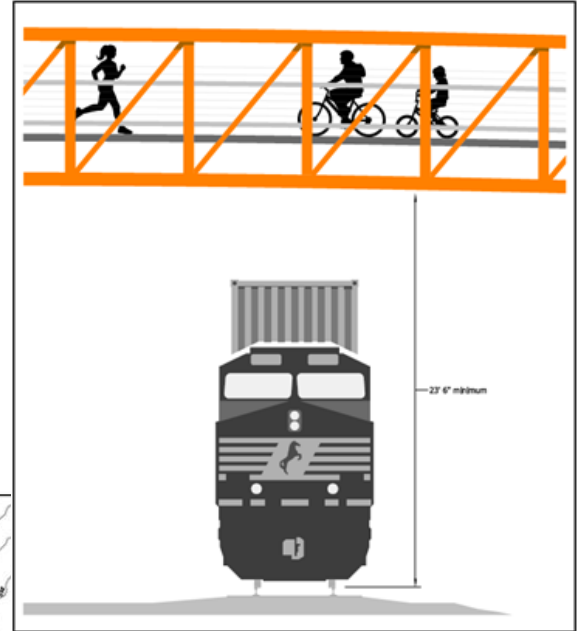
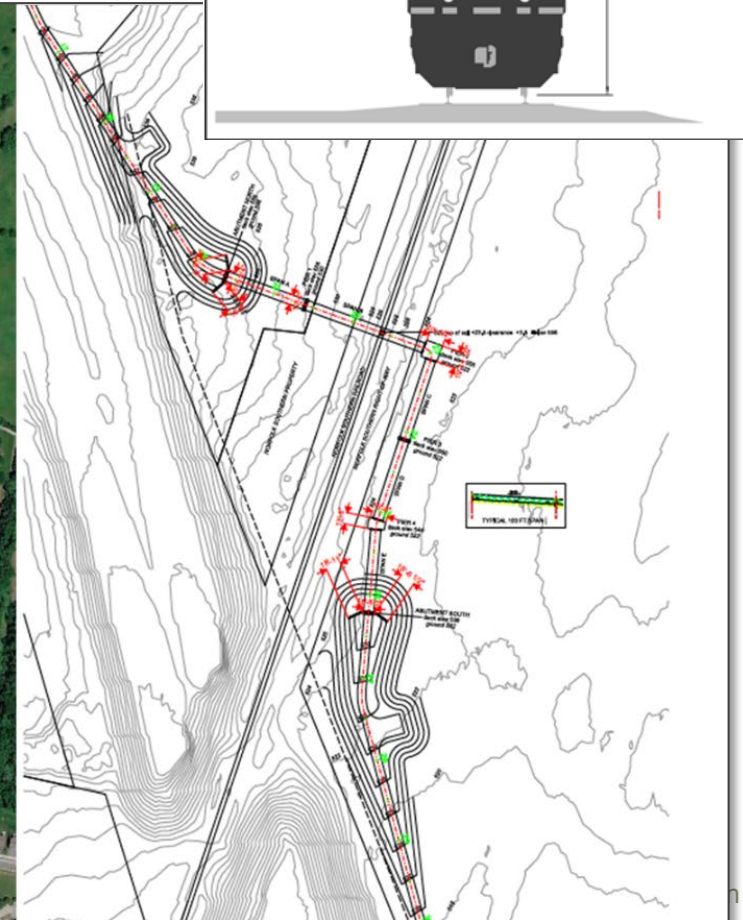
3 views Dec 4, 2025

Panhandle Regional Connector Path

Barrier 1 - N/S Railroad

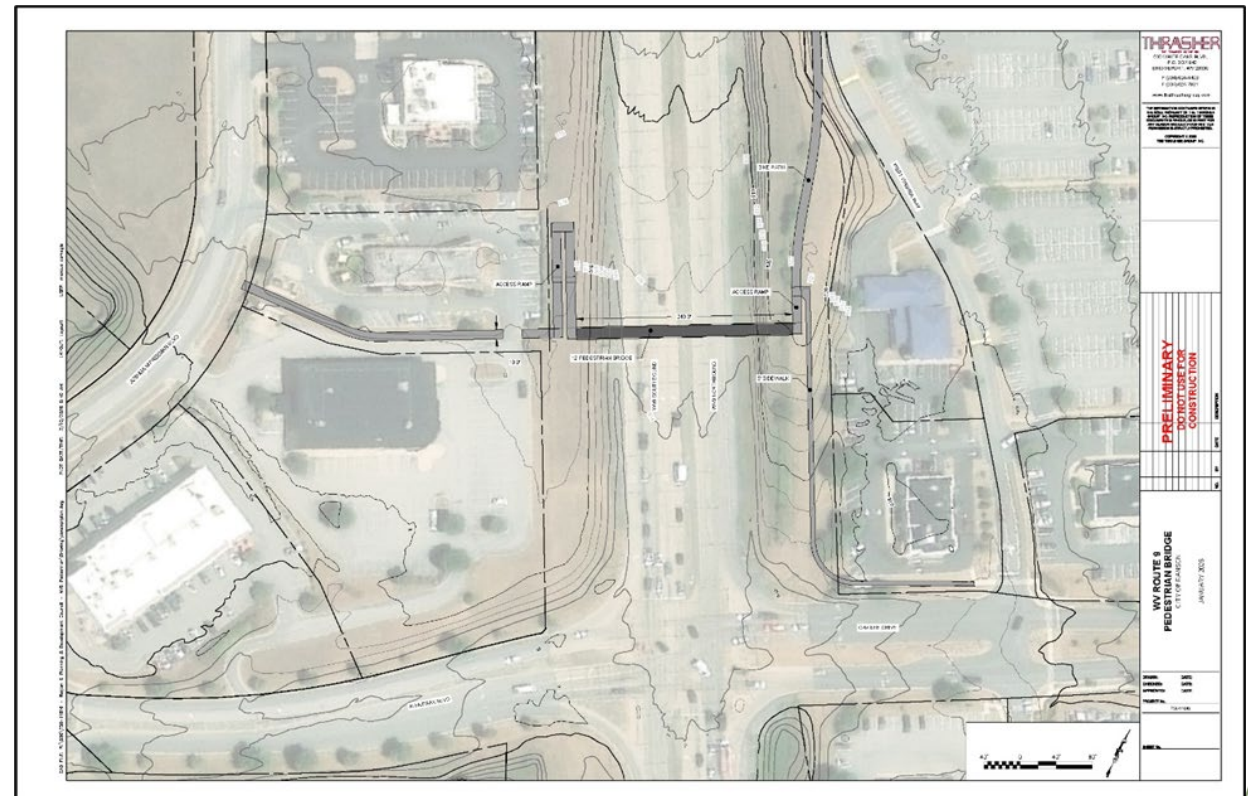
Railroad Bridge Crossing

- ADA-compliant ramps (extended approaches)
- Railroad vertical clearance constraints
- ROW Acquisition require



Barrier 2 – Crossing WV Route 9

- Signalized Intersections with 8-traffic lanes
- Crash rates compared to WV averages:
 - >200% higher than WV's serious injuries
 - >75% higher death rate of similar road types
 - >1,000% higher crash rate
- Requires ADA-compliant approach ramps
- Tunnel option not feasible



*Prepared by The Thrasher Group

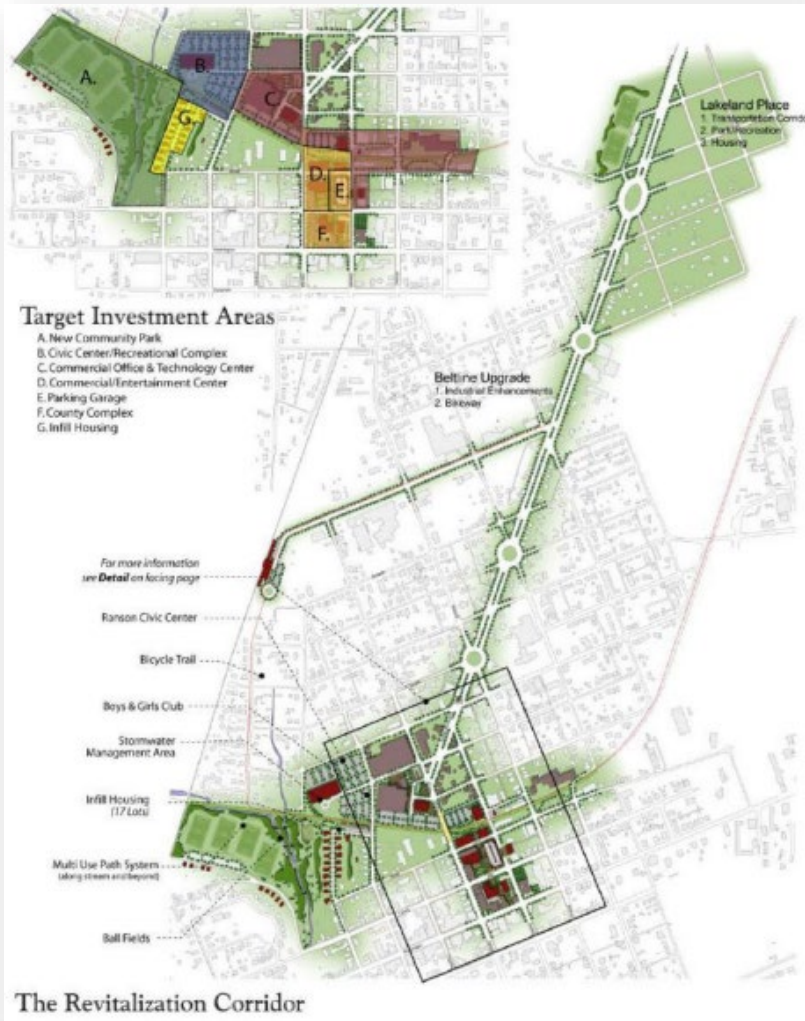
Barrier 3 – CSX Underpass

- Safety & Significant Drainage Upgrades needed
- Connects Ranson Civic Center & American Public University to Boys & Girls Club, Skate Park, & Augustine Trail



Fairfax Boulevard

City of Ranson Awarded
TIGER grant in 2013



Panhandle Regional Connector Path

- 3.33-Mile Shared-Use Trail Connection linking key regional facilities
- Alignment: Follows WV 9 Crossing (Alternative B) with **two bridge crossings**
- Northern Connection:
 - Ties into 10.5-Mile WV Route 9 Bike Path (Existing)
- Corridor Integration:
 - Enhances Fairfax Boulevard Complete Street network
- Southern Connection:
 - 4.5-Mile Augustine Trail (Under Construction)



Alternative Trail Alignment

- Northern terminus connects to existing Route 9 Bike Path
- Crosses Route 9 at Currie Road Interchange
- Remains in the Route 9 ROW to Baker Place development
- Requires N/S Railroad Crossing
- Includes Route 9 Overpass Bridge to connect Potomac Marketplace
- Continues along Fairfax Blvd to southern terminus



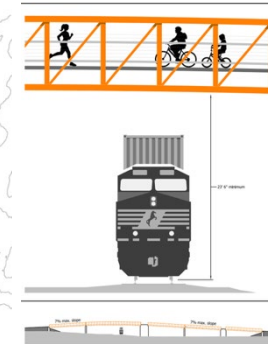
USDOT BUILD Grant



- **Multi-jurisdictional, multi-consultant team** delivering coordinated regional solutions
- Targets projects with significant local and regional impact on transportation infrastructure
- Funding Request: **\$1.27M (100% federal)** supporting engineering, design, and environmental review
- Lead Applicant: HEPMPO
- Administration: WVDOT (if awarded)
- Strong Local Support: **Unanimously endorsed** by Ranson and Charles Town City Councils
- Application Submitted: February 24, 2026
- Awards Announcement Expected by June 28, 2026



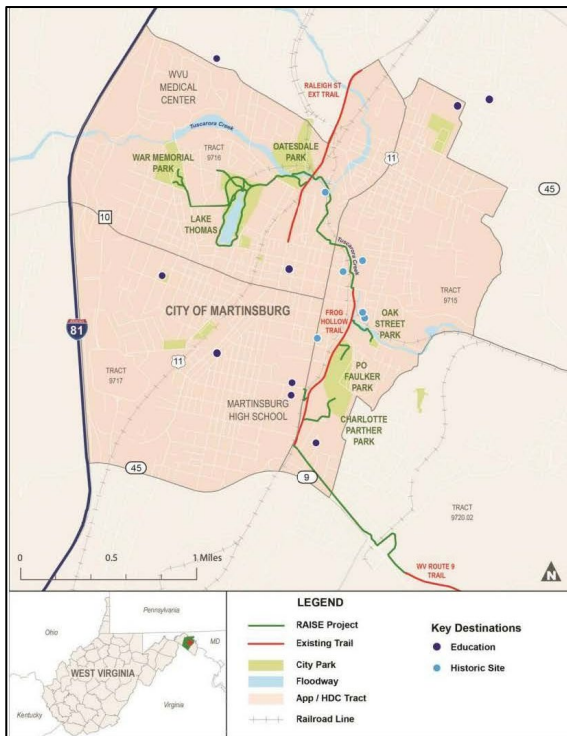
Rail
Bridge
Design
Concept



Connectivity in the Region

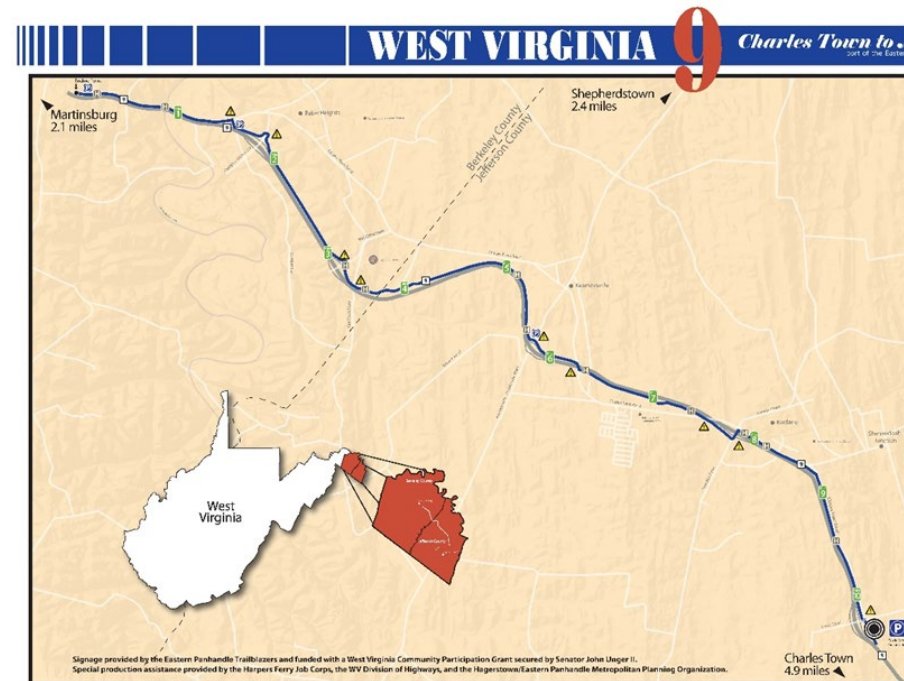
6.2 Mile Martinsburg Greenway Trail

- \$20.8M RAISE Grant
- Multi-use path from Grapevine Road to War Memorial Park



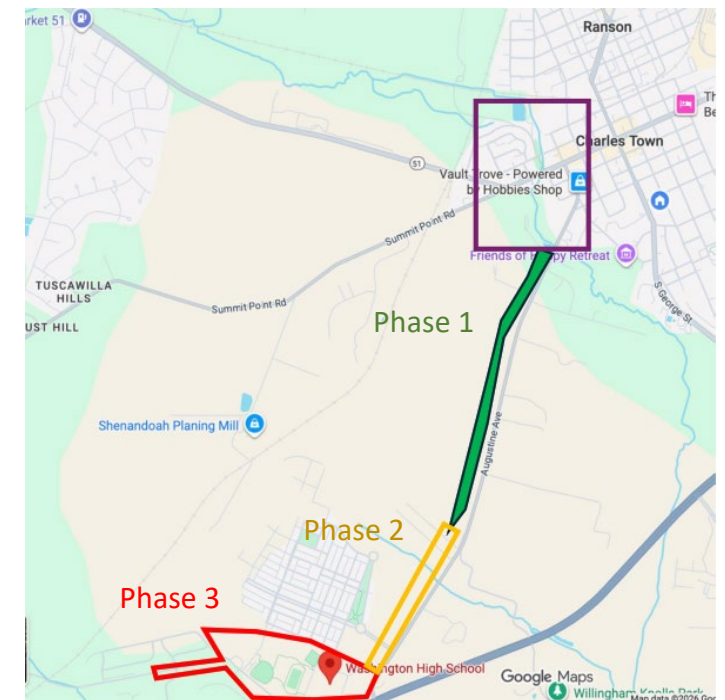
10.5-Mile WV Route 9 Bike Path

- Existing path built parallel to WV Route 9
- Opened in 2010



4.5-Mile Augustine Trail

- CDSR Earmark Funding
- Phase 1 completed, Phase 2 under construction



Planning Level Cost Estimate

- Total Project Cost for the Panhandle REC trail: \$9.9 million
- Bridge-Driven Costs: > 80% of the total cost attributed to two bridge structures
- Cost includes:
 - Trail pavement and surfacing
 - Signage and pavement markings
 - Structural elements
 - Construction contingencies
- Does not include:
 - Right-of-way (ROW) acquisition
 - Utility relocation

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

Funding Opportunities

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
Congressional Directed Spending Request (CDSR)	Federal	Transportation and infrastructure improvements, economic development and community projects
Appalachian Regional Commission (ARC)	Federal / Regional	Trails + economic development

Questions and Contact Information

Q&As



Visit the HEPMPO Website @
www.hepmo.com

[Project StoryMap](#)



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2026
March 17, 2026

[Project Overview](#) Project Efforts and Schedule The Analysis Final Recommendations Draft Plan Comments

Contact Information



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