PUBLIC WORKS COMMITTEE AGENDA
Monday, June 26, 2023
9:00 AM
Town Hall - In Person
104 North King Street

1. Call to Order
2. Reading and approval minutes – May 22, 2023
3. Visitors -
4. Public Comment
5. Unfinished Business
   a. International Property and Maintenance Code-property maintenance report – Andy to report
      1. 349 W. German St. - Violation notice – Work on house partly finished – Violation sent – Establishing ownership
      2. Violations – 205 E, German St. – Potential Lien – Town to pay
      3. 332 W. German St. – Demolition by October, 2023

   b. Trash in alleys-cleaning and contacting property owners and occupants about trash and grass issues

   c. Recycling Grant-Garbage truck (for glass) – Apply in 2023 or 2024– Recycling Committee
   d. Glass Recycling – Meeting scheduled.

      - Washington Street-partly paved and improved – Handicap corners to be installed before paving – Corners are completed – on schedule to pave, 2023
      - German Street - pave Duke to Mill Street – going East – work planned for 2023
      - Re-do Crosswalk decals – Partly completed
      - Inspect German St. at crossing of "Town Run" – Bridge Crew to assess – no report

   e. Sidewalk Survey – Most severe hazardous sidewalks have been repaired – Corner of High St. and Mill St. needs work – Second Phase of sidewalk repair - ongoing
   f. FEMA Study – To be done by Sept. 1, 2023
   g. Market House - Status
   h. Stormwater – St. Agnes Catholic Church + Shepherd Village - Grant awarded
   i. Mill St. to Princess St. – Request from Allen Meske – open backyard access
   j. 218 S Duke St. – Purchase Easement
   k. Dr. Ron Eck – WVU – ADA Technical Assistance Report
   l. Bicycle Route

6. Mayor's Report
7. Adjournment

PUBLIC WORKS COMMITTEE MINUTES (DRAFT)
Monday, May 22, 2023
9:00 AM
Town Hall - In Person
104 North King Street

1. Call to Order – 9am; JA, CS, MA; Staff – FW, AB, SG; D. Frank Hill, III
2. Reading and approval minutes – April, 2023 – CS motion, second by MA, approved.
3. Visitors – See reports below.
4. Public Comment – None.
5. Unfinished Business
   a. International Property and Maintenance Code-property maintenance report –
      1. 349 W. German St. - Violation notice – Work on house partly finished – Violation sent – Establishing ownership
      2. Violations – 205 E, German St. – To be resolved early summer or will proceed with enforcement.
      3. 103 Ray St. – Clutter – Improved, will continue to monitor.
      4. 332 W. German St. – Enclosure – Owner has asked for additional time for demolition. Committee would like proposal to demolish from contractor within thirty (30) days.
   b. Trash in alleys-cleaning and contacting property owners and occupants about trash and grass Issues
   c. Recycling Grant-Garbage truck (for glass) – Recycling Committee to review glass recycling program.
   d. Glass Recycling – Glass drop-offs in Town are increasing. Recycling Committee to review glass recycling program.

      - Washington Street-partly paved and improved – Handicap Corners to be installed before paving – Spring – Corners are completed – on schedule to pave, 2023
      - German Street - pave Princess to Mill Street – going East – work planned for 2023
      - Re-do Crosswalk decals – Partly completed
      - Inspect German St. at crossing of "Town Run" – Bridge Crew to assess – no report.

        Travis Ray has not responded to letters. DOH to inspect areas 5/23.

   e. Sidewalk Survey – On-going repair work. Letters to be send out for red and yellow areas. Committee to inspect house on High Street (Dr. Al-Salah?). Sidewalk repaired, but grass strip between sidewalk and roadway has been removed and replaced with gravel for parking purposes.
   f. FEMA Study – To be completed by Sept. 1, 2023.
   g. Market House – Lease being drafted and approved. Contractor estimates are coming in.
   h. Stormwater – St. Agnes Catholic Church + Shepherd Village – Awaiting grant decision.
   i. Mill St. to Princess St. – Request from Allen Meske – open backyard access:
      Ms. Meske, with several other neighbors present, reported that there is an area of land along their backyards with unknown ownership. The property has trash and abundant wildlife and needs to be cleaned up. It is either privately owned or an alley / access owned by the Town.

Mr. Hill, based upon his preliminary research, reported that the area was not owned by the Town. Group will do more research, will keep on Agenda until they report back.

j "Tonic-Herb Shop" – Bench request:

Ms. Cesare requested that they be permitted to place a bench outside store. There is adequate space for a bench to stay ADA compliant. She presented the bench design, without objection. The Committee has no issues with this bench.

k. Directional Signs

l. 218 S Duke St. – Purchase Easement:

Owners (names?) have asked the Town sell them an easement strip that separates their two (2) parcels. *See* attached Plat. They have maintained this area, and the desire to have just one (1) tax parcel. This area does not provide access. FW – this request was made before and turned down as this area could provide utility access. Committee to research.

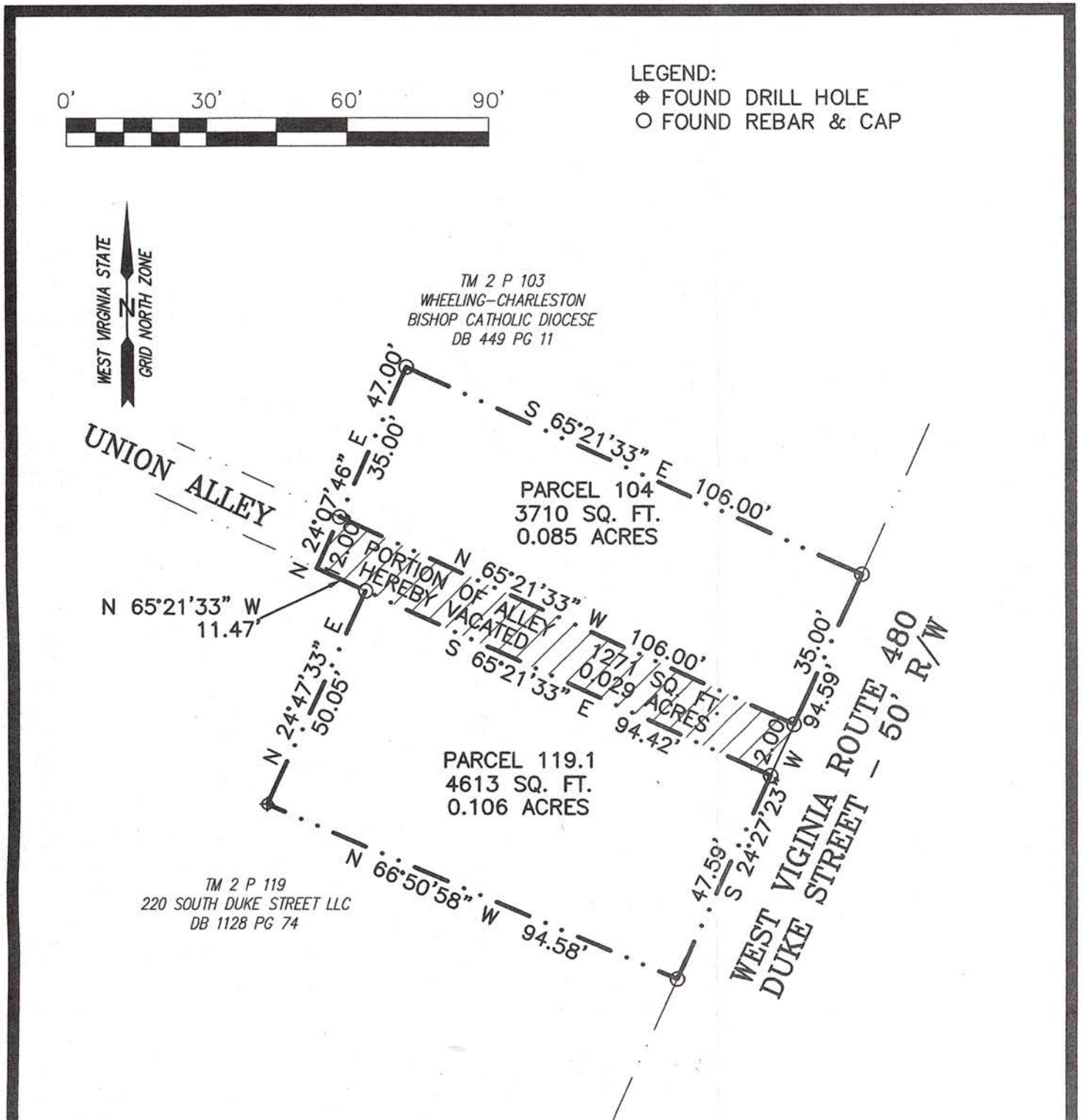
6. New Business

a. Sidewalk reimbursement at 202 E. High Street - $1,100.00 have been approved, check to be sent.

7. Mayor's Report:

a. Bike Path – Mr. Ayraud and Ms. Spatig reported that the bike route and directional signs have been approved by the Parks & Rec Committee. *See* attached Route. Chief King to review route for safety issues. Committee to research. Does the State need to approve directional signs?

8. Adjournment: CS motion to adjourn, approved.


0'
30'
60'
90'
LEGEND:
FOUND DRILL HOLE
FOUND REBAR & CAP
WEST VIRGINIA STATE
GRID NORTH ZONE
N
TM 2 P 103
WHEELING-CHARLESTON
BISHOP CATHOLIC DIOCESE
DB 449 PG 11
UNION ALLEY
N 24°07'46" E
47.00'
35.00'
S 65°21'33" E
106.00'
PARCEL 104
3710 SQ. FT.
0.085 ACRES
2.00'
PORTION OF ALLEY
HEREBY VACATED
N 65°21'33" W
11.47'
N 65°21'33" W
106.00'
1271 SQ. FT.
0.029 ACRES
S 65°21'33" E
94.42'
N 24°47'33" E
50.05'
PARCEL 119.1
4613 SQ. FT.
0.106 ACRES
35.00'
94.59'
2.00'
S 24°27'23" W
47.59'
WEST VIGINIA ROUTE 480
DUKE STREET - 50' R/W
N 66°50'58" W
94.58'
TM 2 P 119
220 SOUTH DUKE STREET LLC
DB 1128 PG 74

Shepherdstown Bike Route

High Street

Viola Devonshire Park

Riverfront Park

Bane Harris Park Connection

Cullison Park Connection

Connect to C&O Canal Towpath

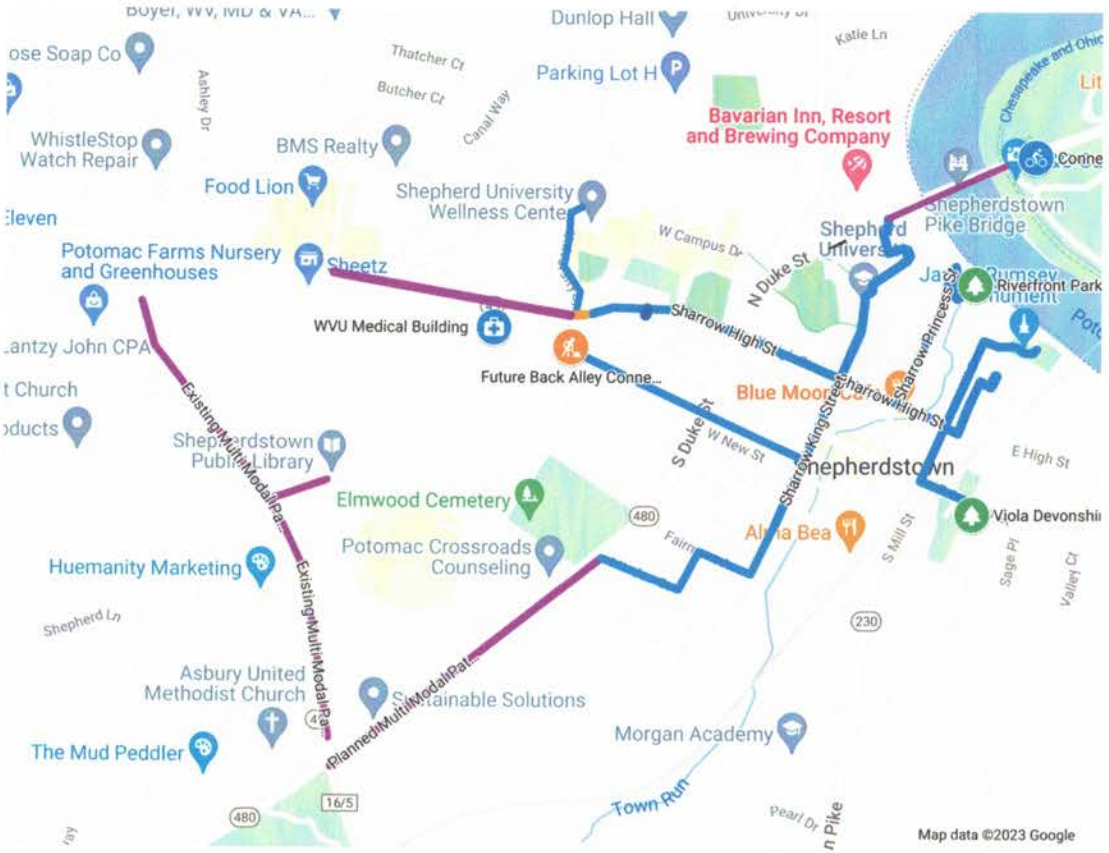
Existing Multi Modal lane along Rt 45

WVU Medical Building

Existing unimproved path connecting High Street to Rt 45 Bike Lane

Future Back Alley Connection to WVU

Line 12



THOUGHTS FROM ADA WALKABOUT TOWN OF SHEPHERDSTOWN JEFFERSON COUNTY, WEST VIRGINIA

TECHNICAL ASSISTANCE REPORT

Prepared by

Ron Eck – Ronald.Eck@mail.wvu.edu

West Virginia Local Technical Assistance Program

wvltap.org

West Virginia Local Technical Assistance Program

The West Virginia Local Technical Assistance Program (WV LTAP) is a grant program funded by the Federal Highway Administration and the West Virginia Division of Highways and housed at West Virginia University. One function of the WV LTAP is to serve as a resource for West Virginia entities responsible for local roads. Ron Eck is a professional engineer in the state of West Virginia with nearly 50 years of experience with traffic and transportation engineering topics including roadway safety, low-volume road maintenance and pedestrian safety and accessibility; he is also a professor emeritus with West Virginia University.

Disclaimer

The suggestions and recommendations presented in this report are based on Mr. Eck's personal experience and generally accepted practices. The information included in this report is based on a walkabout around the Town with elected officials, Town employees and interested residents, review of photographs and review of technical literature and relevant accessibility criteria. It is the author's intent to provide accurate assessments, recommendations, and assistance based on this visit. Please contact WV LTAP should there be follow-up questions or concerns or if any information contained in this report seems to not be accurate.

I. Introduction and Background

During 2022, Councilman Marty Amerikaner, reached out to WV LTAP requesting assistance with Americans with Disabilities Act requirements. In December 2022, Ron Eck delivered a virtual 6-hour training session (three 2-hour sessions over consecutive weeks) on "ADA for Local Governments." After this session, Mr. Amerikaner contacted WV LTAP about visiting the Town to do a group walkabout to examine existing conditions and to offer thoughts/suggestions for the Town to consider. A walkabout covering much of the community was conducted on May 4, 2023 with up to 8 local individuals participating at any particular point in time. Note that during the walkabout, no cross slope measurements were made on walkways and no curb ramps were measured for width, grade or cross slope.

This report presents findings from the walkabout and offers suggestions for consideration. First, general topics are presented, namely curb ramps, surface discontinuities, obstacles and alleys. This is followed by discussion of several specific issues and locations in the Town.

During the walkabout, there was discussion of both accessibility issues and safety issues. This report discusses both. While certainly related, safety and accessibility are not the same thing. The U.S. Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) presents accessibility criteria. These criteria are intended to permit individuals with mobility, sensory or other impairments to access the same programs, services and facilities as able-bodied individuals. However, just because a facility is accessible, does not mean that it is safe. It is up to designers, constructors and maintainers to use their training and experience to see that safety considerations are included when designing, building or maintaining pedestrian facilities in the public right-of-way.

II. General Observations and Suggestions

A. Curb Ramps

The US Department of Justice (USDOJ) and the courts, through their rulings and decisions, have made it clear that they consider curb ramps to be the basic element of accessibility. Therefore, curb ramps should be the highest priority when it comes to accessibility in a community. During the walkabout, several situations were noted. A number of locations appeared to have compliant curb ramps. A number of other locations had curb ramps (or flush connections to the street) but the connections did not comply with current criteria. A small sample of locations is identified here.

Sidewalk to street transitions on northwest corner of E. High and N. Mill Street are shown here. The transitions lack detectable warning surfaces and the sediment accumulated at the end of the sidewalk along High makes the transition impassible. The new curb recently installed along Mill Street could be considered to an alteration to the street; therefore, the ramps along Mill should have been brought into compliance with current criteria.

Sidewalk to street transitions on southeast corner of S. Church and W. New Streets are depicted here. The gradients are too steep. Since the curb is missing around the entire corner, detectable warning surfaces are needed around the entire corner to advise visually impaired pedestrians that they are about to enter the street.

Sidewalk to street transitions on southwest corner of S. Church and W. New Streets can be seen here. The gradients are too steep and the grade breaks too sharp. There are no detectable warnings where the ramped surface meets the street.

Sidewalk to street transitions on southwest corner of E. New and S. King Streets are shown here. There are concerns with ramp gradients and surface condition, including a drainage grate with large (non-compliant openings) in the path of travel. Wheels of a manual wheelchair or a walker could easily drop into the openings. Since the curb is missing, detectable warnings are needed at the bases of the ramped surfaces.

In a few cases, corners with no curb ramps were observed, as the samples included here illustrate.

As shown, there are no curb ramps at intersection of W. High Street and N. Maiden Lane. The lack of ramps here is a concern given that Bane Harris Community Park (a destination) is adjacent to this corner. Parks should be accessible to all.

No curb ramps at northeast corner of S. Church and W. New Streets.

Corners with non-compliant transitions and corners lacking curb ramps are a concern from a liability exposure standpoint since it is difficult or not possible for someone in a wheelchair to move between the sidewalk and the street. Where curbs are missing but there are no detectable warnings, it is possible for a visually impaired pedestrian to enter the street without being aware of it.

It is suggested that the Town perform a self-evaluation of all of its corners with sidewalks to identify locations where curb ramps exist (and determine whether the sidewalk to street connection is in compliance with current PROWAG criteria) and to identify corners without curb ramps. Then a prioritized list of curb ramps to be installed and retrofitted should be developed along with a schedule of when these barriers will be removed.

B. Surface Discontinuities

Surface discontinuities are surface irregularities that limit or affect the movement of individuals with assistive devices and that can adversely affect the safety of all users. Two main categories of discontinuities are changes in level and deteriorated surface condition.

Under ADA criteria, the maximum vertical elevation change in accessible route is 1/4-inch. Vertical elevation changes between ¼-inch and ½-inch must be beveled at a slope of no steeper than 2H to 1V, i.e., 50%. The situation can be corrected by rebuilding the slabs to create a flush joint. Alternatively, the higher surface can be grinded down to create a ramped surface or a wedge of concrete can be placed between the higher and lower surface.

A significant number of changes in level, like that shown here, were observed in walkway surfaces. Such elevation differences often occur at joints in the sidewalk or, as depicted here, at the intersection of different surface types.

At a number of locations, limestone "inserts" were noted in brick sidewalks. The purpose of these features is not known. Nor is it known if they represent historical artifacts. In many instances, as shown here, the height of the "insert" exceeded ¼-inch vertical, creating an accessibility barrier for the mobility impaired and could facilitate trips and falls for all pedestrians,

Depending on the magnitude of the irregularity, deteriorated surface condition can create a barrier to accessibility and/or a safety concern. A large number of locations, both on concrete sidewalks and brick sidewalks, were observed where surface discontinuities existed. Two representative locations are depicted here

E. High Street

W. Washington Street

As part of the aforementioned self-evaluation, it is suggested that the Town identify the locations of surface discontinuities, both changes in level and deteriorated surface condition, which represent barriers to mobility. Then a prioritized list of the locations needing barrier removal along with the modifications necessary should be developed including a schedule of when the barriers will be removed.

C. Obstacles

For the purposes of this report, obstacles are considered to be features such as utility poles or trees, which block all or part of a pedestrian path, significant vertical elevation differences, including steps in sidewalks and at curb ramps, and steep grades. Each of these can be barriers to pedestrians with disabilities.

At a number of locations, there were utility poles in the middle of the sidewalk. In some cases, as shown here on E. German Street, there were "double" poles with the poles not lined up with each other, thus blocking more of the sidewalk. This is an inaccessible sidewalk.

At some locations, such as shown here in the northeast corner of E. Washington Street and South Princess Street, the area of concrete that had been removed was significantly larger than the pole itself, reducing the width of the pedestrian access route even more. This situation should be communicated to the utility responsible for the pole.

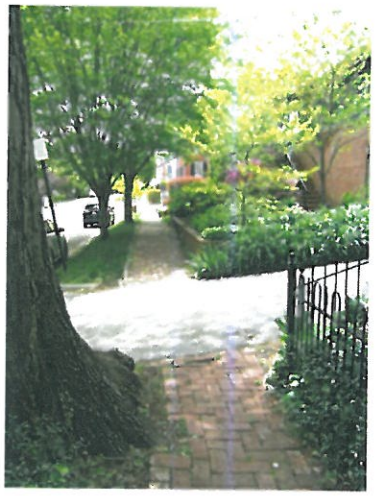
Under PROWAG, a sidewalk adjacent to a street can be the same grade as the street, regardless of steepness. Sidewalk gradients steeper than the street grade are not permitted. A short section of sidewalk on the north side of E. High Street was observed to have a grade steeper than the street grade. The grade and grade break present an obstacle for those with mobility impairments.

Also on High Street, at Rocky, was a vertical elevation difference due to multiple street resurfacings. This elevation difference is a significant obstacle for individuals with mobility impairments,

As part of the aforementioned self-evaluation, it is suggested that the Town identify the locations of obstacles in the sidewalk, such as utility poles, steep grades and large vertical elevation differences, which represent barriers to mobility. Then a prioritized list of the locations needing barrier removal along with the modifications necessary should be developed including a schedule of when the barriers will be removed.

D. Alleys

Like many communities, Shepherdstown has a number of alleys. Alleys serve a variety of important functions and can be a real asset in terms of pedestrian and bicycle connectivity in the community. Similar to streets and driveways, it is important that sidewalk crossings of alleys be accessible.



At a few alley locations, curbs or other vertical surface irregularities meant that there was not an accessible sidewalk crossing of the alley. In these cases, a smooth surface should ramp down flush with the alley.

In other cases, the sidewalk ramped down flush with the alley, however, the alley surface was not accessible. The image shows the intersection of E. Back Alley with S. Princess Street. Note that while ramps and detectable warning surfaces are present, the surface of the crosswalk consists of bricks and is very rough with cross slopes (in both directions) steeper than 2 percent at some locations. This is not an accessible crosswalk.

As just noted, one of the questions to be addressed at alleys, is: are detectable warning surfaces needed. The general rule is to use detectable warning surfaces where the curb is missing at a street crossing. Some alleys look and act like streets, others do not. Each alley-sidewalk intersection must be evaluated individually. Factors to consider in making the decision about whether or not to install a detectable warning surface at driveways include: presence of traffic control (e.g., a STOP sign) where the alley intersects the street, motor vehicle traffic volumes on the alley and sight distances. The decision on whether or not to use detectable warning surfaces should be documented.

When detectable warning surfaces are installed, they need to comply with the PROWAG reqirements. This means 24 inches (2 feet) of truncated domes in the path of pedetrian travel everywhere the curb is missing. The dectable warning surface shown at the directional curb ramp in the southwest corner of the intersection of W. High Street and Brown's Alley does not comply with the criteria.

III. Observations and Suggestions About Specific Locations

A. Town Hall Area

Residents and visitors need ready access to Town Hall to conduct official business and participate in municipal governance. There is also a public restroom just inside the front door which represents another reason why the Town Hall area should be a priority area for accessibility. It was observed that there is no automatic door at the main entrance to Town Hall. Thus, there must be someone inside the building who can push the door open so an individual in a wheelchair can enter Town Hall. This issue should be addressed as soon as possible.

On the north side of Town Hall, where the sidewalk in front of Town Hall meets Old Queen Alley, the sidewalk is light gray concrete. As shown in the photograph, the detectable warning surface is also white/light gray in color. Thus, the required contrast between the detectable warning surface and the background is not present, making it difficult for a low-vision pedestrian to detect the warning surface. The detectable warning surface needs to be a contrasting color such as yellow or brick red.

As shown here, while there is a detectable warning surface on the Town Hall side of Old Queen Alley, there is no corresponding surface on the opposite side of the Alley. For consistency in terms of the warning function, detectable warning surfaces are needed on both sides of the Alley.

The photograph shows the sidewalk in the area of Town Hall. The sidewalk itself has adequate width. However, notice in the background that shrubs overhang the sidewalk. These create a protruding object hazard for visually impaired pedestrians since the vegetation cannot be detected with a long cane. Beyond the shrubs, ground-type vegetation in the form of lilies, extends a significant distance over the sidewalk. Both the shrubs and the ground cover vegetation reduce the effective width of the sidewalk to less than the required 4 feet for all pedestrians. Property owners should be required to trim/prune vegetation as needed to maintain an accessible sidewalk width, without protruding objects.

As shown here, there is a drop box located in front of Town Hall. However, the drop box is set back from the sidewalk and is too high to be accessible to an individual in a wheelchair. The box should be lowered and located immediately adjacent to a hard surface.

B. Street Furniture

Street furniture (such as planters, seating, trash receptacles, bicycle racks and signs) is a desirable part of an active, vibrant streetscape. Outdoor dining, which has increased nationally since the Covid pandemic, is also considered to be street furniture. However, it is necessary that street furniture be located so that at least a 4-foot-wide clear unobstructed path of travel is maintained for the mobility impaired.

It is important to educate merchants and property owners about the need to maintain a 4-foot-wide clear path of travel (free from permanent and temporary obstructions) on sidewalks.

C. Sidewalk Work Areas

A related type of obstacle in the sidewalk can be created when construction, maintenance or utility work takes place on or near a sidewalk (including such vehicles parking on the sidewalk). Every effort should be made to keep the sidewalk open, however this may not always be possible.

While these activities are temporary, they can and do block pedestrian travel paths and create safety issues for all pedestrians. PROWAG and the *Manual on Uniform Traffic Control Devices* require that sidewalk temporary traffic control be detectable and accessible

It is important that property owners, public works crews, contractors and utilities be advised of these requirements. Permits should be required when a sidewalk is blocked, even temporarily. The provisions of the permit should require that a detectable and accessible pedestrian route be maintained while the sidewalk is closed.

D. Guidance for Property Owners

Since property owners are responsible for maintenance of sidewalks, it is critical that the Town's criteria for sidewalk construction and maintenance are consistent with the PROWAG criteria (in terms of width, allowable vertical change in elevation, cross slope, joints and openings) and that these criteria be clearly communicated to property owners and contractors performing sidewalk construction/reconstruction.

While the use of brick for sidewalks is attractive and relates to the history of the Town, to keep a brick sidewalk in accessible condition, like the one shown here on W. German Street, requires considerable maintenance. A brick surface (or even a stamped concrete surface) creates vibration for people in manual wheelchairs which can be excruciatingly painful to individuals with certain types of spinal cord injuries. Thus, the best practice is to make travel surfaces smooth concrete and place any color or texture in border areas.

Sidewalk sections that have become inaccessible due to lack of maintenance.

While individual preferences allow property owners to personalize their sidewalks, the lack of a consistent surface along a block or street can create issues such as shown on page 4, where vertical changes in level are created at property lines. A policy calling for a consistent surface type when a sidewalk is reconstructed would minimize such occurrences.

The importance of maintaining adequate sidewalk width was discussed earlier with respect to the Town Hall area. However, such maintenance is important throughout the community, including residential areas. This shrub, adjacent to the sidewalk on the north side of Martinsburg Parkway, enhances aesthetics, however, it reduces the effective width of the sidewalk to less than the required four feet. Vegetation management should be part of the sidewalk policy information provided to property owners.

Another element to be included in the sidewalk reconstruction policy is detectable warning surfaces. These truncated dome surfaces are required at curb ramps anywhere the curb is missing at a street crossing. It was noted earlier that some corners in town do not have detectable warning surfaces at the curb ramps. There should be a plan for remediating this situation. One instance where detectable warnings need to be installed is as part of projects where sidewalks are reconstructed.

It appeared that sidewalks along N. Mill Street and E. High Street had recently been reconstructed. A section of the sidewalk along N. Mill St. is shown here. However, where the new sidewalk sections intersect in the southwest corner of the intersection, no detectable warnings were installed on N. Mill or on E. High. This corner should be high priority in terms of detectable warning installation. In addition, the requirement for detectable warning surface installation at curb ramps should be part of the sidewalk reconstruction specifications provide to property owners.

E. Locations on East German Street

During the walkabout, three locations on E. German Street were examined: a) Sage Place; b) the crossing at Viola Devonshire Commemorative Park and c) at-grade crossing of Norfolk Southern Railroad tracks. Each of these will be discussed below.

Sage Place--There are a number of relatively new homes on Sage Place, on the east side of Town. Sage Place intersects E. German Street on the south side. There are no sidewalks at this location on the south side of E. German and the sidewalk on the north side ends just west of Sage Place. Note that while there are sidewalks in front of the homes on Sage Place, there is no connection to E. German Street. In the future, consideration should be given to requiring developers to not only connect their sidewalks to the main street or roadway but also to construct sidewalks along the main roadway within the limits of the property. Such small sections are critical to creating a connected sidewalk system.

Given the current lack of a sidewalk on the south side of E. German Street, Sage Place residents must cross E. German to access the sidewalk on the north side. However, at this location, there is a sharp crest curve in the alignment of E. German (partially shown here) which prevents pedestrians from seeing oncoming westbound vehicles and prevents westbound drivers from seeing crossing pedestrians, creating serious safety concerns. Design of a sidewalk along the south side of E. German from Sage Place to the Christ Reformed Church should be explored.

Crossing at Viola Devonshire Commemorative Park—On the south side of E. German Street, near the intersection with College Street, is Viola Devonshire Commemorative Park.

As can be seen in the May 2021 Google image, at that time, there was a marked crosswalk on E. German and curb cuts on both the south and north sides of the street. Both ramps lacked detectable warning surfaces and the ramp on the north side was inaccessible due to the presence of a guy wire for the utility pole on the corner.

At the time of the walkabout, this section of E. German Street had been resurfaced and a new curb ramp, with detectable warning surface, installed on the south side of the street.

However, the resurfacing resulted in the ramp on the north side of E. German being removed. In addition, the crosswalk striping was not renewed. Note that, as shown here, the signing of this location (pedestrian warning sign with a downward arrow) indicates that this is a crosswalk. The arrangement is confusing and raises liability concerns. The situation should be discussed with the WVDOH. If nothing else, it appears that the downward arrow plaque should be removed.

At-grade crossing of Norfolk Southern Railroad Tracks—West of Sage Place and the Park, E. German Street crosses Norfolk Southern Railroad tracks at-grade.

On the west side of the crossing, the roadway and south sidewalk grade are very steep, making a difficult traversal for all pedestrians but especially difficult for individuals with mobility impairments. Furthermore, due to periodic track raises by the Railroad, the walking surface at the tracks is humped and irregular.

Although the grades are more favorable on the east side of the crossing and south side of E. German Street, there are still surface condition issues attributable to the track raises.

As shown here, due to the gradients involved, the crossing condition is no better on the north side of E. German Street. While not desirable from a safety standpoint, the best route over the crossing for an individual in a wheelchair would be to use the street.

Thus, the E. German Street grade crossing presents a real challenge for all pedestrians. To create an accessible route up to the tracks on the west side, also presents an engineering challenge. Such a route would require a switchback arrangement that may or may not be possible depending on right-of-way availability and the cooperation of Norfolk Southern. Other options for connecting the east side of Town with that west of the tracks should be explored.

E. High Street is one block north of E. German Street. While there are sidewalks on both sides of E. High Street, west of the railroad, the sidewalks end just prior to the tracks. While the topography on the west side of the crossing is relatively flat, the roadway gradient on the east side of the tracks is comparable to that on E. German, i.e., not a suitable pedestrian crossing.

The third grade crossing in Town is at E. Washington Street. While this crossing is not as convenient to downtown or to campus as the E. German and E. High Streets crossings, as shown here, the topography is much more favorable. However, there is currently no sidewalk on E. Washington. There are also right-of-way issues, utility poles and railroad-related hardware that present challenges in creating a pedestrian crossing of the tracks at this location. In addition, a pedestrian facility would need to be created along S. Mill Street to connect this crossing location with E. German and E. High Streets

F. High Street Connector

During the walkabout, a potential W. High Street connector was discussed. This would be a pedestrian facility between the west end of High Street and University Drive, which would allow access to multiple destinations on the west campus of Shepherd University.

As illustrated here, while the street is gated, there is an opening in the fence which allows pedestrian access. Based on the "goat path" visible in the grass, it appears that this route is regularly used by pedestrians. Thus, it would be desirable to create a formal connection to University Drive.

Currently, the sidewalk on the south side of W. High ends prior to the termination of the street. This would be the starting point for any connection. The connection would need to meet ADA criteria, i.e., smooth, hard surface, desired minimum width of 5 feet, no more than 2% cross slope and maximum grade of 5%.

IV. Additional Assistance

Should there be any questions about any of these topics or further clarification needed, please feel free to contact Ron Eck at WV LTAP.

Fall Prevention - Shepherdstown

Review of Town Parks and Railroad Crossings

June 5, 2023

Places Visited

- Rumsey Park
- Cullison Park
- Viola Devonshire Park
- Bane Harris Park
- Riverfront Park
- Railroad Crossing at High Street
- Railroad Crossing at East German Street
- Railroad Crossing at Washington Street

Group reporting on issues found by description, location, repair criticality, and photos. Information on each location is included in this presentation.

Rumsey Park

- Along the walkway overlooking the river
- Broken sidewalk is a tripping hazard
- Many cracks and gaps in this sidewalk
- Repair criticality: Moderate

Rumsey Park

- Along the west side near Ethan Fisher’s bench
- Broken platform
- This photo represents the condition of the sidewalks and platforms around the park
- Repair criticality: Moderate

Rumsey Park*

- New wooden staircase east of the monument
- Missing bottom step/ platform to allow for a “soft” landing off the staircase
- Is another section of handrail needed?
- Repair criticality: Critical*

Cullison Park*

- Stair rail from Cullison Park to Mill Street is needed by many to safely use these stairs
- Repair criticality: Critical*

Cullison Park*

- The playground edging has nails popping around the ring
- Repair criticality: Critical*

Viola Devonshire Park

- Large slab of rock directly in walkway
- In front of basketball court from playground
- Should be marked , perhaps with safety reflective paint, to be more visible
- Repair criticality: Moderate

Viola Devonshire Park*

- Edging along walkway is rotting and rebar posts are exposed creating a dangerous tripping hazard
- Walkway along park playground and open space
- Recommend railing replacement
- Repair criticality: Critical*

Viola Devonshire Park

- Showing the deterioration of the edging

Bane Harris Park

- Along park walkway, there are numerous cracks in the asphalt/ black top.
- This photo is representative of them.
- Repair criticality: Low

Bane Harris Park

- A tree stump near the entry is both sinking and part of tree trunk sticking out .
- Repair criticality: Moderate

Riverfront Park

- In road tripping hazard
- On Princess Street enroute to the park, past most of the residences
- Repair criticality: Moderate Since there is no sidewalk people walk in the street

Riverfront Park

- Drop-off along side of ramp
- Repair criticality: Low

Riverfront Park

- Along the walking path, there are numerous thick roots that create a network of tripping hazards
- The tangle of roots create a significant tripping hazard. Recommend removing many of the roots.
- Repair criticality: Moderate

Railroad Crossing at High Street

- Road crossing in good shape
- No sidewalks here

Railroad Crossing at East German Street

- Pedestrian railroad crossing on railway station side
- Difficult to walk across
- To call railroad to see if they can improve the crossing
- On the other side , the crossing is steep and is also difficult to cross
- May need help from town

Railroad Crossing at East German Street

- Pedestrian railroad crossing on Tommy’s Pizza side
- Difficult to walk down especially in the winter
- To call railroad to see if they can improve the crossing
- May need help from town

Railroad Crossing at Washington Street

- Railroad crossing near O'Hurley's is in reasonable shape
- Only real concern is that there is little room to walk safely