

## APPENDIX A

### VISIONING PROCESS - PUBLIC WORKSHOP DOCUMENTATION

1. Stakeholder Interviews Summary
2. Idea Gathering Meeting Summary
3. Idea Gathering Meetings Verbatim Comments
4. Understanding Future Growth Presentation
5. Understanding Future Growth Summary
6. Community Choices Summary
7. Community Choices Presentation



# Stakeholder Group Summaries

The following is a draft summary of stakeholder group interviews conducted between December 7, 2011 and February 1, 2012. The consultant team interviewed approximately 100 stakeholders representing:

- Special Interests Groups
- West Virginia University
- Realtors
- Board of Education
- Neighborhoods
- Economic Development
- Business
- Developers
- Transportation

The ideas expressed in this summary reflect the opinions and perceptions of the individuals interviewed and may not be representative of all individuals interviewed or factually accurate. They have been organized into the following categories:

- Economic Development
- Parks and Recreation
- Quality of Life
- Neighborhoods and Housing
- Environment
- Getting Things Done
- Development and Growth
- Community Appearance
- Transportation – Alternatives
- Transportation – Traffic

Please review them in preparation for the Developing Goals workshop on February 29<sup>th</sup>.

## ECONOMIC DEVELOPMENT

***A recession resistant area...*** There are a number of factors that have contributed to the attractiveness of this region. In 2009 Morgantown made the top 25 markets list in USA Today and the Wall Street Journal. That gave the impression that the area is somewhat recession proof. Shortly after that Morgantown was listed as one of the top 5 markets in the country for low unemployment, now at approximately 2.8 percent. In the past seven years Morgantown has been in the top five communities for active programs to revitalize downtown according to the national Main Street program. For the last ten years Morgantown has been one of two communities in the state to register population growth.

***Economic strengths...*** Strengths are evident. The University, the WVU Hospital, extractive businesses, Mylan Pharmaceuticals, these are all large economic engines for the area. They have grown through the recession. We have been very fortunate in this respect. These businesses in turn use the whole region for supporting services.

***Economic niches for the region...*** The University is the flagship of the West Virginia. It has a service component (e.g. the hospital) an education component and a research component. Health care, engineering and energy are three clear economic development niches for the region.

***We are a regional hub of activities...*** We need to embrace the idea that we operate in a region instead of focusing on the individual municipalities. This notion underscores the importance of doing collaborative work like these three plans, otherwise we are artificially small and economically vulnerable. Economically we function at the regional scale. For example at the WVU Hospital 80% of the patients are from outside Mon County. It is a phenomenon of the last few years. Drilling activities are adding a new component to the economy of the region. People work throughout the larger region including parts of Ohio yet they live in this area.

***Centrally located...*** The region is centrally located among several states. Access is easy through the interstate system (I-68, I-79, and Mon-Fayette Expressway) but access to Morgantown and Star City is limited because of congestion and topography. Gridlock is going to stifle economic expansion. The impact is already felt.

***Good business climate in the region...*** Geographic location/access; Sense of community; WVU graduates and facilities;

***Positive regional trends...*** Reinvestment in the community; Vibrant Downtown (2% vacancy rate), Publicity/positive attention for the region; Strong and growing economy; More students staying in the community than in the past. "Brain trust" is growing (Growing university, expanding healthcare facilities, entrepreneurs)

***High overall quality of life and a strong economy...*** There is a sense that if you want a job, you can find one – employment is very high and there are many opportunities.

***Infrastructure is inconsistent in the County...*** Phones and high speed internet service is limited and unstable in parts of the county.

***Challenging to find qualified employees...*** There are many highly educated people in the community, but relatively few skilled laborers or trades people. Local businesses face competition for skilled and unskilled labor from drilling operations, which offer high wages. There needs to be more emphasis on education / skills training and the opportunities that exist.

***Abundance of retail in the area...*** Older retail centers such as Morgantown Mall are changing but still have high occupancy. Many retailers are moving from older areas to newer ones, leaving vacant spaces behind.

***Weak outside perceptions and negative stereotypes...*** Despite a trend of positive national media recognition, the region is challenged by long-standing negative perceptions of West Virginia. The region lacks a strong identity. Challenge for attracting business development and attracting/retaining young people.

***MUB is an obstacle to development...*** High costs (Prevailing wage laws, lack of competition). If you want utility services in your project, you must work with them (take it or leave it).

***Area is somewhat unfriendly to business...*** City zoning is seen as punitive rather than incentive-based. B&O Tax structure (regressive in nature) places an unfair burden on businesses. The transportation user fee (which was voted down) should be tried again – it is a good idea (need to better educate the public).

## **PARKS AND RECREATION**

***Open Space...*** The city is so densely built that there is little green space in neighborhoods as well as in the city as a whole. The rail trail is a major asset and connecting neighborhoods to it should be a priority. Access to the river is spotty. There have been controversial cases of land along the river deeded to the city for parks and access and later taken back and redeveloped. There is a lot of open space that belongs to the university; but, while Morgantown facilities are available to students and faculty university facilities are not open to the community. University should be more cooperative.

## **QUALITY OF LIFE**

***There is a lack of family-friendly programs and amenities...*** Particularly community recreation centers and programs for children/teens.

***Downtown...*** In spite of being walking distance from campus downtown is not seen as a redevelopment priority. Restaurants downtown are patronized by students more than by residents. Parking enforcement is very strict. The retail environment is at this point marginal.

***Attainment in the public schools is high...*** The Monongalia County Schools is among the top five systems in the state for test scores. Three of the County 23 schools have earned Exemplary Achievement status and Suncrest Middle became a National Blue Ribbon School for the No Child Left Behind Act.

***There are many barely tapped resources...*** Arts and culture amenities could be promoted internally and externally. There are many hidden treasures here – tourism could be stronger and not only about WVU.

***Strong regional economy with a balanced quality of life...*** Community benefits from its location, natural resources, WVU and other major employers, good schools, recreational opportunities, and a relatively diverse, socially-accepting population.

## **NEIGHBORHOODS AND HOUSING**

***There should be a neighborhoods preservation plan...*** Such a plan would include strategies for maintaining neighborhoods' integrity and strengthening them.

***Preserving the traditional character of neighborhoods...*** Residents think that plans have moved away from the definition of neighborhood. Social connectivity remains strong even in those neighborhoods that

lack recreational facilities and common meeting grounds. This is possibly due to small lots with “buildings touching each other or less than ten feet apart.” Neighborhoods that have a nicely planned out street grid also fare better. Sidewalks are poorly maintained, however.

Streets that have more decorative lights, such as Green Street have a stronger appeal. Street lighting is an issue where there have been improvements and good communication with a dialogue in place between the city and the power company. The plan should promote the fact that the city has beautiful neighborhoods rather than promoting gated communities outside the city limits.

***Neighborhood rejuvenation...*** Sunnyside Up is a partnership between the WVU and the City of Morgantown designed to physical conditions in the Sunnyside neighborhood. It is one of several programs by the University to better integrate with the community. South Park is also a neighborhood targeted for rejuvenation and walking distance from campus. The university provides down payment support to encourage faculty to live in the proximity of campus. It is both a recruitment tool and a strategy to improve the city’s quality of life.

***Social issues strongly affect some neighborhoods...*** Even if houses are in compliance with the codes issues like noise from students and their behavior remain. “Do not blame the students, blame the landlords.” Student locations should be clearly defined and housing for faculty should be encouraged to create a more diverse housing market.

***Pedestrian friendliness is important...*** Residents would like to see improved pedestrian connectivity and more consideration given in the plan to creating sidewalks and better walkability. Lack of connectivity and of good well maintained sidewalks creates a situation where residents are likely to use short cuts, parking lots, etc. to move around. Mention was made of beautiful stairs in place in some neighborhoods where the topography is too steep. However those steps are not well kept and often eliminated through redevelopment.

***Diversity of Housing...*** Residents see a big need for housing for people other than students. This includes university faculty as well as empty nesters. There should be incentives to encourage housing diversity. Rental housing for students is very profitable. Even when housing targeted for different demographics is placed on the market tends inevitably to convert to student housing. Heritage Point was mentioned as an example.

Price of housing is off base with the rest of West Virginia. It is tough for younger people and workers to buy a house in the city, as a result they move to the county or even in the next counties where prices are more in line with WV.

***Housing prices...*** make it difficult for younger residents to buy a house. This issue is important. National and local sources forecast a significant talent shortage. The area is well positioned to attract and retain talent due to the university. But high housing prices and a weak social infrastructure could be obstacles. The creation of higher density hubs in Morgantown and Star City could create desirable and socially attractive environments.

***Students Housing...*** There are 6,000 beds on campus. Undergraduates are required to live on campus the first year. Meal plans are not required so students can patronize food facilities in the city. Recognize that private sector involvement in housing students is critical. Also recognize that student housing projects outside the city limit are problematic. They increase traffic. There is too much substandard student housing – code enforcement/standards weak.

***Lack of affordable housing is a barrier to some demographics...*** By West Virginia standards, housing in Morgantown area is not very affordable – a barrier for some demographics and attracting employees. Many people commute from nearby counties. There is limited availability for retirement demographic. Younger single people less affected by affordability and are more likely to live in the city. Employers must offer higher wages to attract people to move into the area partly due to housing cost. Land availability (lack of) has been a driving factor in prices – forcing retail and students further away from Downtown. Many people (perhaps a majority) commute into Morgantown (many from outside of the County), using city resources yet they don't vote or pay taxes here.

***Zoning is a big issue...*** Residents see zoning as a key tool to protect their neighborhoods from infill of cheap housing and the transformation of single-family into multiple-family. They also see that there is inconsistency in the application of rules. “We have good ordinances they are not enforced.” Approving bodies are very liberal in granting variances. And grand-fathering supersedes and it is often at odds with planning for a community. Code enforcement like zoning is applied inconsistently with some neighborhoods suffering more than others. High density development is “flooding neighborhoods” creating traffic issues. We need good traffic flow, safety and quiet. “Livability is related to zoning.”

## ENVIRONMENT

***Need to improve/encourage environmental stewardship...*** Single stream recycling should be a city service, along with a community gardens program, and an energy plan to reduce consumption.

## GETTING THINGS DONE

***Communications with City...*** Communications with the city are improving but more needs to be done. Morgantown has a sophisticated system of boards and commissions (mostly appointed). It is a system difficult to navigate. And there is a perception that there is a disconnect between what the city is trying to do and what the boards are doing. Streamlining those boards would be desirable. There is support for the proposed creation of a commission, the coordinating council, made up of the officers of neighborhoods associations.

***Consolidation...*** The consensus expressed was that consolidation would be beneficial. Political consolidation has been talked about but that discussion did not lead to any practical step. There is agreement that the problems the area faces are bigger than Morgantown and Star City and that “We are damaging ourselves by working independently.”

Minor consolidation in purchasing is in place and the consolidation of the PRT and surface transit is considered a great success to be emulated. “We need to be comfortable as one region without losing the identity of the smaller communities.”

***There is a deficit of leadership and good judgment...*** Often good ideas are not realized because a vocal minority raises opposition. Infrastructure improvements that have been made leave people feeling dumbfounded – as to what they were thinking and why – don't make sense. Example:

***Intergovernmental coordination has been weak...*** Different municipalities generally do not work together.

***There is a lack of leadership in the community...*** Both elected and civic. Inadequate cooperation makes planning difficult. There is a lack of foresight by leaders who often allow a vocal minority to get in the way of good ideas / progress.

## DEVELOPMENT AND GROWTH

***A transient community...*** The National Association of Realtors finds that households move on average every 5 to 7 years. Residents in the Morgantown region move every 2 to 5 years. A reason for that is that a great deal of employment in the region is from the federal agencies and government employees are often on a two-year rotation. Student population is also transient. There is strong internal migration of residents moving to different locations within the region.

***Attractive to national developers...*** The transient nature of the community is attractive to developers. The development community is transitioning from being generally local to national firms from Texas, NJ, Pittsburgh, and Virginia, for example. This has happened notably in the past four years leading to overbuilding in student housing. Even though some of these developments are experiencing difficulties, very cheaply built student housing continues to be built. 30% of those are for purchase, 70% are rentals. This rental to purchase ratio skews the whole housing picture in a market where buying would make a lot more sense. The natural gas extraction business is bringing in specialized workers and more demand for rentals. This is a relatively new phenomenon.

***New development is creating disagreement...*** with the existing population. As a result of overbuilding in the county reliance on the car increases and so does congestion on roads that were essentially low traffic two-lane rural roads.

***Planning legacy is weak...*** There seems to be little coordination between various municipal and county agencies, private organizations, WVU. Things just happen and people react. Implementation of past plans has been poor – seems that there is little follow-through and accountability. In terms of zoning, there is a sense that you can get a variance for anything.

***Lack of planning in County...*** Haphazard development, incompatible uses, high density development without adequate road infrastructure. Some great developments built in wrong locations. Developers only do what is required and no more. Developers find ways to circumvent what minimal regulations exist.

***Zoning (lack of) is the biggest issue...*** Lack of land use planning and county-wide zoning is an obstacle to growth and driver of transportation issues (“Mountaineers always free” – state motto). This prevents businesses from coming or expanding. Need to coordinate land use / development with infrastructure planning. Essentially there is no permitting or inspection process, only requirements to comply with the national and state building codes. The fire marshal has some inspecting jurisdiction. There have been attempts at creating countywide zoning. One special planning district was created in the county in last 20 years but the perception is it does not have the teeth it should. Lack of countywide zoning also makes business decision-making unpredictable. A vision and a plan that would identify and set aside areas for housing, industrial development, etc. would be beneficial in the long run. We need to build a coalition that includes the University, small businesses (chamber), the hospitals, developers and rental businesses to advocate for change.

***Facility planning for public schools...*** Each county is required to produce a school Facilities Plan every ten years. The ten-year plan is a prerequisite to obtain funds from the state to build new facilities and maintain and enhance existing ones. The substantial growth experienced in the Morgantown area and the lack of plans and regulations to manage that growth at the county level has affected the ability of the Monongalia County Schools and of the Board of education to do long term planning. The condition places Monongalia County Schools in a reactive rather than proactive situation. School facilities are used extensively by the community.

***Additional regulation in the County is undesirable...*** Development approval process in the County favors development.

***Redevelopment is the future...*** Some of the housing stock in Morgantown and in Star City is made up of homes that are too small for the current market preferences. As current owners age and look for alternatives those properties are likely to be redeveloped and new homes to be built. Redevelopment and potentially annexation are going to be key to the long-term sustainability of the housing market. The inconsistent application and enforcement of regulation is seen as problematic, random, and playing favors. It increases stress and cost to the developer. Streamlining with consistency would have a positive impact on the redevelopment effort. The Suncrest Town center had been planned with a housing component to create a mixed use environment, but the residential and commercial components are not integrated.

***Development in city is challenging...*** Approval process is lengthy, inconsistent. There are few incentives to encourage development/redevelopment. Administrative approvals of some conditional uses should be considered to speed development process.

***Need incentives for redevelopment...*** Second Ward, Greenmont area have redevelopment opportunities. Wharf district downtown – great potential and progress must continue.

***Need to encourage urban infill...*** There should be more incentives for redevelopment. Target revitalization efforts on “borderline” neighborhoods.

***Downtown...*** Downtown is an area that is alive with restaurants. That creates a paradox. There is probably a market for conversion of office buildings into residential but students’ lifestyle clashes with that of the most likely users: the empty nesters. There have been few residential conversions in downtown Morgantown mostly for student housing. There is also demand for office space, unfortunately many of the buildings in downtown are not ADA accessible. Parking is metered at all hours making it difficult for region’s residents to patronize restaurants.

***Businesses should face the river and trail...*** Riverfront is underutilized. It is an asset and should not be forgotten.

***The region is a victim of success...*** Victim of growth by poor planning - growth has not been managed well (deficit of planning), resulting in land use conflict and inadequate infrastructure and traffic congestion.

***Mostly physical impediments to development...*** In Morgantown, the main development issues are topography, lack of available land (must tear down / redevelop) high land costs. City regulations are generally easy to deal with. In county areas, more costly infrastructure.

***MUB does a good job very efficient at getting efficient...*** Much better than what had been done under the Sanitary Board. Rates are lowest in West Virginia. It is one of our best assets.

***Need funding sources for infrastructure...*** Current B&O tax (2%) is a regressive tax based on gross receipts. 3-4 years ago a user fee was proposed but voted down (weak educational campaign to blame). Very little of citizen’s tax bill goes to city (most people do not understand that)

***Topography...*** The area topography severely limits the amount of buildable space.



***Lack of funding.*** The failed service/user fee developed by the MPO was mentioned several times, along with WVDOT's unwillingness to provide money for projects the locals prefer. Finding a way to have developers contribute was brought up repeatedly.

## COMMUNITY APPEARANCE

***Aesthetics of development should be improved and respect surrounding character...*** Housing built for students is very generic and low-quality in appearance. Often it does not fit with surroundings. There is also a lack of code enforcement for property upkeep. Demolition of historic properties often occurs without permits.

***Need a greater emphasis on appearance of development...*** Code enforcement/upkeep, aesthetics of development including landscaping should be emphasized. There needs to be a vision for the appearance of some areas. Quality of place is inconsistent, particularly gateways. Code enforcement is weak, especially in student areas.

## TRANSPORTATION - ALTERNATIVES

***Rail-to-trail is an important asset...*** It is used by the whole community and connects it socially and physically.

***Accessibility should permeate all planning...*** City buildings are not 100% ADA compliant. We need a complete streets policy. Biking and pedestrian mobility should be possible throughout the area. Currently accessibility for bikes and pedestrians is very limited (partly due to the number of State Routes which the city has minimal influence over).

***Transportation...*** 20 percent of the students walk to campus. The PRT has a daily ridership well over 15,000 trips.

***Sidewalks are needed throughout the city...*** Sidewalks should be incorporated in new developments and on all city streets to create a complete pedestrian network. This would help aesthetics, traffic and health. Some that exist are not ADA compliant. There is also a strong desire to expand rail-trail.

***Alternative forms of transportation should also be improved...*** There is a sense that the current bus system (routes) that are not efficient – could be improved. Alternatives are necessary for some demographics and may help reduce road pressures.

***Alternative transportation...*** Should extend PRT to Mon General (potential park and ride location).

***Existing alternative transportation is good but could be expanded...*** The bus system is a good success story (1.5 million riders) but needs more frequent/efficient routes. PRT has a significant positive impact on transportation network (Significant impact on traffic when system is down).

***Transit is key.*** In each interview, the stakeholders felt that transit is an integral part of the overall system and worked well to incorporate pedestrians and bicyclists. Most participants thought transit worked very well in the area except for a few details. They would like to see improved frequency in service, specific bus stop locations, and a schedule that benefits every day workers; not just students.

***Transportation system lacks adequate way-finding...*** This was mentioned for vehicular, pedestrian, and bicycle traffic.

**Transportation Demand Management** is well received in the area and MPO is doing a good job. Flextime at Mylan Pharmaceuticals and for businesses in the surrounding area could alleviate some of the congestion. There is an opportunity for better coordination among all the major employers and additional park-n-ride locations.

## TRANSPORTATION – TRAFFIC

**Must deal with...** Traffic congestion, a continuous pressure point. The quality of the pedestrian experience from a safety and quality of life standpoints: crosswalks, sidewalks, etc. The attraction of national retailers. An improvement in student housing. Improved bus service with more formal bus stops.

**Traffic congestion...** also affects school planning in that it makes driving times unpredictable. The Monongalia County Schools can only address the problem of congestion by increasing the number of school busses in order to comply to length of travel and safety regulations. More busses add to the overall congestion. Technology could help address the transportation issue

**Road transportation infrastructure is holding the region back...** Getting around the area is very hard due to congestion and is getting worse. Efforts are needed to reduce congestion: traffic management, reducing vehicle miles, altering traffic patterns, increasing capacity.

**Transportation is the number one obstacle to economic growth in region...** Road congestion and traffic are major concerns, but the majority (of this group) do not see alternative transportation as worthwhile.

**West Run Expressway was a missed opportunity...** An interstate beltway is needed to keep some traffic out of town.

**Interstate beltway is needed...** As a way of keeping traffic off the roads that shouldn't have so much. There is too much truck traffic downtown that should not be there. Perhaps city is afraid to reduce traffic downtown (might hurt businesses?).

**Business growth and housing development has outpaced the transportation system...** This situation has created an environment where the system is incomplete, inadequate, disjointed, and overwhelmed. There are congestion problems due to limited capacity and lack of efficiency.

**Major transportation issues were consistently defined as:**

- Grumbeins Island
- Peak hour congestion
- Topography
- Inadequate pedestrian facilities
- Only two N-S corridors and two E-W corridors
- Funding
- Transit schedule and frequency. Lack of specified bus stops
- City cooperation/coordination and politics in the area as well as at the state level.
- Lack of county zoning
- Parking downtown, parking during events, and on street parking that restricts municipal services
- Truck traffic through the CBD
- WVDOH should consider/improve signal synchronization and potential reversible lane locations

- No enforcement at dangerous intersections, toward pedestrians who cross illegally, or illegal parking.
- Negative media representation
- Vehicular mentality
- Lack of adequate biking facilities

**Major Congestion Areas...** In each interview the Monongahela Blvd/Beechurst Avenue/University Avenue/Don Knotts Drive corridor, the 705 corridor and Mileground were repeatedly mentioned.

**Major Safety Concerns...** These revolved around the specific dangerous intersections listed below as well as pedestrians intermingling with motor vehicles. Grumbeins Island was most frequently mentioned.

- Grumbeins Island
- US 119 at Stewartstown Road
- SR 705 at Stewartstown Road
- Van Voorhis Rd. at West Run Road
- US 119 at West Run Road
- Cheat Road at Tyrone Avery Road
- Tyrone Road at Tyrone Avery Road
- Don Knotts Blvd at US 119
- Sabraton Road at Greenbag Road
- Mileground at Trinity Church
- Anywhere along SR 705 corridor



---

***Memo***

February 13, 2012 (Revised 2/20)

To: Regional Vision Group, Bill Austin, Chris Fletcher, Mayor Sharp

From: Michael Curtis

Cc: Gianni Longo, Jamie Greene, Steve Thieken, Jamie Snow

Re: Idea Gathering Meeting Results

---

This memorandum summarizes the Idea Gathering Meetings conducted for the Crossroads process. It is organized into the following structure:

- I. Overview
- II. What did we learn?
- III. Who did we hear from?

Attached to this memo is a collection of all the input gathered from the public meetings.

## **I. OVERVIEW**

On January 25 and 26, 2012 two Idea Gathering public meetings were conducted to engage the public in Crossroads, a process to develop a vision for the Morgantown region. The results of these idea gathering workshops will provide the foundation for creating regional goals, which will become the foundation for three plans: The Comprehensive Plan for the City of Morgantown, The Comprehensive Plan for the Town of Star City, and the Long Range Transportation Plan for the Morgantown Monongalia Metropolitan Planning Organization.

### **Workshop format**

The workshop consisted of two parts: an assembly and small group work.

During the assembly representatives of the Regional Vision Group, City of Morgantown, Morgantown Monongalia Metropolitan Planning Organization and the Town of Star City explained the purpose of the meeting and the public's role in the vision process. Then the consultant introduced the participants to a visioning exercise to be completed in small groups.

During the second part of the program, participants worked in small groups with a trained volunteer facilitator on two activities:

***Ideas for the Future.*** The first activity was a brainstorming exercise in response to the question, "What should be done to make Morgantown, Star City and Monongalia County the best it can be in the coming years?" Participants were asked to record ideas independently for five minutes and then the facilitator recorded each participant's ideas on flipchart paper until all of the group's ideas were recorded.

***Strong Places, Weak Places.*** The second group activity was a mapping exercise called "Strong Places, Weak Places." Participants were given an introduction to the exercise and instructed to think about strong places and

weak places in the greater Morgantown area. For strong places participants were instructed to think about places that are desirable to visit, are special in a positive way, represent conditions they would like to see more of in the area, and reflect well on the community. For weak places participants were asked to consider those places that are undesirable to visit, need to be improved, or generally reflect poorly on the community. Participants marked three strong and three weak locations on small individual maps and then compiled their strong and weak places on a large group map of the planning area using small sticky dots. Green dots were used for strong places, and red for weak places. Groups then discussed their top three strong and weak places, and described the qualities and characteristics of these areas. Finally, each participant was asked to identify one place in the whole county that they treasure most. They identified these places with a yellow dot.

## II. WHAT DID WE LEARN?

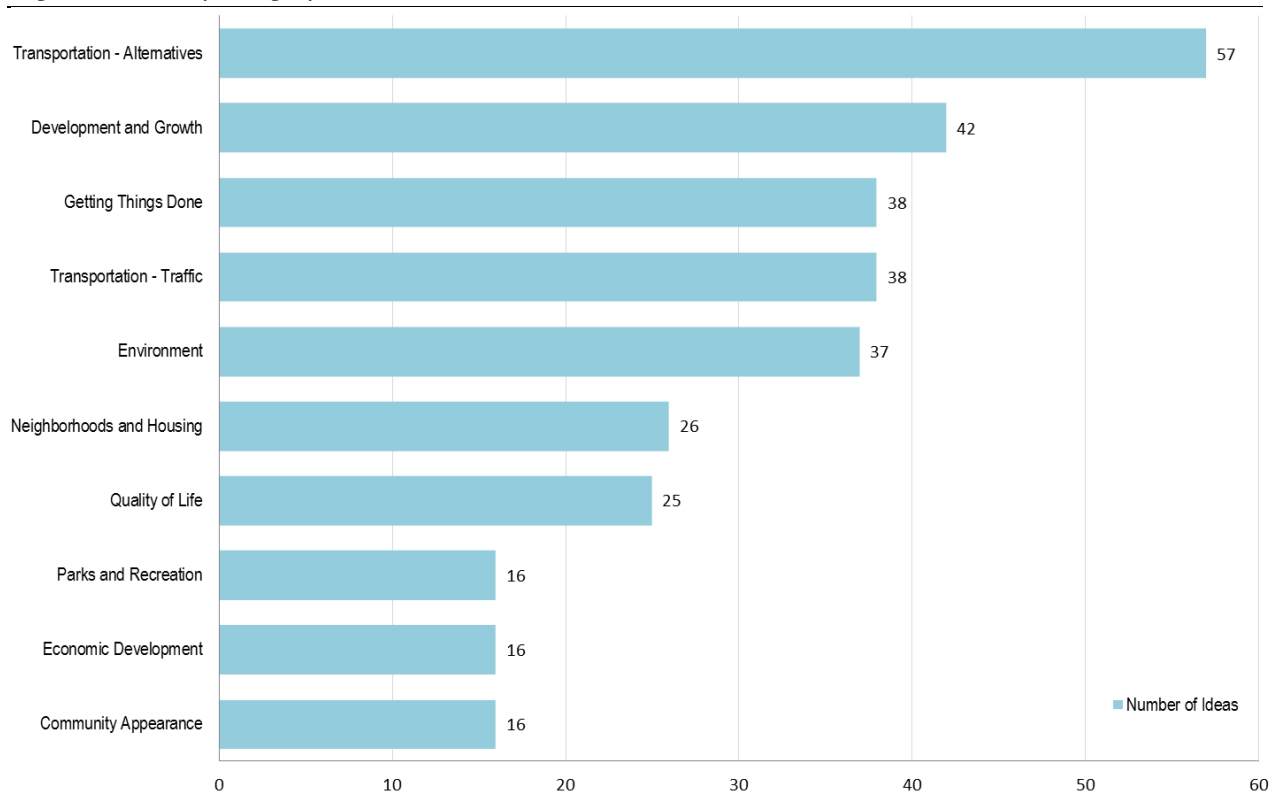
### A. Ideas For The Future

269 ideas for the future were recorded between the two meetings. These ideas were entered verbatim into a database and analyzed for recurring ideas (themes). The ideas were then assigned to fourteen broad categories. Many ideas were assigned to more than one category. The categories and defining themes in each are listed below in alphabetical order. The themes (in parentheses) represent ideas that were recurring within a category and are listed in no particular order. Figure 1 graphically depicts the distribution of ideas by category.

1. **Community Appearance** (landscaping, code enforcement, property maintenance, litter, power lines)
2. **Development and Growth** (zoning, planning for growth, enforcement of building codes)
3. **Environment** (storm water management, fracking, air quality, recycling, energy and natural resources)
4. **Economic Development** (small business support, job growth)
5. **Getting Things Done** (leadership, collaboration, home rule, community engagement, service consolidation, working together)
6. **Neighborhoods and Housing** (affordability, housing conditions, preservation, walkability, compete neighborhoods)
7. **Parks and Recreation** (public recreation areas, trails, park expansion and development, neighborhood parks)
8. **Quality of Life** (education and training, safety, support for the arts, schools, city services, recreation centers, recycling)
9. **Transportation – alternatives** (PRT, complete streets, bus system, trails, biking and pedestrian accommodation)
10. **Transportation – traffic** (safety, connectivity, fees or incentives, truck traffic, road patterns, parking, signage, traffic management)

### *Distribution of Ideas*

Figure 1 shows an ordering of the categories based on the number of ideas each contains. This ordering is an aid for assessing general community sentiment communicated through the 269 ideas and should not be construed as a deliberate ranking of priorities by the public. The sum of ideas in each category is greater than the total number of ideas because some ideas appear in multiple categories.

*Figure 1. Ideas by category*

## B. Strong Places, Weak Places

This section describes the results of the Strong Places, Weak Places exercise. It was created by compounding the comments of all the small groups (see page 8). The composite map provides further evidence and gives a clear visual snapshot of the public's likes and dislikes. We will meet with staff to mine such rich information and will use the results in preparation for the Developing Goals Workshop in February and the Understanding Future Growth Workshop in March. In the latter, the regional treasures information will guide discussion of desired land preservation recommendations, while a final analysis of the strong places and weak places will provide guidance on addressing the "how do we grow?" question.

### Top Strong Places

Based on the composite map (page 8), the most frequently identified strong places are:

1. **Rail-to-trail and various parks** - Krepps Park, Star City Riverfront, White Park (pedestrian connectivity, community destination, family oriented, strong community support)
2. **Suncrest neighborhood** (walkable, school in neighborhood, peaceful, quiet residential area)
3. **Downtown** (sense of community, pedestrian friendly, historic, vibrant)
4. **Historic neighborhoods** - High Street, South Park, Greenmont (economic value for the city, walkable, unique character)

### *Other strong places*

Several other places show small clusters of strong (green) dots but were mentioned infrequently throughout the groups or in only one instance.

- WVU Health Sciences Campus
- WVU Farm / Greenspace
- Cheat Lake

### Top Weak Places

Based on the composite map (page 8), the most frequently identified weak places are:

1. **Beechurst Avenue / Stewart Street / Sunnyside** (heavy truck traffic, lack of sidewalks, unattractive development, safety concerns, blight, housing conditions)
2. **705 Corridor / Chestnut Ridge Rd.** (poorly planned, dangerous traffic patterns, fast and heavy traffic)
3. **University Town Center** (unattractive, no sidewalks, heavy traffic volumes, lack of trees)
4. **Whitmore Park / Hogback / Willey St.** (unattractive, air quality issues, run down and dilapidated housing)
5. **Mileground** (no green space, unattractive, overabundance of billboards, noisy, crowded)
6. **West Run** (no development controls, no green space, unsafe housing, vandalism)
7. **Route 7** (poor traffic pattern, unattractive, poor connections)

### Other weak places

Several other places show small clusters of weak (red) dots but were mentioned infrequently throughout the groups or in only one instance.

- Brookhaven
- Mountaineer Mall Shopping Center / Greenbag Rd.
- Van Voorhis Rd.

### Strong and Weak characteristics

The characteristics that participants used to describe strong and weak places were analyzed to determine the primary qualities that make a place strong or weak in the eyes of citizens.

### Characteristics of strong places

The strong characteristics fall into the following seven categories. These categories and their defining characteristics are listed below.

1. **Accessible** (walkable, rail trail connectivity, steady traffic flow and ample parking, PRT)
2. **Aesthetics** (area visually appealing, maintained, street trees and lighting, historic preservation, logical street layout)
3. **Arts/Entertainment** (arts and cultural events, restaurants and farmers markets, nightlife and entertainment, community facilities)
4. **Community/People** (diversity and tolerance, family-oriented, educational opportunities, community pride, neighborhood associations)
5. **Green Space and Natural Areas** (beautiful and scenic landscapes, riverfront accessibility, peaceful, parks and street trees, wildlife habitats)
6. **Recreation** (parks and open space, rail trail, outdoor exercise, fishing and boating)
7. **Transition/Improvement** (downtown development, maintenance, neighborhood revitalization, land and building reuse, smart growth)

### *Characteristics of weak places*

The weak characteristics fall into the following six categories. These categories and their defining characteristics are listed below.

1. **Transportation and Infrastructure Concerns** (Congestion and heavy volumes of traffic, pedestrian inaccessibility and lack of sidewalks)
2. **Unsafe** (Traffic conflict with pedestrians and cyclists, dangerous roadway or traffic patterns, unsafe housing)
3. **“Blight”** (Dilapidated property, aesthetically displeasing, undesirable uses)
4. **Environmental** (Noise, lack of greenspace)
5. **Government and Administration** (Unregulated development, lack of planning or strong growth controls)
6. **Underdevelopment and Underutilized** (Several sites throughout the planning area that are currently underutilized, Some uses downtown are bad for the area and hinder its further development, old and vacant properties have accumulated)

### *Characteristics of most treasured places*

The most commonly mentioned county-wide treasures were the river, rail-trail, downtown, Cheat Lake and areas in the far east of the county including Cooper’s Rock. A detailed look into these treasures will be undertaken with staff in preparation for the Understanding Future Growth workshop in March.

## III. WHO DID WE HEAR FROM?

The Idea Gathering Meeting gathered input from approximately 100 participants. That number does not include volunteers, facilitators, or participants who did not sign an attendance sheet. The following are key points about workshop participation based upon exit questionnaire responses about participant satisfaction and demographic characteristics. The observations are general and may not reflect all participants since only 83 participants filled out an exit questionnaire.

### **By the Numbers: Participation**

The following are the numbers of participants who signed in at each workshop.

|   |           |
|---|-----------|
| South Middle School (January 25th):     | 45        |
| North Elementary School (January 26th): | 50        |
| <i>Total registered participants:</i>   | <i>95</i> |

### **Characteristics of participants**

#### *Residency*

- **Most participants live in Morgantown.** Over 60% of respondents were from the City of Morgantown; 30% of the respondents were from other areas of Monongalia County (not Star City).
- **Low representation from Star City.** The meeting sign-in sheets indicate that ten participants were residents of Star City. However, only five respondents to the exit questionnaire (6%) said they were from Star City.



- **Most are longtime residents.** 90% claimed to have lived within the county for 10 or more years. 22% claimed to have lived there longer than 40 years.

### ***Employment and Property Ownership***

- **Most work in the county.** Over 70% of the respondents work within the county; 20% are retired.
- **Business owners participated in significant numbers.** 28% of respondents own a business within the county.
- **Most are property owners.** 86% of respondents own property within the county.

### ***Age***

- **Participants mostly middle-age or older.** 52% were between the ages of 45 and 64; 25% were age 65 or older.
- **Younger demographic under-represented.** 12% of participants were between the age of 35 and 44 (9 respondents). Only 10% of participants were under the age of 34, compared with 57% in all of Monongalia County.

### ***Gender***

- **Slightly higher attendance from men.** 59% of participants were male, while 53% of Morgantown's total population is male.

### ***Race***

- **Racial composition matches that of entire community.** 90% of respondents were white; 4% were black; 6% were two or more races or another race; These racial distributions match that of the County and City according to the 2010 US Census.

### ***Income***

- **Diverse representation from various income levels.** The distribution of household income for respondents closely mirrored that of Morgantown and the county. However, households with income totaling less than \$20,000 a year were the only group with noticeably low representation.

### ***Educational Attainment.***

- **Participants generally have high levels of education.** More than half of respondents have a masters degree or Ph.D. while that group makes up only about 28% of the entire Morgantown population; 94% of respondents had some college or a degree in their background compared with about 81% of the entire Morgantown population.

### **Opinions About the Workshops**

The exit questionnaires polled participants about their interests and opinions about the meetings. The results indicate overwhelmingly high levels of satisfaction.

#### ***1. How did you hear about this workshop?***

- A majority of respondents were informed about the meeting through electronic resources. These sources included Email, Facebook, Twitter and other city/community websites.

- Word of mouth also played a significant role. Many respondents mentioned invitations from friends, city/MPO staff and by other people directly involved in the planning process. Other community boards and commission meetings were also mentioned as sources of information.
- Many people mention hearing about the meetings from multiple sources.
- Newspaper, radio and flyers were also mentioned as sources, but in lower numbers than above.

## ***2. What interests or concerns caused you to attend this workshop?***

- Respondents attended meeting for various reasons but a majority were concerned with transportation issues including:
  - Congestion / traffic
  - Pedestrian access and safety
  - Biking options and safety
- Other commonly mentioned reasons relate to growth and development:
  - Unplanned growth
  - Housing
  - Community aesthetics
  - Open space preservation
- Respondents also expressed affection for the community, concern for future prosperity, and general interest in the plan. Many expressed a desire to improve the overall quality of the life and provide a vision and guidance for growth.

| <b>Satisfaction</b>                                       | <b>YES</b> |
|---|------------|
| Were you comfortable working in tonight's small group?    | 99%        |
| Did you have an opportunity to fully express your ideas?  | 96%        |
| Were your ideas received and recorded appropriately?      | 98%        |
| Was the process fair to everyone in your small group?     | 100%       |
| Were you exposed to new ideas and concerns?               | 86%        |
| Will you continue to participate in the planning process? | 100%       |

|                           | <b>Too Long</b> | <b>Too Short</b> | <b>About Right</b> |
|---------------------------|-----------------|------------------|--------------------|
| Rate the workshop length. | 1%              | 1%               | 98                 |

Figure 2. Composite Map of Strong, Weak, and Treasured Places

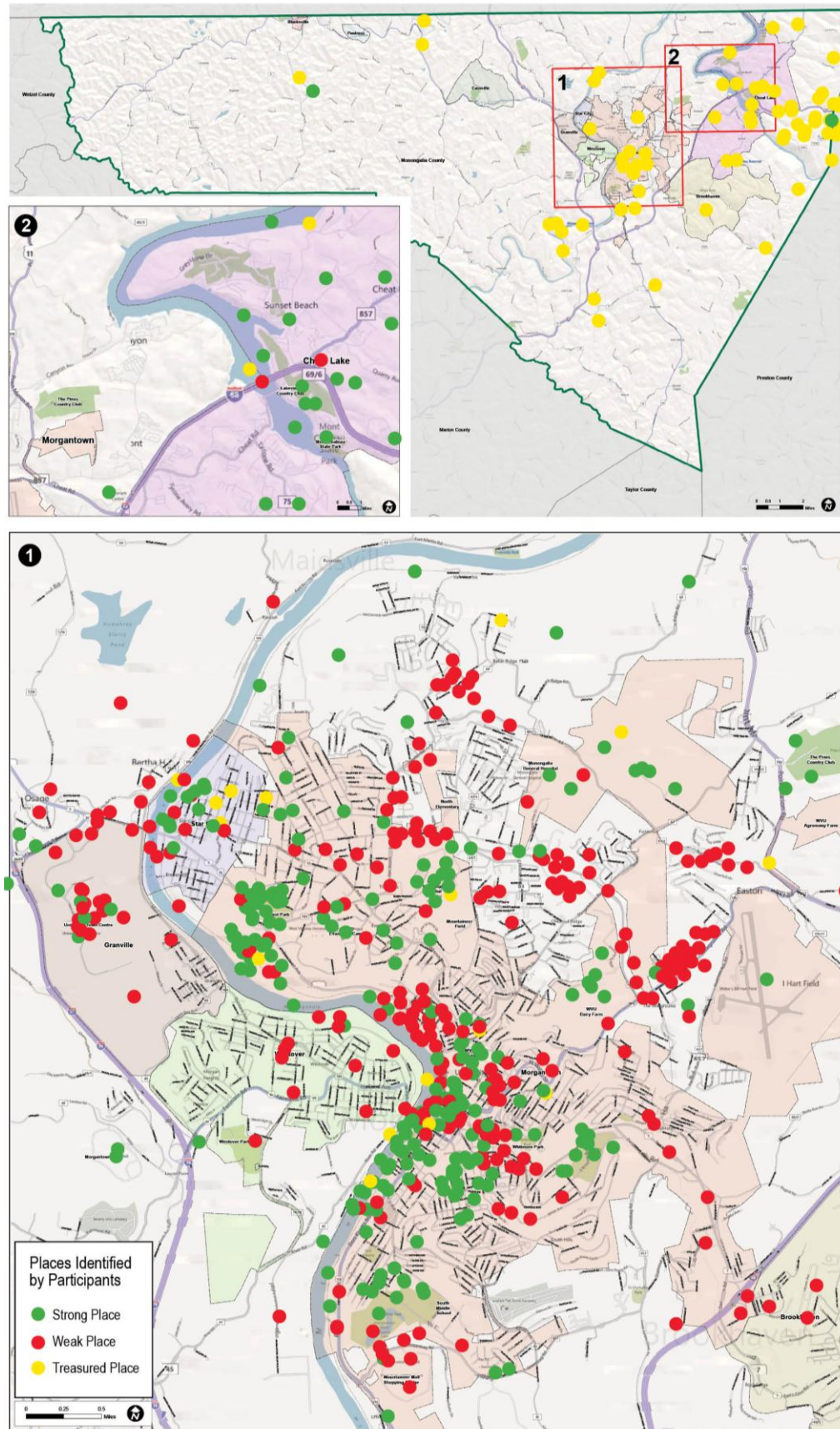


Figure 2 is a composite of all the small group maps from the Strong Places, Weak Places activity. Refer to Page 2 for description of this activity. An 11x17 inch version of this map along with images of each of the eleven group maps is attached to this memo.

**All Ideas**

| ID # | Date    | Location | Group # | Facilitator | Idea  |
|------|---------|----------|---------|-------------|---|
| 1    | Jan. 26 | NE       | 6       | Kierig      | Appropriate sidewalks that are up to ADA standards  |
| 2    | Jan. 26 | NE       | 6       | Kierig      | Avoid urban sprawl and disastrous developments  |
| 3    | Jan. 26 | NE       | 6       | Kierig      | How do we use our natural resources to help develop our future  |
| 4    | Jan. 26 | NE       | 6       | Kierig      | Keep single family homes (owner occupied) in the downtown neighborhoods                                     |
| 5    | Jan. 26 | NE       | 6       | Kierig      | Implement streets (complete streets) that support all kinds of transportation (bicycles, pedestrians, cars) |
| 6    | Jan. 26 | NE       | 6       | Kierig      | County wide zoning. Planned use development.  |
| 7    | Jan. 26 | NE       | 6       | Kierig      | Keep and create recreational parks and interconnecting paths for pedestrians and bicycles                   |
| 8    | Jan. 26 | NE       | 6       | Kierig      | Identify dilapidated neighborhoods and plan for improvements  |
| 9    | Jan. 26 | NE       | 6       | Kierig      | Insist on greenery and green space around all construction and parking lots                                 |
| 10   | Jan. 26 | NE       | 6       | Kierig      | Transportation depot in Cheat Lake/Western County for better access to transfers                            |
| 11   | Jan. 26 | NE       | 6       | Kierig      | Promote farmland protection   |
| 12   | Jan. 26 | NE       | 6       | Kierig      | Region develop more balanced energy product (i.e., hydro electric)  |
| 13   | Jan. 26 | NE       | 6       | Kierig      | Encourage locally grown food systems  |
| 14   | Jan. 26 | NE       | 6       | Kierig      | Develop water resource preservation plan  |
| 15   | Jan. 26 | NE       | 6       | Kierig      | In anticipation of development, build the roads first   |
| 16   | Jan. 26 | NE       | 6       | Kierig      | Respect and preserve the natural environment including streams, watersheds and wetlands                     |
| 17   | Jan. 26 | NE       | 6       | Kierig      | County and City wide coordination of litter control year-round  |
| 18   | Jan. 26 | NE       | 6       | Kierig      | Implement recycling in the entire County  |
| 19   | Jan. 26 | NE       | 6       | Kierig      | Develop a usable bus system- expand hours, double routes, triple number of buses                            |
| 20   | Jan. 26 | NE       | 6       | Kierig      | Work with University to prevent freshman from bring cars the 1st year                                       |
| 21   | Jan. 26 | NE       | 6       | Kierig      | PRT extension   |
| 22   | Jan. 26 | NE       | 6       | Kierig      | Evaluate operation of energy plants vs. change and population and health                                    |
| 23   | Jan. 26 | NE       | 6       | Kierig      | Develop/build more lanes (Carpool and bus lanes)  |

Key: NE: North Elementary SMS: South Middle School

| ID # | Date    | Location | Group # | Facilitator | Idea  |
|------|---------|----------|---------|-------------|---|
| 24   | Jan. 26 | NE       | 6       | Kierig      | Pay attention to air quality  |
| 25   | Jan. 26 | NE       | 6       | Kierig      | Better pedestrian crossings- lighting and signage                                     |
| 26   | Jan. 26 | NE       | 6       | Kierig      | provide incentive for supermarket in downtown Morgantown (walking distance)           |
| 27   | Jan. 26 | NE       | 6       | Kierig      | Create market places  |
| 28   | Jan. 26 | NE       | 6       | Kierig      | Reduce greenhouse gases   |
| 29   | Jan. 26 | NE       | 6       | Kierig      | Transportation for seniors and people with disabilities                               |
| 30   | Jan. 26 | NE       | 6       | Kierig      | Need improved taxi service  |
| 31   | Jan. 26 | NE       | 6       | Kierig      | Car and bicycle sharing programs  |
| 32   | Jan. 26 | NE       | 2       | Reinke      | Planning for land use on outside borders of all towns and cities                      |
| 33   | Jan. 26 | NE       | 2       | Reinke      | Preserve established neighborhoods via zoning, traffic controls, etc...               |
| 34   | Jan. 26 | NE       | 2       | Reinke      | Home Rule to generate more income for local governments to address issues             |
| 35   | Jan. 26 | NE       | 2       | Reinke      | Better activities/Recreational opportunities for teenagers (those under drinking age) |
| 36   | Jan. 26 | NE       | 2       | Reinke      | Business friendly atmosphere  |
| 37   | Jan. 26 | NE       | 2       | Reinke      | More interest in property/business owners in terms of their plans                     |
| 38   | Jan. 26 | NE       | 2       | Reinke      | Traffic improvements to reduce congestion   |
| 39   | Jan. 26 | NE       | 2       | Reinke      | Accept fact that infrastructure will be more costly due to steep topography           |
| 40   | Jan. 26 | NE       | 2       | Reinke      | Continue to support schools- financially and otherwise                                |
| 41   | Jan. 26 | NE       | 2       | Reinke      | More cooperation/collaboration with other governments                                 |
| 42   | Jan. 26 | NE       | 2       | Reinke      | Increase financial responsibility on developers (i.e., surrounding areas)             |
| 43   | Jan. 26 | NE       | 2       | Reinke      | Job/Income growth to preserve and improve quality of life                             |
| 44   | Jan. 26 | NE       | 2       | Reinke      | More single family housing neighborhoods  |
| 45   | Jan. 26 | NE       | 2       | Reinke      | Continue to attract new businesses  |
| 46   | Jan. 26 | NE       | 2       | Reinke      | Lack of Northern thoroughfare for workers and visitors coming South                   |
| 47   | Jan. 26 | NE       | 2       | Reinke      | Route trucks around city  |
| 48   | Jan. 26 | NE       | 2       | Reinke      | Public Transit- Expand PRT/Airport  |
| 49   | Jan. 26 | NE       | 2       | Reinke      | Plan solid waste/recycle  |
| 50   | Jan. 26 | NE       | 2       | Reinke      | Direct bypasses/bridges to improve access   |
| 51   | Jan. 26 | NE       | 2       | Reinke      | Protect green spaces  |
| 52   | Jan. 26 | NE       | 5       | Williams    | Tax breaks as incentives for commuters carpooling                                     |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 53   | Jan. 26 | NE       | 5       | Williams    | Improving public transportation system in all areas (accessibility to seniors, public knowledge of amenities, point A to point B, sidewalks that connect bus routes, stops and bike lanes more readily available to public, PRT (more alternative modes)                           |
| 54   | Jan. 26 | NE       | 5       | Williams    | Accessibility (buildings, sidewalks, transportation, housing)  |
| 55   | Jan. 26 | NE       | 5       | Williams    | Change Morgantown Utility Board (MUB) to Morgantown Environmental Board/Add utility services/Change mission of MUB to more environmentally friendly/Biodiesel at waste treatment plant/capture methane and reuse to run plant/broadband citywide, overall improve waste management |
| 56   | Jan. 26 | NE       | 5       | Williams    | Redesign roadways so trucks and cars can move smoothly from point A to B   |
| 57   | Jan. 26 | NE       | 5       | Williams    | Regulate building construction   |
| 58   | Jan. 26 | NE       | 5       | Williams    | Bury utilities   |
| 59   | Jan. 26 | NE       | 5       | Williams    | Exploring a heightened transit system between cities/towns (Charleston and Washington)   |
| 60   | Jan. 26 | NE       | 5       | Williams    | Develop areas that people do not have to drive to (downtown without traffic)   |
| 61   | Jan. 26 | NE       | 5       | Williams    | Making sure communities outside the City get the same care as people living in the City/Get the County more engaged with it's citizens   |
| 62   | Jan. 26 | NE       | 5       | Williams    | Transportation City USA: use every mode of transportation/utilize our unique geography (i.e., Incline on Grant Street to get bikes up)   |
| 63   | Jan. 26 | NE       | 5       | Williams    | Be innovators of transportation and encompass accessibility and realize not everyone travels the same way/zip line, pully, escalator   |
| 64   | Jan. 26 | NE       | 5       | Williams    | Affordable housing for all income levels with affordable transportation options for each development/People would like to live closer but can't afford it. Thus having to drive/mixed use zoning   |
| 65   | Jan. 26 | NE       | 5       | Williams    | Work to increase urban canopy by 10%/Increase City tree count to 1,000/Educate public of importance of trees and nature  |
| 66   | Jan. 26 | NE       | 5       | Williams    | Legislative changes to make Morgantown more autonomous   |



| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 67   | Jan. 26 | NE       | 5       | Williams    | More local agriculture cultivation and organic growing/pesticide free/hormone free farming techniques (soil pollution, not refertilizing land, organic growing techniques)   |
| 68   | Jan. 26 | NE       | 5       | Williams    | Public parks that are accessible to kids/ not ones you have to drive to/have to put bike in car to get to rail trail and parks/Connect parks with community developments and businesses  |
| 69   | Jan. 26 | NE       | 5       | Williams    | Affordable housing that meets Fair Housing Law/Federal and State laws stop letting builders ignore laws/enforcement  |
| 70   | Jan. 26 | NE       | 5       | Williams    | Work towards the unification of Morgantown, Star City and Westover to increase economic development, efficiency of services (beautification too) effectiveness in planning, block grants, resource sharing/ City density is being undercut / Enhance instead of working against each other |
| 71   | Jan. 26 | NE       | 5       | Williams    | Protect and enhance waterways system (fracking bad)  |
| 72   | Jan. 26 | NE       | 5       | Williams    | Complete streets- City and County  |
| 73   | Jan. 26 | NE       | 5       | Williams    | Support strategies that would attract residents so they want to come live here (accessibility) restrict to family development schools at center of neighborhoods formally we need a new center for neighborhoods   |
| 74   | Jan. 26 | NE       | 5       | Williams    | Let the perception of our community be diverse like one WVU all inclusive (one Mon. County)/ an openness to showcase diversity and uniqueness people don't see the inclusiveness/promote/make public aware   |
| 75   | Jan. 26 | NE       | 5       | Williams    | Preserving historic structures and nature assets, use regulations and incentives to take advantage of our cultural resources before they are gone/take advantage of them in new ways/Collaborate politically, with business, public and private partnerships                               |
| 76   | Jan. 26 | NE       | 5       | Williams    | Get rid of trash, overgrown properties, litter, dirt, garbage, especially entryways (gum)  |
| 77   | Jan. 26 | NE       | 5       | Williams    | Facilitate community conversations (web/in person/all ages involved and income levels)   |
| 78   | Jan. 26 | NE       | 5       | Williams    | Community building all ages  |
| 79   | Jan. 26 | NE       | 5       | Williams    | Need for community services to be close to aging population  |
| 80   | Jan. 26 | NE       | 5       | Williams    | Implement the plans - bike, pedestrian, transit  |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 81   | Jan. 26 | NE       | 4       | Richmond    | Walkable/Bikeable community linking trails   |
| 82   | Jan. 26 | NE       | 4       | Richmond    | Controlled growth  |
| 83   | Jan. 26 | NE       | 4       | Richmond    | Plan walkways/bikeways with roads  |
| 84   | Jan. 26 | NE       | 4       | Richmond    | Consistent code enforcement  |
| 85   | Jan. 26 | NE       | 4       | Richmond    | More cooperation between WV and community  |
| 86   | Jan. 26 | NE       | 4       | Richmond    | "Share the Lane" signage   |
| 87   | Jan. 26 | NE       | 4       | Richmond    | Cleaner community  |
| 88   | Jan. 26 | NE       | 4       | Richmond    | Focus on the community as a whole  |
| 89   | Jan. 26 | NE       | 4       | Richmond    | Utilize alternatives to above ground utilities   |
| 90   | Jan. 26 | NE       | 4       | Richmond    | Develop and fund a robust public transit system  |
| 91   | Jan. 26 | NE       | 4       | Richmond    | Support for small businesses   |
| 92   | Jan. 26 | NE       | 4       | Richmond    | City-wide aesthetics/landscaping plan  |
| 93   | Jan. 26 | NE       | 4       | Richmond    | Develop better planned/designed roads  |
| 94   | Jan. 26 | NE       | 4       | Richmond    | Better designed traffic patterns   |
| 95   | Jan. 26 | NE       | 4       | Richmond    | Develop design standards for new construction and enforce them                                   |
| 96   | Jan. 26 | NE       | 4       | Richmond    | develop more parks and recreation locations  |
| 97   | Jan. 26 | NE       | 4       | Richmond    | More public indoor pool facilities   |
| 98   | Jan. 26 | NE       | 4       | Richmond    | Preserve neighborhoods   |
| 99   | Jan. 26 | NE       | 4       | Richmond    | Link neighborhoods via biking/walking to community attractions commercial and educational venues |
| 100  | Jan. 26 | NE       | 1       | Stout       | Develop a plan for street sweeping to improve air quality  |
| 101  | Jan. 26 | NE       | 1       | Stout       | Better plan for regulating run-off water through retention systems                               |
| 102  | Jan. 26 | NE       | 1       | Stout       | Do what we can, don't expect perfection  |
| 103  | Jan. 26 | NE       | 1       | Stout       | Better 1st responder timing  |
| 104  | Jan. 26 | NE       | 1       | Stout       | Achieve home rule  |
| 105  | Jan. 26 | NE       | 1       | Stout       | Consolidate auxiliary services (i.e., fire, police, ambulatory)                                  |
| 106  | Jan. 26 | NE       | 1       | Stout       | Smaller schools and well funded after school programs  |
| 107  | Jan. 26 | NE       | 1       | Stout       | Extend the PRT   |
| 108  | Jan. 26 | NE       | 1       | Stout       | Expand recycling to more items   |
| 109  | Jan. 26 | NE       | 1       | Stout       | Decent, affordable, low income housing   |
| 110  | Jan. 26 | NE       | 1       | Stout       | Curbside recycling   |
| 111  | Jan. 26 | NE       | 1       | Stout       | Get a good grant writer  |



| ID # | Date    | Location | Group # | Facilitator | Idea  |
|------|---------|----------|---------|-------------|---|
| 112  | Jan. 26 | NE       | 1       | Stout       | Be careful who you vote for   |
| 113  | Jan. 26 | NE       | 1       | Stout       | Moderation of tax increases for all   |
| 114  | Jan. 26 | NE       | 1       | Stout       | Encourage post-secondary education and training for modern employment opportunities   |
| 115  | Jan. 26 | NE       | 1       | Stout       | Find a plan to keep our kids in school-alternatives-vocational, apprenticeships, technical                                    |
| 116  | Jan. 26 | NE       | 1       | Stout       | Better road signage at intersections  |
| 117  | Jan. 26 | NE       | 1       | Stout       | Address air quality/water quality issues  |
| 118  | Jan. 26 | NE       | 1       | Stout       | Seriously address drug/pill addiction   |
| 119  | Jan. 26 | NE       | 1       | Stout       | A better storm water system for growth that doesn't cost citizens as much   |
| 120  | Jan. 26 | NE       | 1       | Stout       | Lack of sidewalks/walkways and bikeways   |
| 121  | Jan. 26 | NE       | 1       | Stout       | Plan comprehensively, coherent regulated development  |
| 122  | Jan. 26 | NE       | 1       | Stout       | Maintain and promote the assets we have (i.e., historical and business)   |
| 123  | Jan. 26 | NE       | 1       | Stout       | Always consider energy efficiency and sustainability as we upgrade or expand our infrastructure                               |
| 124  | Jan. 26 | NE       | 1       | Stout       | Educate the public (i.e., litter/cleaning up)   |
| 125  | Jan. 26 | NE       | 1       | Stout       | New businesses while maintaining existing to improve the town's growth  |
| 126  | Jan. 26 | NE       | 1       | Stout       | Easier access from I 79/68 to major employers in the area   |
| 127  | Jan. 26 | NE       | 1       | Stout       | Maintain local roads through Star City/Morgantown that makes it difficult to get to certain areas at certain times of the day |
| 128  | Jan. 26 | NE       | 1       | Stout       | Use main thoroughfares to get in and out of town with signs to guide  |
| 129  | Jan. 26 | NE       | 1       | Stout       | Pride of ownership of the community   |
| 130  | Jan. 26 | NE       | 1       | Stout       | Think metropolitan  |
| 131  | Jan. 26 | NE       | 3       | Graves      | Beltway system around town with spokes going in/out   |
| 132  | Jan. 26 | NE       | 3       | Graves      | Improve infrastructure- sewer, water, services provided by the City   |
| 133  | Jan. 26 | NE       | 3       | Graves      | Get rid of smell by Star City bridge  |
| 134  | Jan. 26 | NE       | 3       | Graves      | Develop river's full resources  |
| 135  | Jan. 26 | NE       | 3       | Graves      | Preserve traditional neighborhoods  |
| 136  | Jan. 26 | NE       | 3       | Graves      | Develop Campus Connector- Evansdale campus to Grant Avenue  |
| 137  | Jan. 26 | NE       | 3       | Graves      | Study relationship between road access and successful businesses  |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 138  | Jan. 26 | NE       | 3       | Graves      | Consolidate services between cities to leave more money to spend on other things                                   |
| 139  | Jan. 26 | NE       | 3       | Graves      | Stop project on Boyers Avenue in Star City   |
| 140  | Jan. 26 | NE       | 3       | Graves      | Programs to gain public support to renew communities   |
| 141  | Jan. 26 | NE       | 3       | Graves      | Develop public recreational activities to include venues for art, education, library                               |
| 142  | Jan. 26 | NE       | 3       | Graves      | More cooperation between WVU and municipalities  |
| 143  | Jan. 26 | NE       | 3       | Graves      | Better roadside drainage   |
| 144  | Jan. 26 | NE       | 3       | Graves      | Improve education in grade levels 1-12   |
| 145  | Jan. 26 | NE       | 3       | Graves      | Fix Morgantown's and Star City's boat docks  |
| 146  | Jan. 26 | NE       | 3       | Graves      | Develop Star City Park for recreational and community use  |
| 147  | Jan. 26 | NE       | 3       | Graves      | Improve working relationship with the State  |
| 148  | Jan. 26 | NE       | 3       | Graves      | Get big trucks out of downtown Morgantown- need truck route  |
| 149  | Jan. 25 | SMS      | 1       | Kierig      | Improve base transportation and connect Northern access to make complete route                                     |
| 150  | Jan. 25 | SMS      | 1       | Kierig      | Improve and expand public transportation   |
| 151  | Jan. 25 | SMS      | 1       | Kierig      | Need County-wide planning  |
| 152  | Jan. 25 | SMS      | 1       | Kierig      | Build bicycle connectors   |
| 153  | Jan. 25 | SMS      | 1       | Kierig      | Controlled growth  |
| 154  | Jan. 25 | SMS      | 1       | Kierig      | Enforce existing laws and regulations  |
| 155  | Jan. 25 | SMS      | 1       | Kierig      | Stagger shift change times for large employers   |
| 156  | Jan. 25 | SMS      | 1       | Kierig      | Improve the commuter routes in and out of town   |
| 157  | Jan. 25 | SMS      | 1       | Kierig      | Coordinate in town development with all agencies- MUB, DOH, City planning  |
| 158  | Jan. 25 | SMS      | 1       | Kierig      | Improve multimodal connectivity  |
| 159  | Jan. 25 | SMS      | 1       | Kierig      | Preserve and expand green space  |
| 160  | Jan. 25 | SMS      | 1       | Kierig      | Continual traffic flow evaluation both vehicle and pedestrian- note seasonal/hourly changes (i.e., special events) |
| 161  | Jan. 25 | SMS      | 1       | Kierig      | Allow Morgantown to have a say in road changes instead of mandates from Charleston                                 |
| 162  | Jan. 25 | SMS      | 1       | Kierig      | Support the arts   |
| 163  | Jan. 25 | SMS      | 1       | Kierig      | Do an engineering evaluation of transportation options   |
| 164  | Jan. 25 | SMS      | 1       | Kierig      | Provide local control with regard to funding options   |
| 165  | Jan. 25 | SMS      | 1       | Kierig      | Expand the PRT- longer hours for public use  |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 166  | Jan. 25 | SMS      | 1       | Kierig      | CAP university enrollment  |
| 167  | Jan. 25 | SMS      | 1       | Kierig      | Integrate existing modes of transportation (i.e., mountain line and PRT)   |
| 168  | Jan. 25 | SMS      | 1       | Kierig      | Insured access regardless of individual or mode of travel (i.e., wheelchairs and bicycles)                                       |
| 169  | Jan. 25 | SMS      | 2       | Clow        | Adopt state building code county-wide  |
| 170  | Jan. 25 | SMS      | 2       | Clow        | Put empty commercial buildings to use  |
| 171  | Jan. 25 | SMS      | 2       | Clow        | Focus planning on people instead of machines   |
| 172  | Jan. 25 | SMS      | 2       | Clow        | Better planning (i.e., think projects through before starting)   |
| 173  | Jan. 25 | SMS      | 2       | Clow        | Pedestrian accommodations  |
| 174  | Jan. 25 | SMS      | 2       | Clow        | County-wide access to water and sewer  |
| 175  | Jan. 25 | SMS      | 2       | Clow        | Better enforcement of building and zoning codes county-wide  |
| 176  | Jan. 25 | SMS      | 2       | Clow        | Diversify housing stock, ensuring compliance with Fair Housing Act   |
| 177  | Jan. 25 | SMS      | 2       | Clow        | Overall better signage/street markings   |
| 178  | Jan. 25 | SMS      | 2       | Clow        | Charge roadway users in accordance with costs they incur   |
| 179  | Jan. 25 | SMS      | 2       | Clow        | Get WVU involved more with City on pedestrian issues   |
| 180  | Jan. 25 | SMS      | 2       | Clow        | Maintain and increase green space- help with drainage issues   |
| 181  | Jan. 25 | SMS      | 2       | Clow        | Improve traffic infrastructure and routing   |
| 182  | Jan. 25 | SMS      | 2       | Clow        | Public recreation centers and programs free to the public  |
| 183  | Jan. 25 | SMS      | 2       | Clow        | Concerted effort to align and present on to two key projects instead of a bunch of projects, especially as it relates to funding |
| 184  | Jan. 25 | SMS      | 2       | Clow        | Farmland preservation  |
| 185  | Jan. 25 | SMS      | 2       | Clow        | Bicycle lanes  |
| 186  | Jan. 25 | SMS      | 2       | Clow        | Concentrate student housing within walking distance of campus and provide walking venues   |
| 187  | Jan. 25 | SMS      | 2       | Clow        | Limit on cell phone usage (especially texting while driving)   |
| 188  | Jan. 25 | SMS      | 2       | Clow        | Bicycle and pedestrian safety education for every grade school and driver's education class                                      |
| 189  | Jan. 25 | SMS      | 2       | Clow        | Reactive City human rights commission  |
| 190  | Jan. 25 | SMS      | 2       | Clow        | Facilitate locally owned businesses  |
| 191  | Jan. 25 | SMS      | 2       | Clow        | Get big trucks out of downtown   |
| 192  | Jan. 25 | SMS      | 2       | Clow        | More and better public transportation  |
| 193  | Jan. 25 | SMS      | 2       | Clow        | Extend PRT system around town  |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 194  | Jan. 25 | SMS      | 2       | Clow        | Underground utilities  |
| 195  | Jan. 25 | SMS      | 2       | Clow        | Adopt complete street sign legislation   |
| 196  | Jan. 25 | SMS      | 2       | Clow        | Pursue Home Rule   |
| 197  | Jan. 25 | SMS      | 2       | Clow        | Star City bridge not ADA compliant   |
| 198  | Jan. 25 | SMS      | 3       | Nye, J.     | Bury power lines on major thorough-fares coming in and out of town(s)  |
| 199  | Jan. 25 | SMS      | 3       | Nye, J.     | Improve connectivity for housing developments and communities  |
| 200  | Jan. 25 | SMS      | 3       | Nye, J.     | Reduce or eliminate large trucks coming up Broadway Avenue through town  |
| 201  | Jan. 25 | SMS      | 3       | Nye, J.     | Plan infrastructure to accommodate future development  |
| 202  | Jan. 25 | SMS      | 3       | Nye, J.     | Preserve traditional neighborhoods   |
| 203  | Jan. 25 | SMS      | 3       | Nye, J.     | Concerted effort to address Marcellus shale development  |
| 204  | Jan. 25 | SMS      | 3       | Nye, J.     | Explore concept of metro government  |
| 205  | Jan. 25 | SMS      | 3       | Nye, J.     | More welcoming to new people   |
| 206  | Jan. 25 | SMS      | 3       | Nye, J.     | Get rid of Sunnyside power plant   |
| 207  | Jan. 25 | SMS      | 3       | Nye, J.     | Lead State in innovative technology products such as solar housing and urban wind farms  |
| 208  | Jan. 25 | SMS      | 3       | Nye, J.     | Speed humps, roundabouts, over the road pedestrian crossing for downtown   |
| 209  | Jan. 25 | SMS      | 3       | Nye, J.     | Impose fines for exposed/loose garbage around housing/business areas   |
| 210  | Jan. 25 | SMS      | 3       | Nye, J.     | Foster a functional relationship between municipal, county and state governments   |
| 211  | Jan. 25 | SMS      | 3       | Nye, J.     | Network of sidewalks   |
| 212  | Jan. 25 | SMS      | 3       | Nye, J.     | Work together to lobby Charleston for additional financial funding consistent with WVU and economic growth which occurred over the last 15 years |
| 213  | Jan. 25 | SMS      | 3       | Nye, J.     | Free parking downtown, at least after 6PM when try to get dinner or see a show (2 hour parking problem)  |
| 214  | Jan. 25 | SMS      | 3       | Nye, J.     | Parking a problem all over town  |
| 215  | Jan. 25 | SMS      | 3       | Nye, J.     | Improvements in main parks and neighborhoods that don't have parks   |
| 216  | Jan. 25 | SMS      | 3       | Nye, J.     | Involve more students in heavily populated areas, in community activities  |
| 217  | Jan. 25 | SMS      | 3       | Nye, J.     | Improving Brockway Avenue gateway into City, all entries of City to be improved  |
| 218  | Jan. 25 | SMS      | 3       | Nye, J.     | Continuity of development between jurisdictions  |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 219  | Jan. 25 | SMS      | 3       | Nye, J.     | Comprehensive zoning   |
| 220  | Jan. 25 | SMS      | 3       | Nye, J.     | Improve but not necessarily redevelop chronically blighted areas   |
| 221  | Jan. 25 | SMS      | 3       | Nye, J.     | Improve public transit   |
| 222  | Jan. 25 | SMS      | 3       | Nye, J.     | Cost-share when possible across all metro government   |
| 223  | Jan. 25 | SMS      | 3       | Nye, J.     | Access to rail-trail from South Park Bridge- build pedestrian bridge that is planned   |
| 224  | Jan. 25 | SMS      | 3       | Nye, J.     | Planning redevelopment all the way through (High Street-WVU)   |
| 225  | Jan. 25 | SMS      | 3       | Nye, J.     | Improve street lighting in pedestrian areas/crossings  |
| 226  | Jan. 25 | SMS      | 5       | Williams    | "Truck Route" around the City  |
| 227  | Jan. 25 | SMS      | 5       | Williams    | Encourage alternative modes of transportation and don't cater to cars  |
| 228  | Jan. 25 | SMS      | 5       | Williams    | Support cycling initiatives  |
| 229  | Jan. 25 | SMS      | 5       | Williams    | Bring more vertical growth and density in already developed areas, bring amenities that are usually at "malls" into walkable neighborhoods/close to shopping (no car sprawl)/Parking pods with walkable shopping |
| 230  | Jan. 25 | SMS      | 5       | Williams    | More comprehensive planning for future growth in the area basically infrastructure in the developments   |
| 231  | Jan. 25 | SMS      | 5       | Williams    | Continue to jointly plan and implement- in particular, combine resources especially political for transportation projects/assemble political and financial resources to make projects happen                     |
| 232  | Jan. 25 | SMS      | 5       | Williams    | Make Morgantown/Monongalia County housing more affordable  |
| 233  | Jan. 25 | SMS      | 5       | Williams    | Benchmark similar communities that have made themselves healthy, intelligent and prosperous  |
| 234  | Jan. 25 | SMS      | 5       | Williams    | Comprehensive trash, fill, recycling plan which encourages more recycling less consumption and includes a municipal composting site for leaves, etc.   |
| 235  | Jan. 25 | SMS      | 5       | Williams    | Integrating housing and commerce (i.e., Old mall into senior living) and rejuvenating old malls, etc., in a progressive way  |
| 236  | Jan. 25 | SMS      | 5       | Williams    | Embrace a variety of transportation. Create strength in community with variety to make more attractive to the healthy, intelligent populations. (i.e., PRT expansion)  |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 237  | Jan. 25 | SMS      | 5       | Williams    | Support citizen engagement such as virtual Morgantown map as way to constantly poll population. More input opportunities through electronic media to get a better "pulse" of what is going on here. Interactive and engaging (i.e., free Wi-Fi downtown) |
| 238  | Jan. 25 | SMS      | 5       | Williams    | Finish the beltway around Morgantown to create an alternative route around Morgantown  |
| 239  | Jan. 25 | SMS      | 5       | Williams    | Expand airport runway to 6,200 ft. for more commercial capacity under a joint effort with City, County, WVU, all jurisdictions on board  |
| 240  | Jan. 25 | SMS      | 5       | Williams    | More pedestrian friendly (i.e., safety amenities, sidewalks, crossing guards at schools (Dorsey Avenue) Evansdale campus/cross road to restaurant  |
| 241  | Jan. 25 | SMS      | 5       | Williams    | Establish complete streets and safe routes to schools throughout the entire County   |
| 242  | Jan. 25 | SMS      | 5       | Williams    | Think of air quality when we are planning- protect and improve air and water quality and water resources   |
| 243  | Jan. 25 | SMS      | 5       | Williams    | More partnering with WVU and the community so townies can ride it (PRT) more readily/not limited basis. Attractive to tourists.  |
| 244  | Jan. 25 | SMS      | 5       | Williams    | Make public transportation more reliable with route times and address ease of use for parents with small children more available service too/bus schedule doesn't work well, bike rack on all buses  |
| 245  | Jan. 25 | SMS      | 5       | Williams    | Support green building and retrofitting building look at resource extraction and energy needs of the area. Oil/Gas   |
| 246  | Jan. 25 | SMS      | 5       | Williams    | reconfigure bus routes, too many layovers and trips back to the depot/pick up and hit as many main stops as possible/ stop wasting time on return trips to depot/more efficiency   |
| 247  | Jan. 25 | SMS      | 5       | Williams    | Continued engagement with WVU in all of our comprehensive planning effort. They are a significant entity.  |
| 248  | Jan. 25 | SMS      | 5       | Williams    | More green space and farmland preservation   |
| 249  | Jan. 25 | SMS      | 5       | Williams    | Make cycling and walking irresistible  |
| 250  | Jan. 25 | SMS      | 4       | Nye, R.     | Greenway on Route 100 from Westover to Mt. Morris with trees and bike lane   |
| 251  | Jan. 25 | SMS      | 4       | Nye, R.     | Complete streets for bicycles, people and the disabled   |

| ID # | Date    | Location | Group # | Facilitator | Idea   |
|------|---------|----------|---------|-------------|--|
| 252  | Jan. 25 | SMS      | 4       | Nye, R.     | Promote mix use pedestrian oriented development that comprises active transport (walking/cycling)- public transportation (de-emphasis on car transportation) |
| 253  | Jan. 25 | SMS      | 4       | Nye, R.     | Smaller buses with more frequent schedules   |
| 254  | Jan. 25 | SMS      | 4       | Nye, R.     | Affordable, accessible housing for non-student   |
| 255  | Jan. 25 | SMS      | 4       | Nye, R.     | Coordinate building of houses with adding more classrooms to avoid over crowdedness  |
| 256  | Jan. 25 | SMS      | 4       | Nye, R.     | Neighborhood schools instead of large far away schools   |
| 257  | Jan. 25 | SMS      | 4       | Nye, R.     | More trails and greenways outside of the City that go through nature   |
| 258  | Jan. 25 | SMS      | 4       | Nye, R.     | Urban planners/designers must be hired to design the building and widening of roads in towns and cities  |
| 259  | Jan. 25 | SMS      | 4       | Nye, R.     | Mixed use zoning to provide for general stores, food stores and mix of daily needs services in the City  |
| 260  | Jan. 25 | SMS      | 4       | Nye, R.     | Right of home rule   |
| 261  | Jan. 25 | SMS      | 4       | Nye, R.     | County-wide building code  |
| 262  | Jan. 25 | SMS      | 4       | Nye, R.     | Better access to the airport   |
| 263  | Jan. 25 | SMS      | 4       | Nye, R.     | No fracking next to water  |
| 264  | Jan. 25 | SMS      | 4       | Nye, R.     | Restrict loads on trucks and restrict their travel through town  |
| 265  | Jan. 25 | SMS      | 4       | Nye, R.     | Create human rights commission to prevent discrimination   |
| 266  | Jan. 25 | SMS      | 4       | Nye, R.     | Enforce traffic laws for cyclists  |
| 267  | Jan. 25 | SMS      | 4       | Nye, R.     | Cleaner energy reduce emissions  |
| 268  | Jan. 25 | SMS      | 4       | Nye, R.     | Slower, but more efficient traffic flow  |
| 269  | Jan. 25 | SMS      | 4       | Nye, R.     | Expand PRT and transit oriented development  |

**Additional Ideas:**

| ID # | Source                             | Date   | Idea  |
|------|------------------------------------|--------|---|
| 1    | Citizen                            | 13-Feb | Better land control   |
| 2    | Citizen                            | 13-Feb | More zoning   |
| 3    | Citizen                            | 13-Feb | Resource preservation   |
| 4    | Citizen                            | 13-Feb | Implement TDM behavior changes  |
| 5    | Citizen                            | 13-Feb | Stop poor development   |
| 6    | Citizen                            | 13-Feb | Bigger penalties for bad/adverse projects   |
| 7    | Citizen                            | 13-Feb | Reroute heavy truck traffic away  |
| 8    | Citizen                            | 13-Feb | Better street lighting  |
| 9    | Citizen                            | 13-Feb | Align political, school, TAZ, land use, and tax districts   |
| 10   | Citizen                            | 13-Feb | Identify and minimize pedestrian congestion (crosswalks, bus pads, etc.)  |
| 11   | Citizen                            | 13-Feb | Fix Railtrail   |
| 12   | Citizen                            | 13-Feb | Fix intersection of Pleasant St. to Spruce St.  |
| 13   | Citizen                            | 13-Feb | Socioeconomic links to tourism, safety and sustainability   |
| 14   | Citizen                            | 13-Feb | Promote telework  |
| 15   | Citizen                            | 13-Feb | Improve air quality   |
| 16   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Access and interface with commercial services (garbage pickup, recycling)   |
| 17   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Expansion of transportation options to jobs, university, schools  |
| 18   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Pedestrian accessibility (sidewalk repair, replacement, development, bridges, park & trail access)                  |
| 19   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Bicycling transportation options  |
| 20   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Schools and Education (retention of existing schools, changes, additions, older adult, children, intergenerational) |
| 21   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Street lighting to enable year-round pedestrian and cycling travel  |
| 22   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Housing goals (code enforcement, long-term affordability, affordable housing, home repair loans, building green)    |
| 23   | Suncrest<br>Neighborhood<br>Assoc. | 24-Jan | Traffic (speeding, traffic calming, truck traffic, bus idling, air quality, parking)                                |
| 24   | Suncrest<br>Neighborhood           | 24-Jan | Parks & Recreation (existing parks, new park development, shared facilities, programming, green space preservation) |



| ID # | Source                            | Date   | Idea   |
|------|-----------------------------------|--------|--|
| 25   | Suncrest Neighborhood Assoc.      | 24-Jan | Tree care (street trees, trees on private property)  |
| 26   | Suncrest Neighborhood Assoc.      | 24-Jan | Neighborhood Redevelopment (retail access, groceries, employment opportunities, youth et al, infrastructure improvement)                             |
| 27   | Suncrest Neighborhood Assoc.      | 24-Jan | Streets infrastructure (storm water)   |
| 28   | Suncrest Neighborhood Assoc.      | 24-Jan | Neighborhood Security/Crime Prevention (code compliance)   |
| 29   | Suncrest Neighborhood Assoc.      | 24-Jan | Solid Waste and Recycling Services   |
| 30   | Suncrest Neighborhood Assoc.      | 24-Jan | Neighborhood association support, strengthening the participation of all citizens, including youths, into the economic & civic life fo the community |
| 31   | Suncrest Neighborhood Assoc.      | 24-Jan | Accountability of City Administration  |
| 32   | Suncrest Neighborhood Assoc.      | 24-Jan | Promotion of Partner Relations   |
| 33   | The Greenmont Neighborhood Assoc. | 24-Jan | Preserve traditional neighborhoods in Morgantown   |
| 34   | The Greenmont Neighborhood Assoc. | 24-Jan | Develop public recreational spaces and facilities  |
| 35   | The Greenmont Neighborhood Assoc. | 24-Jan | Generally improve public infrastructure  |
| 36   | The Greenmont Neighborhood Assoc. | 24-Jan | Improve chronically blighted areas of Greenmont  |
| 37   | The Greenmont Neighborhood Assoc. | 24-Jan | Promote the value of public engagement and cooperation   |
| 38   | The Greenmont Neighborhood Assoc. | 24-Jan | Promote official recognition of neighborhood associations within city government   |

Idea Gathering Meetings  
Crossroads Visioning Process – **All Ideas**

| ID # | Source                            | Date   | Idea  |
|------|-----------------------------------|--------|---|
| 39   | The Greenmont Neighborhood Assoc. | 24-Jan | Continue working and growing the relationship with the State of West Virginia   |
| 40   | The Greenmont Neighborhood Assoc. | 24-Jan | Improve parking and transportation in the neighborhoods                         |
| 41   | Citizen                           | 25-Jan | Build the data of ped/bike use & safety to help qualify for HSIP funding        |
| 42   | Citizen                           | 25-Jan | More businesses and residents integrating solar panels                          |
| 43   | Citizen                           | 25-Jan | More local agriculture cultivation/organic growing farms/pesticide/hormone free |
| 44   | Citizen                           | 25-Jan | More farmers markets  |
| 45   | Citizen                           | 25-Jan | More cultural festivals focusing on performance and multimedia art              |
| 46   | Citizen                           | 25-Jan | Stop the trucks between Sabraton and Downtown & fix the road                    |
| 47   | Citizen                           | 25-Jan | General reorganization & creation of public transport.                          |
| 48   | Citizen                           | 25-Jan | Tax breaks for commuters who car/vanpool  |
| 49   | Citizen                           | 25-Jan | Create a plan that flows w/ each area   |
| 50   | Citizen                           | 25-Jan | Create symmetry throughout the area   |
| 51   | Citizen                           | 25-Jan | Plan infrastructure to accommodate future development                           |
| 52   | Citizen                           | 25-Jan | Mimick similar regions that have plans that are proven                          |
| 53   | Citizen                           | 25-Jan | Allow room in development for green space and recreation                        |
| 54   | Citizen                           | 25-Jan | Create recreation facilities for community                                      |
| 55   | Citizen                           | 25-Jan | Bury utility lines  |
| 56   | Citizen                           | 25-Jan | Impose fines for garbage  |
| 57   | Citizen                           | 25-Jan | Improve street lighting   |
| 58   | Woodburn Association of Neighbors | 25-Jan | Improve the quality of housing in the Woodburn Neighborhood                     |
| 59   | Woodburn Association of Neighbors | 25-Jan | Eliminate dilapidated and vacant housing  |
| 60   | Woodburn Association of Neighbors | 25-Jan | Increase compliance with housing code   |
| 61   | Woodburn Association of Neighbors | 25-Jan | Increase owner-occupied housing to 60%  |
| 62   | Woodburn Association of Neighbors | 25-Jan | Work to preserve older homes  |
| 63   | Woodburn Association of Neighbors | 25-Jan | Ensure new development fits   |

Idea Gathering Meetings  
Crossroads Visioning Process – **All Ideas**

| ID # | Source                            | Date   | Idea  |
|------|-----------------------------------|--------|---|
| 64   | Woodburn Association of Neighbors | 25-Jan | Explore forming a limited liability compnay to purchase homes in the neighborhood             |
| 65   | Woodburn Association of Neighbors | 25-Jan | Create a social network of people to help foster a sense of safety                            |
| 66   | Woodburn Association of Neighbors | 25-Jan | Increase the use of Whitmore Park   |
| 67   | Woodburn Association of Neighbors | 25-Jan | Identify lots/areas of Woodburn for "Pocket Parks" and community gardens                      |
| 68   | Woodburn Association of Neighbors | 25-Jan | Plant more trees  |
| 69   | Woodburn Association of Neighbors | 25-Jan | Keep Woodburn Elementary School in the neighborhood   |
| 70   | Woodburn Association of Neighbors | 25-Jan | Improve walkability through the neighborhood and connectivity to the rest of the city         |
| 71   | Woodburn Association of Neighbors | 25-Jan | Locate signs at major entrances to Woodburn neighborhood                                      |
| 72   | Woodburn Association of Neighbors | 25-Jan | Develop a streetscape plan from "sign to sign" starting at Richwood and Monongalia Ave.       |
| 73   | Woodburn Association of Neighbors | 25-Jan | Work with the city to develop a plan to improve and maintain quality of streets and sidewalks |
| 74   | Woodburn Association of Neighbors | 25-Jan | Collect, catalogue, and publish the unique history of Woodburn neighborhood                   |
| 75   | Woodburn Association of Neighbors | 25-Jan | Put the pressure on the city improve the neighborhoods surrounding Woodburn                   |

**Strong Places:**

| #   | DATE      | Grp# | FACILITATOR | LOCATION                                     | CHARACTERISTICS  |
|-----|-----------|------|-------------|--|--|
| 70  | 1/25/2012 | 2    | Clow        | Rail trail                                   | Pedestrian connectivity  |
| 71  | 1/25/2012 | 2    | Clow        | Rail trail                                   | Uncongested bike access to essential destinations                          |
| 73  | 1/25/2012 | 2    | Clow        | Rail trail                                   | Traffic route for non-motorized vehicles                                   |
| 74  | 1/25/2012 | 2    | Clow        | Rail trail                                   | Community destination  |
| 72  | 1/25/2012 | 2    | Clow        | Rail trail                                   | Health/exercise  |
| 69  | 1/25/2012 | 2    | Clow        | Suncrest Park and Star City                  | Pedestrian friendly  |
| 66  | 1/25/2012 | 2    | Clow        | Suncrest Park and Star City                  | Family oriented  |
| 64  | 1/25/2012 | 2    | Clow        | Suncrest Park and Star City                  | People places- no machines   |
| 68  | 1/25/2012 | 2    | Clow        | Suncrest Park and Star City                  | Pet friendly   |
| 65  | 1/25/2012 | 2    | Clow        | Suncrest Park and Star City                  | Peaceful/beautiful   |
| 67  | 1/25/2012 | 2    | Clow        | Suncrest Park and Star City                  | Wildlife   |
| 63  | 1/25/2012 | 2    | Clow        | Suncrest Park and Star City                  | Recreation   |
| 101 | 1/26/2012 | 3    | Graves      | The Pines Country Club                       | Golf course/country club   |
| 109 | 1/26/2012 | 3    | Graves      | University Centre/Granville                  | Glenmark/University town center  |
| 110 | 1/26/2012 | 3    | Graves      | Rail Trail                                   | Waterfront   |
| 112 | 1/26/2012 | 3    | Graves      | Rail Trail                                   | River  |
| 111 | 1/26/2012 | 3    | Graves      | Rail Trail                                   | Potential for future development   |
| 105 | 1/26/2012 | 3    | Graves      | Neighborhoods                                | Historic neighborhood  |
| 108 | 1/26/2012 | 3    | Graves      | Neighborhoods                                | Culture  |
| 106 | 1/26/2012 | 3    | Graves      | Neighborhoods                                | Unique pockets   |
| 107 | 1/26/2012 | 3    | Graves      | Neighborhoods                                | Community  |
| 102 | 1/26/2012 | 3    | Graves      | Neighborhoods                                | South Park   |
| 103 | 1/26/2012 | 3    | Graves      | Neighborhoods                                | Greenmont  |
| 104 | 1/26/2012 | 3    | Graves      | Neighborhoods                                | Economic value for the city  |
| 100 | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Within City limits (City only place with zoning)                           |
| 94  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Aesthetically pleasing   |
| 96  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Organized/planned space  |
| 97  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Upkeep is good   |
| 98  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Concerned citizens (organized advocates/neighborhood associations, BOPARC) |
| 99  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Strong community support   |
| 95  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Green space  |
| 93  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Development planned  |
| 92  | 1/25/2012 | 1    | Kierig      | Krepps park                                  | Community destination  |
| 113 | 1/26/2012 | 6    | Kierig      | Rail trail/Arboretum/Greenspace around River | Easy access  |
| 116 | 1/26/2012 | 6    | Kierig      | Rail trail/Arboretum/Greenspace around River | Family oriented and safe   |

|     |           |   |        |  |  |
|-----|-----------|---|--------|--|--|
| 117 | 1/26/2012 | 6 | Kierig | Rail trail/Arboretum/Greenspace around River | Greenery and water   |
| 118 | 1/26/2012 | 6 | Kierig | Rail trail/Arboretum/Greenspace around River | Scenic   |
| 115 | 1/26/2012 | 6 | Kierig | Rail trail/Arboretum/Greenspace around River | Free recreation  |
| 114 | 1/26/2012 | 6 | Kierig | Rail trail/Arboretum/Greenspace around River | Multiuse   |
| 82  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Within City limits (City only place with zoning)                           |
| 76  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Aesthetically pleasing   |
| 78  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Organized/planned space  |
| 79  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Upkeep is good   |
| 80  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Concerned citizens (organized advocates/neighborhood associations, BOPARC) |
| 81  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Strong community support   |
| 77  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Green space  |
| 75  | 1/25/2012 | 1 | Kierig | Riverfront/Waterfront                        | Development planned  |
| 91  | 1/25/2012 | 1 | Kierig | South Park                                   | Within City limits (City only place with zoning)                           |
| 85  | 1/25/2012 | 1 | Kierig | South Park                                   | Aesthetically pleasing   |
| 87  | 1/25/2012 | 1 | Kierig | South Park                                   | Organized/planned space  |
| 88  | 1/25/2012 | 1 | Kierig | South Park                                   | Upkeep is good   |
| 89  | 1/25/2012 | 1 | Kierig | South Park                                   | Concerned citizens (organized advocates/neighborhood associations, BOPARC) |
| 90  | 1/25/2012 | 1 | Kierig | South Park                                   | Strong community support   |
| 86  | 1/25/2012 | 1 | Kierig | South Park                                   | Green space  |
| 84  | 1/25/2012 | 1 | Kierig | South Park                                   | Development planned  |
| 83  | 1/25/2012 | 1 | Kierig | South Park                                   | Community destination  |
| 123 | 1/26/2012 | 6 | Kierig | Wharf District                               | Parking  |
| 125 | 1/26/2012 | 6 | Kierig | Wharf District                               | Left greenspace and character of old Morgantown                            |
| 124 | 1/26/2012 | 6 | Kierig | Wharf District                               | Blighted area that was redeveloped. Kept character of old warehouses.      |
| 121 | 1/26/2012 | 6 | Kierig | Wharf District                               | Amphitheatre   |
| 119 | 1/26/2012 | 6 | Kierig | Wharf District                               | Trail and eating   |
| 120 | 1/26/2012 | 6 | Kierig | Wharf District                               | Multiuse- business, entertainment, outdoor recreation, can walk or bike    |
| 122 | 1/26/2012 | 6 | Kierig | Wharf District                               | Contemporary hotel accommodations  |
| 131 | 1/26/2012 | 6 | Kierig | WVU Farm/Greenspace/Parks                    | Connection to heritage   |

|     |           |   |         |                           |   |
|-----|-----------|---|---------|---------------------------|---|
| 127 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | educational/kid's day                                       |
| 128 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Organic produce   |
| 134 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Wildlife  |
| 135 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Scenic  |
| 132 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | BOPARC- conserve green space                                |
| 129 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Animals part of environment                                 |
| 133 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Recreational opportunities                                  |
| 136 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Provide relaxation  |
| 130 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Refuge from sprawl  |
| 137 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Use daily   |
| 126 | 1/26/2012 | 6 | Kierig  | WVU Farm/Greenspace/Parks | Working farm  |
| 46  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | sidewalks   |
| 47  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | close to downtown   |
| 48  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | good urban design   |
| 44  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | Intact neighborhoods  |
| 50  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | Strong sense of community, strong neighborhood associations |
| 62  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | Traditional neighborhoods                                   |
| 45  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | Near schools  |
| 49  | 1/25/2012 | 3 | Nye, J. | Greenmont                 | grid, tree canopy   |
| 52  | 1/25/2012 | 3 | Nye, J. | White Park Area           | Walkable  |
| 51  | 1/25/2012 | 3 | Nye, J. | White Park Area           | Recreational area, green space                              |
| 53  | 1/25/2012 | 3 | Nye, J. | White Park Area           | Good urban planning   |
| 61  | 1/25/2012 | 3 | Nye, J. | White Park Area           | Seneca Center is good                                       |
| 54  | 1/25/2012 | 3 | Nye, J. | Rail Trail                | 4-lane road (traffic moves)                                 |
| 55  | 1/25/2012 | 3 | Nye, J. | Rail Trail                | Looks almost decent   |
| 58  | 1/25/2012 | 3 | Nye, J. | Rail Trail                | Well developed green space                                  |
| 56  | 1/25/2012 | 3 | Nye, J. | Rail Trail                | Rail trail  |
| 57  | 1/25/2012 | 3 | Nye, J. | Rail Trail                | Cohesive business development                               |
| 59  | 1/25/2012 | 3 | Nye, J. | Rail Trail                | Wharf district- cohesive business development               |
| 60  | 1/25/2012 | 3 | Nye, J. | Suncrest Park             | Green space- arboretum                                      |
| 35  | 1/25/2012 | 4 | Nye, R  | Donn Knotts Blvd.         | Traffic flows   |
| 34  | 1/25/2012 | 4 | Nye, R  | Donn Knotts Blvd.         | Nice gateway  |
| 33  | 1/25/2012 | 4 | Nye, R  | Donn Knotts Blvd.         | Rail/trail  |
| 36  | 1/25/2012 | 4 | Nye, R  | Donn Knotts Blvd.         | Rail trail is great   |
| 37  | 1/25/2012 | 4 | Nye, R  | South Park/Greenmont      | Walkable neighborhood                                       |
| 39  | 1/25/2012 | 4 | Nye, R  | South Park/Greenmont      | Close to town   |
| 40  | 1/25/2012 | 4 | Nye, R  | South Park/Greenmont      | Historic  |
| 38  | 1/25/2012 | 4 | Nye, R  | South Park/Greenmont      | Mixed use- bars, bakeries, etc., within walking distance    |
| 41  | 1/25/2012 | 4 | Nye, R  | South Park/Greenmont      | Mixed socioeconomic population                              |

|     |           |   |          |   |   |
|-----|-----------|---|----------|---|---|
| 43  | 1/25/2012 | 4 | Nye, R   | Towns/Parks<br>(Marilla/White/Suncrest)     | Make City nice to live in                       |
| 42  | 1/25/2012 | 4 | Nye, R   | Towns/Parks<br>(Marilla/White/Suncrest)     | Public Recreation                               |
| 206 | 1/26/2012 | 2 | Reinke   | Cheat Lake                                  | Recreation, Restaurant<br>access                |
| 207 | 1/26/2012 | 2 | Reinke   | Cheat Lake                                  | Good quality of life housing                    |
| 205 | 1/26/2012 | 2 | Reinke   | Downtown/South Park/WVU<br>downtown campus  | Pedestrian friendly                             |
| 203 | 1/26/2012 | 2 | Reinke   | Downtown/South Park/WVU<br>downtown campus  | Vitality, services,<br>streetscape              |
| 204 | 1/26/2012 | 2 | Reinke   | Downtown/South Park/WVU<br>downtown campus  | South Park historic<br>preservation             |
| 212 | 1/26/2012 | 2 | Reinke   | Suncrest/WVU                                | Aesthetics                                      |
| 208 | 1/26/2012 | 2 | Reinke   | Suncrest/WVU                                | Rail to Trails                                  |
| 209 | 1/26/2012 | 2 | Reinke   | Suncrest/WVU                                | Good housing, parks, quality<br>of life, access |
| 210 | 1/26/2012 | 2 | Reinke   | Suncrest/WVU                                | Healthcare                                      |
| 211 | 1/26/2012 | 2 | Reinke   | Suncrest/WVU                                | Services  |
| 176 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Access via walking                              |
| 178 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Rail trail access to<br>Downtown                |
| 181 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Streetscaping                                   |
| 179 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Historic interests                              |
| 175 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Cultural opportunities                          |
| 177 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Museums   |
| 173 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Local businesses                                |
| 180 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | Strength of Mainstreet<br>Morgantown            |
| 174 | 1/26/2012 | 4 | Richmond | Downtown Morgantown                         | WVU downtown campus                             |
| 172 | 1/26/2012 | 4 | Richmond | Krepps Park                                 | Small walkable community                        |
| 171 | 1/26/2012 | 4 | Richmond | Krepps Park                                 | Rail trail                                      |
| 164 | 1/26/2012 | 4 | Richmond | Star City                                   | Small walkable community                        |
| 166 | 1/26/2012 | 4 | Richmond | Star City                                   | Marina/Fishing                                  |
| 168 | 1/26/2012 | 4 | Richmond | Star City                                   | New residential areas                           |
| 167 | 1/26/2012 | 4 | Richmond | Star City                                   | New business                                    |
| 165 | 1/26/2012 | 4 | Richmond | Star City                                   | Tugboat depot                                   |
| 170 | 1/26/2012 | 4 | Richmond | Wharf District                              | Amphitheatre                                    |
| 169 | 1/26/2012 | 4 | Richmond | Wharf District                              | Economic development                            |
| 149 | 1/26/2012 | 1 | Stout    | Downtown/Wharf/Amphitheater<br>(rail trail) | Parking, buses, PRT, boats                      |
| 147 | 1/26/2012 | 1 | Stout    | Downtown/Wharf/Amphitheater<br>(rail trail) | Restaurants, pedestrian<br>access to businesses |
| 146 | 1/26/2012 | 1 | Stout    | Downtown/Wharf/Amphitheater<br>(rail trail) | Community activities                            |
| 150 | 1/26/2012 | 1 | Stout    | Downtown/Wharf/Amphitheater<br>(rail trail) | Natural beauty                                  |
| 148 | 1/26/2012 | 1 | Stout    | Downtown/Wharf/Amphitheater                 | Bike trail                                      |

|     |           |   |              |   |   |
|-----|-----------|---|--------------|---|---|
|     |           |   |              | (rail trail)                                    |   |
| 144 | 1/26/2012 | 1 | Stout        | Downtown/Wharf/Amphitheater (rail trail)        | Newest planned growth   |
| 145 | 1/26/2012 | 1 | Stout        | Downtown/Wharf/Amphitheater (rail trail)        | Smart reuse   |
| 157 | 1/26/2012 | 1 | Stout        | Health Campus                                   | centrally located   |
| 154 | 1/26/2012 | 1 | Stout        | Health Campus                                   | Adequate parking  |
| 155 | 1/26/2012 | 1 | Stout        | Health Campus                                   | Accessible via PRT, walking bus   |
| 153 | 1/26/2012 | 1 | Stout        | Health Campus                                   | Stadium   |
| 156 | 1/26/2012 | 1 | Stout        | Health Campus                                   | Newer construction/modern facility  |
| 158 | 1/26/2012 | 1 | Stout        | Health Campus                                   | Research Center   |
| 151 | 1/26/2012 | 1 | Stout        | Health Campus                                   | Major employer  |
| 152 | 1/26/2012 | 1 | Stout        | Health Campus                                   | Serves a broad region   |
| 160 | 1/26/2012 | 1 | Stout        | Star City park/Playground/Memorials             | Boat access   |
| 162 | 1/26/2012 | 1 | Stout        | Star City park/Playground/Memorials             | Family oriented   |
| 163 | 1/26/2012 | 1 | Stout        | Star City park/Playground/Memorials             | Quiet at a dead end   |
| 159 | 1/26/2012 | 1 | Stout        | Star City park/Playground/Memorials             | Rail trail  |
| 161 | 1/26/2012 | 1 | Stout        | Star City park/Playground/Memorials             | Substantial open areas for development  |
| 140 | 1/26/2012 | 1 | Stout        | Suncrest, Park, Arboretum, river and rail trail | Easy access   |
| 142 | 1/26/2012 | 1 | Stout        | Suncrest, Park, Arboretum, river and rail trail | Well maintained   |
| 143 | 1/26/2012 | 1 | Stout        | Suncrest, Park, Arboretum, river and rail trail | Family oriented   |
| 139 | 1/26/2012 | 1 | Stout        | Suncrest, Park, Arboretum, river and rail trail | Greenspace  |
| 141 | 1/26/2012 | 1 | Stout        | Suncrest, Park, Arboretum, river and rail trail | Peaceful  |
| 138 | 1/26/2012 | 1 | Stout        | Suncrest, Park, Arboretum, river and rail trail | Recreation  |
| 16  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts                     | Pedestrian friendly   |
| 22  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts                     | Walkable library/public services/p.o.   |
| 17  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts                     | Up and coming Sunnyside area- safe housing and higher density downtown/walkable |
| 12  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts                     | University campus is close makes a great mix                                    |



|     |           |   |              |                                     |  |
|-----|-----------|---|--------------|-------------------------------------|--|
| 21  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Historic buildings   |
| 23  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Arts, theater, museum (i.e., Morgantown museum, Arts Monongalia) |
| 11  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Convivial living together downtown                               |
| 13  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Night life/music   |
| 14  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Ice cream  |
| 15  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Café/restaurants   |
| 18  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Farmer's market  |
| 20  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Unique local shops downtown/Mom and pops shops                   |
| 19  | 1/25/2012 | 5 | Williams, D. | Downtown Business Districts         | Wharf and Hazel Ruby McLain Park                                 |
| 182 | 1/26/2012 | 5 | Williams, D. | High Stand and South Park/Greenmont | Connects/walkable  |
| 187 | 1/26/2012 | 5 | Williams, D. | High Stand and South Park/Greenmont | Lighting   |
| 188 | 1/26/2012 | 5 | Williams, D. | High Stand and South Park/Greenmont | Historic (NRHP district)- High Street, Greenmont, South Park     |
| 185 | 1/26/2012 | 5 | Williams, D. | High Stand and South Park/Greenmont | Nice houses because of greenspace/trees                          |
| 183 | 1/26/2012 | 5 | Williams, D. | High Stand and South Park/Greenmont | I shop here  |
| 184 | 1/26/2012 | 5 | Williams, D. | High Stand and South Park/Greenmont | Planting strips and trees along South park                       |
| 186 | 1/26/2012 | 5 | Williams, D. | High Stand and South Park/Greenmont | Greenmont development/enhancement                                |
| 32  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations           | Schools  |
| 29  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations           | Trees  |
| 31  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations           | Deer/wildlife  |
| 30  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations           | Walkable   |
| 24  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations           | Vibrant  |
| 25  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations           | Historic South Park  |
| 26  | 1/25/2012 | 5 | Williams,    | Neighborhood Associations           | Government   |

|     |           |   |              |                                    |   |
|-----|-----------|---|--------------|------------------------------------|---|
|     |           |   | D.           |                                    |   |
| 27  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations          | Chancery Hills                              |
| 28  | 1/25/2012 | 5 | Williams, D. | Neighborhood Associations          | Willes Hills                                |
| 190 | 1/26/2012 | 5 | Williams, D. | Parks and Connection to Trails     | Art   |
| 194 | 1/26/2012 | 5 | Williams, D. | Parks and Connection to Trails     | Terra Café                                  |
| 193 | 1/26/2012 | 5 | Williams, D. | Parks and Connection to Trails     | Children's park (Tug Boat Depot)- Star City |
| 192 | 1/26/2012 | 5 | Williams, D. | Parks and Connection to Trails     | Arboretum                                   |
| 191 | 1/26/2012 | 5 | Williams, D. | Parks and Connection to Trails     | Rail trail                                  |
| 189 | 1/26/2012 | 5 | Williams, D. | Parks and Connection to Trails     | Suncrest Park neighbor /Krepps Park         |
| 2   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Major grocery stores on the trail           |
| 7   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Art   |
| 9   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Festivals                                   |
| 8   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Variety of activities at Dorsey's Knob      |
| 3   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Green space                                 |
| 4   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Peaceful beauty                             |
| 5   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | River, creek, water                         |
| 6   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Viewscape                                   |
| 1   | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Trail/facilities/connectivity               |
| 10  | 1/25/2012 | 5 | Williams, D. | Parks and Recreation               | Cycling                                     |
| 197 | 1/26/2012 | 5 | Williams, D. | Suncrest and Star City Residential | Walkable school in neighborhood             |
| 195 | 1/26/2012 | 5 | Williams, D. | Suncrest and Star City Residential | Terra Café/Park on river                    |
| 199 | 1/26/2012 | 5 | Williams, D. | Suncrest and Star City Residential | Friendly                                    |
| 198 | 1/26/2012 | 5 | Williams, D. | Suncrest and Star City Residential | #1 Elementary School in the State           |
| 201 | 1/26/2012 | 5 | Williams, D. | Suncrest and Star City Residential | Middle School adds quality                  |
| 202 | 1/26/2012 | 5 | Williams, D. | Suncrest and Star City             | Retain school inside                        |

|            |           |   |                 |                                       |                                     |
|------------|-----------|---|-----------------|---------------------------------------|-------------------------------------|
|            |           |   | D.              | Residential                           | neighborhoods in City limits        |
| <b>200</b> | 1/26/2012 | 5 | Williams,<br>D. | Suncrest and Star City<br>Residential | Crossing guards                     |
| <b>196</b> | 1/26/2012 | 5 | Williams,<br>D. | Suncrest and Star City<br>Residential | Peaceful, quite residential<br>area |

**Weak Places:**

| #  | DATE      | Grp# | FACILITATOR  | LOCATION   | CHARACTERISTICS  |
|----|-----------|------|--------------|------------|--|
| 1  | 1/25/2012 | 5    | Williams, D. | Hogback    | Close to downtown (perception of downtown)   |
| 2  | 1/25/2012 | 5    | Williams, D. | Hogback    | Trucks   |
| 3  | 1/25/2012 | 5    | Williams, D. | Hogback    | Narrow lanes/too narrow for trucks   |
| 4  | 1/25/2012 | 5    | Williams, D. | Hogback    | Delapidated properties   |
| 5  | 1/25/2012 | 5    | Williams, D. | Hogback    | Worsen by dust, debris, fumes, exhaust   |
| 6  | 1/25/2012 | 5    | Williams, D. | Hogback    | Trucks in your lane  |
| 7  | 1/25/2012 | 5    | Williams, D. | Hogback    | Wrecks   |
| 8  | 1/25/2012 | 5    | Williams, D. | Hogback    | Inappropriate truck traffic for a residential area   |
| 9  | 1/25/2012 | 5    | Williams, D. | Hogback    | Noise  |
| 10 | 1/25/2012 | 5    | Williams, D. | Hogback    | breathability  |
| 11 | 1/25/2012 | 5    | Williams, D. | Hogback    | Run down student housing   |
| 12 | 1/25/2012 | 5    | Williams, D. | Hogback    | Better places to live  |
| 13 | 1/25/2012 | 5    | Williams, D. | Hogback    | No connectivity of sidewalks   |
| 14 | 1/25/2012 | 5    | Williams, D. | Hogback    | Dangerous/walking in winter  |
| 15 | 1/25/2012 | 5    | Williams, D. | Mileground | No green space   |
| 16 | 1/25/2012 | 5    | Williams, D. | Mileground | Ugly   |
| 17 | 1/25/2012 | 5    | Williams, D. | Mileground | Disfunctional  |
| 18 | 1/25/2012 | 5    | Williams, D. | Mileground | Trashy (i.e., lap dance signs)   |
| 19 | 1/25/2012 | 5    | Williams, D. | Mileground | Not walkable   |
| 20 | 1/25/2012 | 5    | Williams, D. | Mileground | Wall to wall billboards  |
| 21 | 1/25/2012 | 5    | Williams, D. | Mileground | Counter human  |
| 22 | 1/25/2012 | 5    | Williams, D. | Mileground | Building to edge of roads  |
| 23 | 1/25/2012 | 5    | Williams, D. | Mileground | Dangerous  |
| 24 | 1/25/2012 | 5    | Williams, D. | Mileground | Too many driveways   |
| 25 | 1/25/2012 | 5    | Williams, D. | Mileground | Only to accommodate traffic  |
| 26 | 1/25/2012 | 5    | Williams, D. | Mileground | Genecidal  |
| 27 | 1/25/2012 | 5    | Williams, D. | Mileground | No planning, no zoning, no regulations, no management of infrastructure or resource coordination |
| 28 | 1/25/2012 | 5    | Williams, D. | Mileground | Not built for people   |
| 29 | 1/25/2012 | 5    | Williams, D. | Mileground | Fast service   |
| 30 | 1/25/2012 | 5    | Williams, D. | 705        | Heavy traffic  |
| 31 | 1/25/2012 | 5    | Williams, D. | 705        | Gridlock   |
| 32 | 1/25/2012 | 5    | Williams, D. | 705        | Not walkable   |
| 33 | 1/25/2012 | 5    | Williams, D. | 705        | "Curb cutting"   |
| 34 | 1/25/2012 | 5    | Williams, D. | 705        | Failing traffic lights   |
| 35 | 1/25/2012 | 5    | Williams, D. | 705        | Can't cross it   |
| 36 | 1/25/2012 | 5    | Williams, D. | 705        | EMS hard to access/move people   |
| 37 | 1/25/2012 | 5    | Williams, D. | 705        | Only designed for cars   |
| 38 | 1/25/2012 | 5    | Williams, D. | 705        | Traffic too fast   |
| 39 | 1/25/2012 | 5    | Williams, D. | 705        | Dangerous  |

|    |           |   |         |  |  |
|----|-----------|---|---------|--|--|
| 40 | 1/25/2012 | 4 | Nye, R. | University Towncenter                      | Traffic too fast   |
| 41 | 1/25/2012 | 4 | Nye, R. | University Towncenter                      | Bad for downtown   |
| 42 | 1/25/2012 | 4 | Nye, R. | University Towncenter                      | No walking or cycling  |
| 43 | 1/25/2012 | 4 | Nye, R. | University Towncenter                      | Another entrance/exit  |
| 44 | 1/25/2012 | 4 | Nye, R. | Beechhurst/university Ave./Don Knotts Blvd | Finish job   |
| 45 | 1/25/2012 | 4 | Nye, R. | Beechhurst/university Ave./Don Knotts Blvd | Needs sidewalks  |
| 46 | 1/25/2012 | 4 | Nye, R. | Beechhurst/university Ave./Don Knotts Blvd | Bad traffic pattern  |
| 47 | 1/25/2012 | 4 | Nye, R. | Beechhurst/university Ave./Don Knotts Blvd | No pedestrain crossings  |
| 48 | 1/25/2012 | 4 | Nye, R. | Beechhurst/university Ave./Don Knotts Blvd | Bad access to rail-trail from east side of road  |
| 49 | 1/25/2012 | 4 | Nye, R. | Mountain Air                               | Tunnel for cars under Mountain Air   |
| 50 | 1/25/2012 |   |         | Whitmore Park                              | Truck Traffic 'central' Brockway Corridor  |
| 51 | 1/25/2012 | 3 | Nye, J. | Whitmore Park                              | Not compatible with civilized life   |
| 52 | 1/25/2012 | 3 | Nye, J. | Whitmore Park                              | Blighted buildings   |
| 53 | 1/25/2012 | 3 | Nye, J. | Whitmore Park                              | Pedestrian difficulties (lighting and mixing cars with pedestrians)                          |
| 54 | 1/25/2012 | 3 | Nye, J. | Vandalia Rd.                               | Blighted "no man's" land, needs improvement  |
| 55 | 1/25/2012 | 3 | Nye, J. | Beechurst/Sunnyside                        | Collusium unusable to students on game day   |
| 56 | 1/25/2012 | 3 | Nye, J. | Beechurst/Sunnyside                        | Hard to cross Monongalia Blvd/Patterson Dr.  |
| 57 | 1/25/2012 | 3 | Nye, J. | WVU / Downtown                             | No where to go   |
| 58 | 1/25/2012 | 3 | Nye, J. | WVU / Downtown                             | Beechurst Traffic  |
| 59 | 1/25/2012 | 3 | Nye, J. | WVU / Downtown                             | Congestion   |
| 60 | 1/25/2012 | 3 | Nye, J. | WVU / Downtown                             | Eye sore as a gateway  |
| 61 | 1/25/2012 | 3 | Nye, J. | WVU / Downtown                             | Power plants   |
| 62 | 1/25/2012 | 3 | Nye, J. | WVU / Downtown                             | Potholes   |
| 63 | 1/25/2012 | 3 | Nye, J. | WVU / Downtown                             | Lack of diversity of useful business, too many luxury, no hardwares or grocery, pharmacy     |
| 64 | 1/25/2012 | 3 | Nye, J. | Van Vorhiis Rd.                            | Island developed- two lane road now 10,000 car/day, no sidewalks and pedestrians are walking |
| 65 | 1/25/2012 | 3 | Nye, J. | Mileground                                 | Congestion and road conditions   |
| 66 | 1/25/2012 | 3 | Nye, J. | Mileground                                 | Cut-through traffic  |
| 67 | 1/25/2012 | 3 | Nye, J. | Mileground                                 | Building appearances   |
| 68 | 1/25/2012 | 3 | Nye, J. | Mileground                                 | Elementary school being built there  |
| 69 | 1/25/2012 | 2 | Clow    | Mileground                                 | Car only focus   |
| 70 | 1/25/2012 | 2 | Clow    | Mileground                                 | Fast service   |
| 71 | 1/25/2012 | 2 | Clow    | Mileground                                 | Crowded  |
| 72 | 1/25/2012 | 2 | Clow    | Mileground                                 | Noisey   |
| 73 | 1/25/2012 | 2 | Clow    | Mileground                                 | Overdeveloped  |

|     |           |   |        |                                 |   |
|-----|-----------|---|--------|---------------------------------|---|
| 74  | 1/25/2012 | 2 | Clow   | Mileground                      | Only way out  |
| 75  | 1/25/2012 | 2 | Clow   | Mileground                      | Traffic control synchronization                                       |
| 76  | 1/25/2012 | 2 | Clow   | Downtown                        | Dilapolated housing/student housing                                   |
| 77  | 1/25/2012 | 2 | Clow   | Downtown                        | Lack od accessibility   |
| 78  | 1/25/2012 | 2 | Clow   | Downtown                        | POOR BIKE/PEDESTRIAN<br>ACCOMODATIONS                                 |
| 79  | 1/25/2012 | 2 | Clow   | Downtown                        | Too many bars   |
| 80  | 1/25/2012 | 2 | Clow   | Downtown                        | No green space  |
| 81  | 1/25/2012 | 2 | Clow   | Downtown                        | Traffic/truck traffic   |
| 82  | 1/25/2012 | 2 | Clow   | University Towncenter           | Horrible roads  |
| 83  | 1/25/2012 | 2 | Clow   | University Towncenter           | No bike/pedestrian accomodations                                      |
| 84  | 1/25/2012 | 2 | Clow   | University Towncenter           | High traffic speeds   |
| 85  | 1/25/2012 | 2 | Clow   | University Towncenter           | Heavy volume  |
| 86  | 1/25/2012 | 2 | Clow   | University Towncenter           | No traffic control  |
| 87  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Traffic congestion  |
| 88  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Road do not support the traffic                                       |
| 89  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Residential blight  |
| 90  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Dangerous   |
| 91  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Aesthetically displeasing and<br>depressing                           |
| 92  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Unregulated development   |
| 93  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | No organized group of people that<br>care about the place             |
| 94  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Non-owner occupied  |
| 95  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Not enough emphasis upon people<br>housing instead of student housing |
| 96  | 1/25/2012 | 1 | Kierig | Star City Entrance Corridor     | Too much paving/concrete  |
| 97  | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Traffic congestion  |
| 98  | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Road do not support the traffic                                       |
| 99  | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Residential blight  |
| 100 | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Dangerous   |
| 101 | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Aesthetically displeasing and<br>depressing                           |
| 102 | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Unregulated development   |
| 103 | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | No organized group of people that<br>care about the place             |
| 104 | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Non-owner occupied  |
| 105 | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Not enough emphasis upon people<br>housing instead of student housing |
| 106 | 1/25/2012 | 1 | Kierig | Brockway/Pennsylvania<br>Avenue | Too much paving/concrete  |
| 107 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst             | Traffic congestion  |

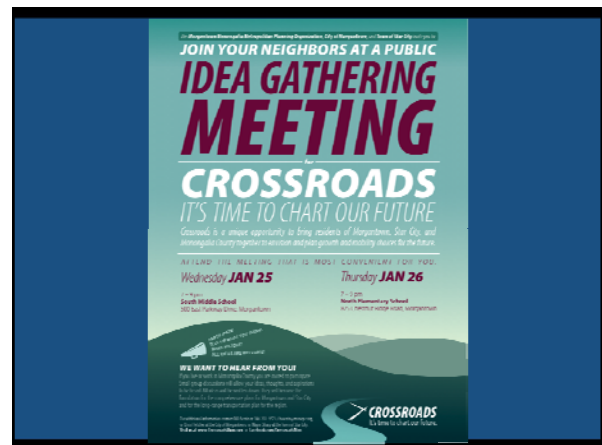
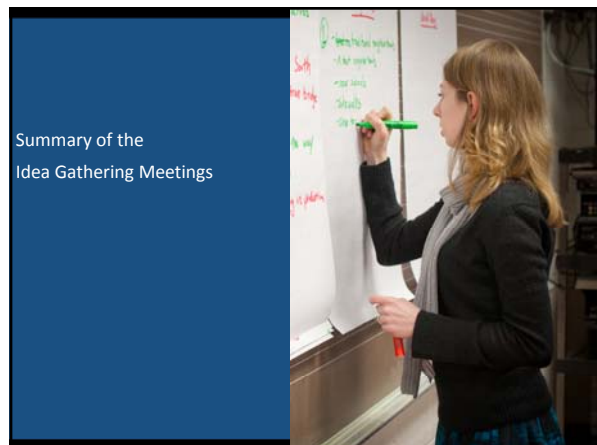
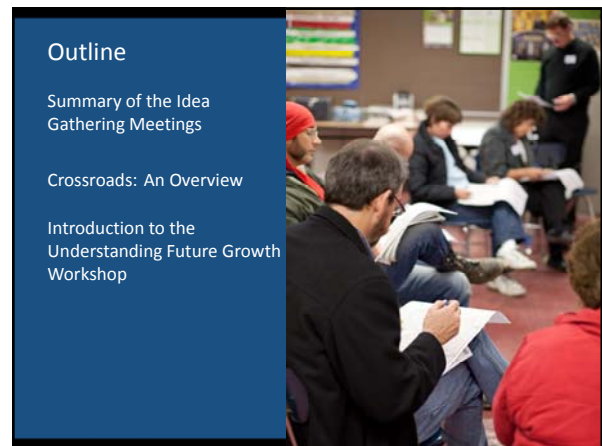
|     |           |   |        |                              |  |
|-----|-----------|---|--------|------------------------------|--|
|     |           |   |        | Corridor                     |  |
| 108 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Road do not support the traffic                                    |
| 109 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Residential blight   |
| 110 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Dangerous  |
| 111 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Aesthetically displeasing and depressing                           |
| 112 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Unregulated development  |
| 113 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | No organized group of people that care about the place             |
| 114 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Non-owner occupied   |
| 115 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Not enough emphasis upon people housing instead of student housing |
| 116 | 1/25/2012 | 1 | Kierig | Sunnyside/Beechurst Corridor | Too much paving/concrete   |
| 117 | 1/26/2012 | 3 | Graves | Mileground                   | Develop the river/cleanup  |
| 118 | 1/26/2012 | 3 | Graves | Mileground                   | Housing  |
| 119 | 1/26/2012 | 3 | Graves | Mileground                   | More business  |
| 120 | 1/26/2012 | 3 | Graves | Mileground                   | Fishing  |
| 121 | 1/26/2012 | 3 | Graves | Chesnut Ridge Rd.            | Traffic downtown   |
| 122 | 1/26/2012 | 3 | Graves | Chesnut Ridge Rd.            | 705  |
| 123 | 1/26/2012 | 3 | Graves | Chesnut Ridge Rd.            | West Run   |
| 124 | 1/26/2012 | 3 | Graves | Chesnut Ridge Rd.            | Beechurst  |
| 125 | 1/26/2012 | 3 | Graves | Chesnut Ridge Rd.            | Van Voorhis intersection   |
| 126 | 1/26/2012 | 3 | Graves | Chesnut Ridge Rd.            | Star City  |
| 127 | 1/26/2012 | 3 | Graves | Nyland Park Rd.              | No business model  |
| 128 | 1/26/2012 | 3 | Graves | Nyland Park Rd.              | The old mall   |
| 129 | 1/26/2012 | 3 | Graves | Nyland Park Rd.              | Under utilized   |
| 130 | 1/26/2012 | 3 | Graves | Nyland Park Rd.              | Under marked   |
| 131 | 1/26/2012 | 3 | Graves | WVU                          | Creates traffic (i.e., football games)                             |
| 132 | 1/26/2012 | 3 | Graves | WVU                          | Lack of planning in the County                                     |
| 133 | 1/26/2012 | 3 | Graves | WVU                          | Needs more cooperation between governmental entities               |
| 134 | 1/26/2012 | 3 | Graves | WVU                          | Need money   |
| 135 | 1/26/2012 | 3 | Graves | WVU                          | Planning to build with the futrue in mind                          |
| 136 | 1/26/2012 | 3 | Graves | Dorsey Avenue                | DUI problem area   |
| 137 | 1/26/2012 | 6 | Kierig | Beechurst/Sunnyside          | Blighted neighborhood  |
| 138 | 1/26/2012 | 6 | Kierig | Beechurst/Sunnyside          | Development not attractive   |
| 139 | 1/26/2012 | 6 | Kierig | Beechurst/Sunnyside          | Too crowded  |
| 140 | 1/26/2012 | 6 | Kierig | Beechurst/Sunnyside          | Power plant  |
| 141 | 1/26/2012 | 6 | Kierig | Beechurst/Sunnyside          | Homes not safe   |
| 142 | 1/26/2012 | 6 | Kierig | Beechurst/Sunnyside          | Crime rate   |
| 143 | 1/26/2012 | 6 | Kierig | Beechurst/Sunnyside          | Congestion on Beechurst  |

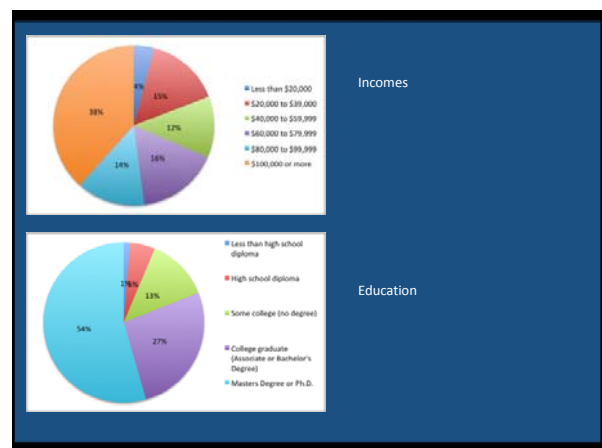
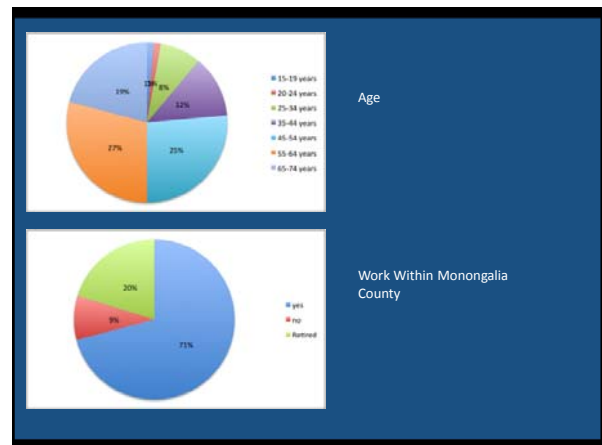
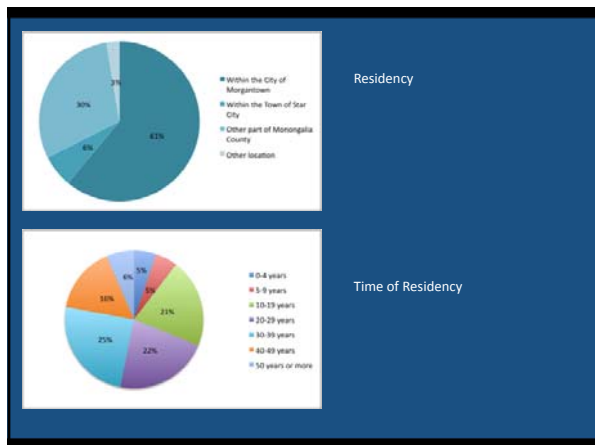
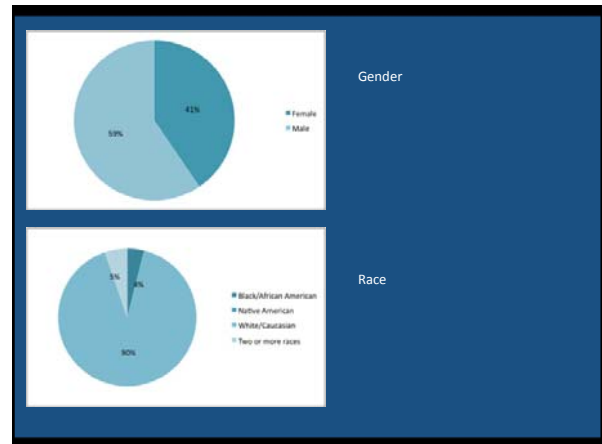
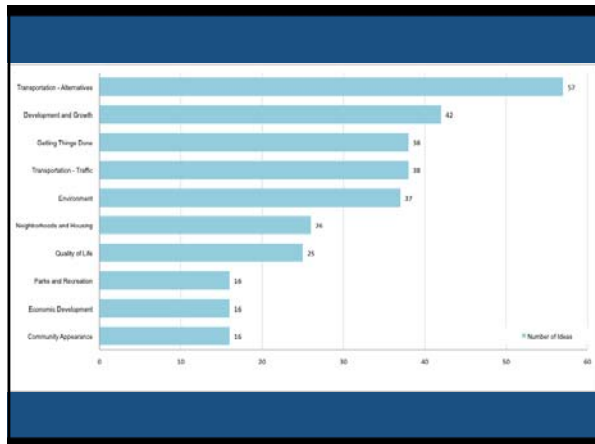
|     |           |   |          |                               |  |
|-----|-----------|---|----------|-------------------------------|--|
| 144 | 1/26/2012 | 6 | Kierig   | Beechurst/Sunnyside           | Truck traffic (dump trucks to power plants)                  |
| 145 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Design doesn't respect[ natural environment                  |
| 146 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Development without planning                                 |
| 147 | 1/26/2012 | 6 | Kierig   | West Run Road                 | No greenery/green space                                      |
| 148 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Traffic on narrow road                                       |
| 149 | 1/26/2012 | 6 | Kierig   | West Run Road                 | No zoning  |
| 150 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Lower Willey/Stewart Alleyview Ave                           |
| 151 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Unsanitary, garbage and litter                               |
| 152 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Unsafe housing   |
| 153 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Crowded  |
| 154 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Not maintained   |
| 155 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Parking  |
| 156 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Missing street signs   |
| 157 | 1/26/2012 | 6 | Kierig   | West Run Road                 | Vandalism  |
| 158 | 1/26/2012 | 1 | Stout    | Route 7                       | Not appealing  |
| 159 | 1/26/2012 | 1 | Stout    | Route 7                       | Lacking growth   |
| 160 | 1/26/2012 | 1 | Stout    | Route 7                       | Bottleneck   |
| 161 | 1/26/2012 | 1 | Stout    | Route 7                       | Need connections to Western part of County                   |
| 162 | 1/26/2012 | 1 | Stout    | Route 7                       | Bypasses I-79  |
| 163 | 1/26/2012 | 1 | Stout    | Route 7                       | Bad intersection to university Town Center                   |
| 164 | 1/26/2012 | 1 | Stout    | Old Mall                      | Old and vacant   |
| 165 | 1/26/2012 | 1 | Stout    | Old Mall                      | Revitalization needed  |
| 166 | 1/26/2012 | 1 | Stout    | Old Mall                      | Improve Green Bag Road                                       |
| 167 | 1/26/2012 | 1 | Stout    | Old Mall                      | Poor location  |
| 168 | 1/26/2012 | 1 | Stout    | Old Mall                      | Competition from Wal-Mart                                    |
| 169 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | Traffic congestion   |
| 170 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | Suncrest Town Center   |
| 171 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | New school location  |
| 172 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | Signal coordination  |
| 173 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | Speed too high   |
| 174 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | Stewartstown/Vanvoorhis/Mileground/Easton Hill backups, etc. |
| 175 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | Cars cut through neighborhoods                               |
| 176 | 1/26/2012 | 1 | Stout    | Mileground/705/Willey/Hampton | No sidewalks/bike paths                                      |
| 177 | 1/26/2012 | 4 | Richmond | Chestnut Ridge Road Area      | Lack of safe roads (i.e., Voorhees)                          |
| 178 | 1/26/2012 | 4 | Richmond | Chestnut Ridge Road Area      | Congestion   |
| 179 | 1/26/2012 | 4 | Richmond | Chestnut Ridge Road Area      | Lack of safety for bikers/pedestrians                        |



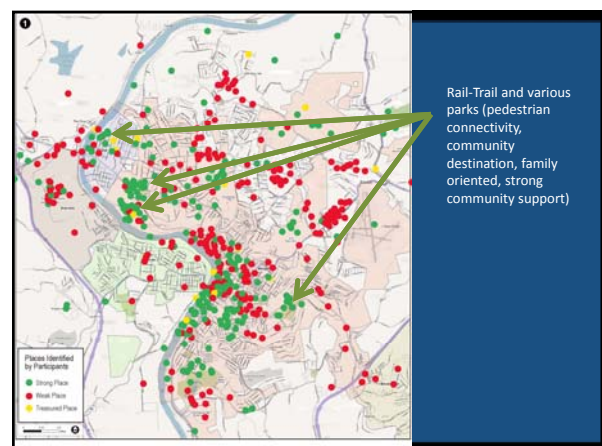
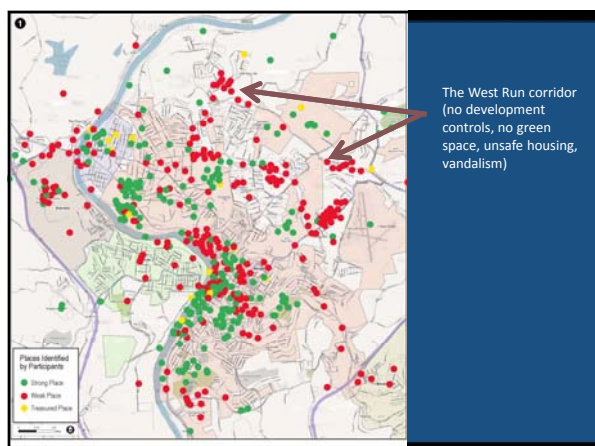
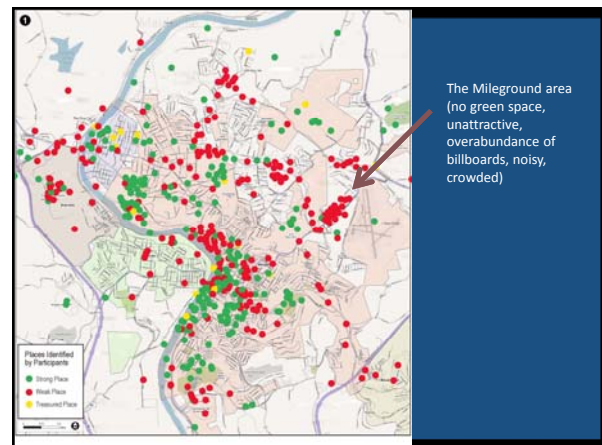
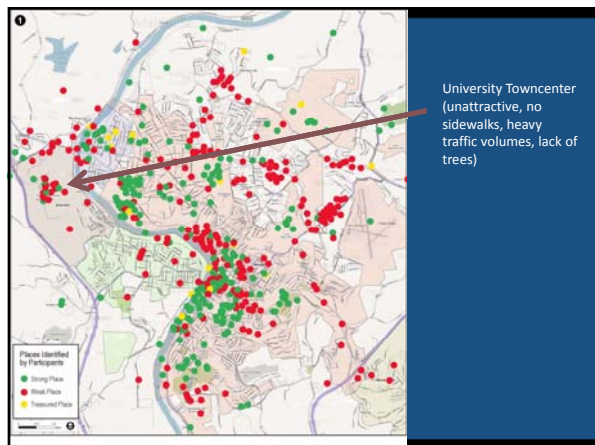
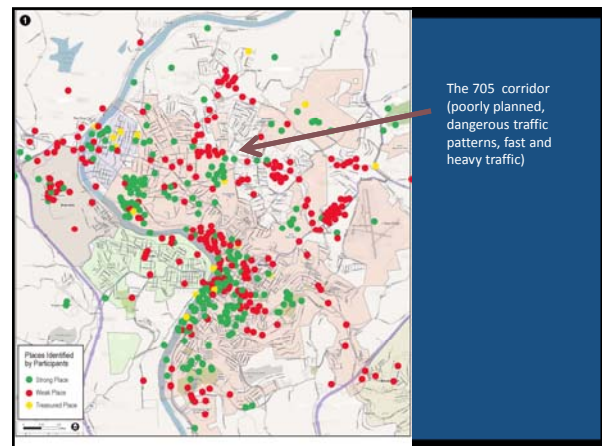
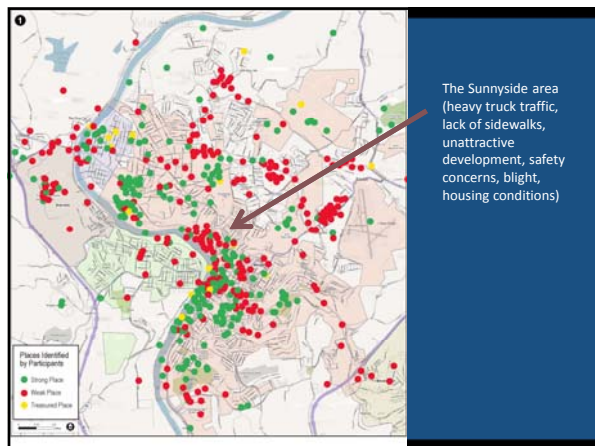
|     |           |   |              |  |   |
|-----|-----------|---|--------------|--|---|
| 180 | 1/26/2012 | 4 | Richmond     | Chestnut Ridge Road Area               | high traffic area   |
| 181 | 1/26/2012 | 4 | Richmond     | 705/Suncrest Town Center               | Lack of planning  |
| 182 | 1/26/2012 | 4 | Richmond     | 705/Suncrest Town Center               | Lack of pedestrian usability                                      |
| 183 | 1/26/2012 | 4 | Richmond     | 705/Suncrest Town Center               | Dangerous driving   |
| 184 | 1/26/2012 | 4 | Richmond     | 705/Suncrest Town Center               | Light at research Park/Town Center intersection                   |
| 185 | 1/26/2012 | 4 | Richmond     | Willey Street Area and Richwood        | Gem/DALLAS in need of "Sunnyside Up" development                  |
| 186 | 1/26/2012 | 4 | Richmond     | Willey Street Area and Richwood        | Trash/poor aesthetics   |
| 187 | 1/26/2012 | 4 | Richmond     | Willey Street Area and Richwood        | Ugly  |
| 188 | 1/26/2012 | 4 | Richmond     | University Town center                 | Lack of sidewalks   |
| 189 | 1/26/2012 | 4 | Richmond     | University Town center                 | No greenscaping   |
| 190 | 1/26/2012 | 4 | Richmond     | University Town center                 | Need more traffic lights 9i.e., Giant Eagle)                      |
| 191 | 1/26/2012 | 4 | Richmond     | University Town center                 | Scary driving patterns  |
| 192 | 1/26/2012 | 4 | Richmond     | University Town center                 | Ugly  |
| 193 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Utility wires and hazardous                                       |
| 194 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Stuck in traffic  |
| 195 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Car lots  |
| 196 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | New school location   |
| 197 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Not green design  |
| 198 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Business unsightly  |
| 199 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Roadway not build correctly                                       |
| 200 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Not friendly design/not attractive/not usable/no hometown feel    |
| 201 | 1/26/2012 | 5 | Williams, D. | Mileground/Sabraton Corridor           | Dangerous   |
| 202 | 1/26/2012 | 5 | Williams, D. | 2 (Uncontrolled development/Haphazard) | Must use cars between shopping stores                             |
| 203 | 1/26/2012 | 5 | Williams, D. | 2 (Uncontrolled development/Haphazard) | No sidewalks/bike paths   |
| 204 | 1/26/2012 | 5 | Williams, D. | 2 (Uncontrolled development/Haphazard) | Trailers, eye sores   |
| 205 | 1/26/2012 | 5 | Williams, D. | 2 (Uncontrolled development/Haphazard) | Needs a Main Street with parking behind it with walk connectivity |
| 206 | 1/26/2012 | 5 | Williams, D. | 2 (Uncontrolled development/Haphazard) | No zoning   |
| 207 | 1/26/2012 | 5 | Williams, D. | 2 (Uncontrolled development/Haphazard) | Erratic roadways  |

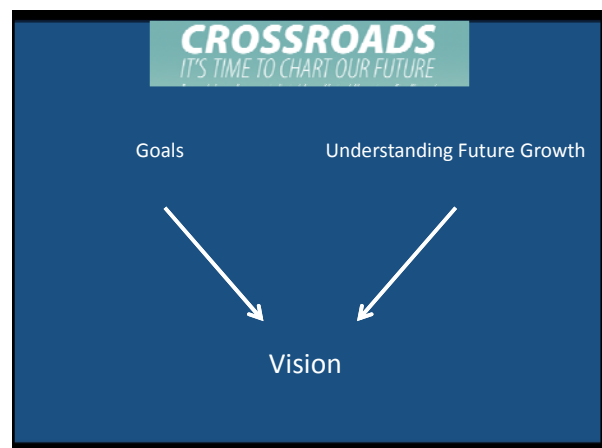
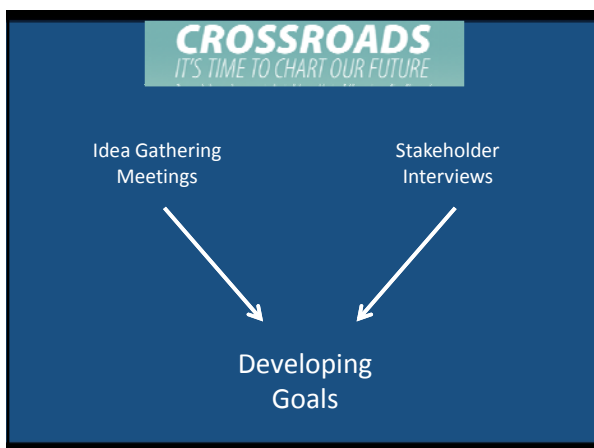
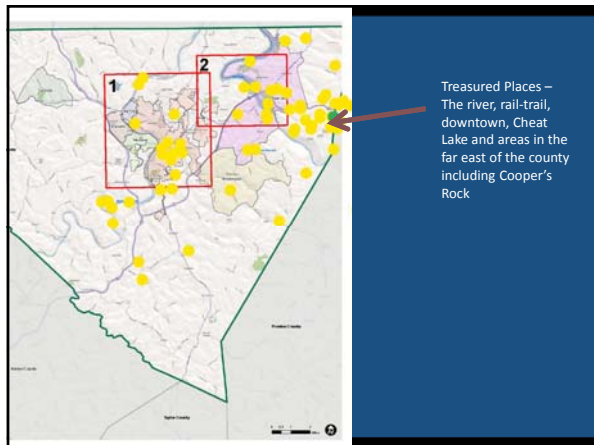
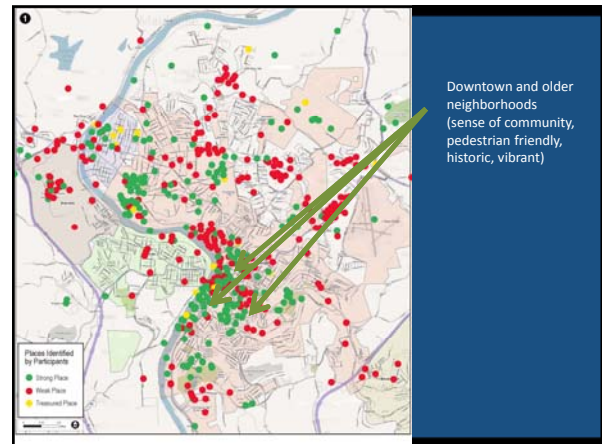
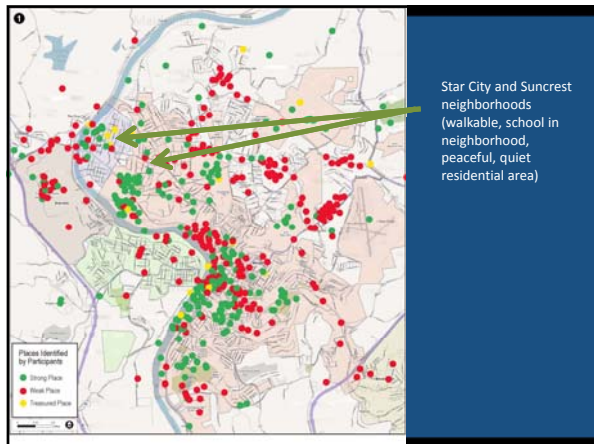
|     |           |   |              |  |   |
|-----|-----------|---|--------------|--|---|
| 208 | 1/26/2012 | 5 | Williams, D. | 2 (Uncontrolled development/Haphazard) | Overlapping properties/build on other peoples properties (air-born- decks on other peoples side |
| 209 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | Disjointed/non-continuous   |
| 210 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | Don't build an interstate capacity highway and expect people to go 23mph/poor design            |
| 211 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | No sidewalks  |
| 212 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | Must get in car to drive between businesses   |
| 213 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | Hard to enter at exit   |
| 214 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | BNO bike spaces on roads  |
| 215 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | No good shoulders   |
| 216 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | No crosswalks   |
| 217 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | More residents with no transportation- they have to drive                                       |
| 218 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | No accessibility to Mylan Park  |
| 219 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | No walking from Star City/no accessibility for residents/employees need to walk there           |
| 220 | 1/26/2012 | 5 | Williams, D. | University Town Center/Granville       | No trees  |
| 221 | 1/26/2012 | 2 | Reinke       | Next to South Park                     | Poor housing (no interest)  |
| 222 | 1/26/2012 | 2 | Reinke       | Brookhaven                             | No planning/Hodgepodge  |
| 223 | 1/26/2012 | 2 | Reinke       | Brookhaven                             | Poor access   |
| 224 | 1/26/2012 | 2 | Reinke       | Brookhaven                             | Poor services isolated  |
| 225 | 1/26/2012 | 2 | Reinke       | West Run                               | Huge retaining wall "Green Monster"   |
| 226 | 1/26/2012 | 2 | Reinke       | West Run                               | No planning/controls  |
| 227 | 1/26/2012 | 2 | Reinke       | West Run                               | Poor infrastructure   |
| 228 | 1/26/2012 | 2 | Reinke       | Granville                              | Town center good- greatly increases goods/services/retail                                       |
| 229 | 1/26/2012 | 2 | Reinke       | Granville                              | Poor housing/poverty along river  |

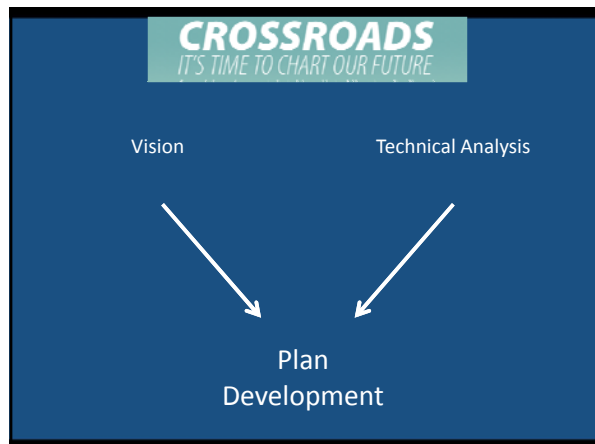












### Next Step

- Two Hands-on Planning workshops
- Early June
- To consider discrepancies between the vision and the technical analysis

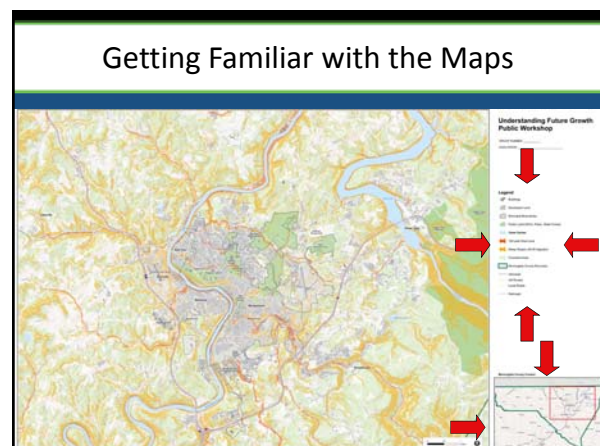


### Agenda

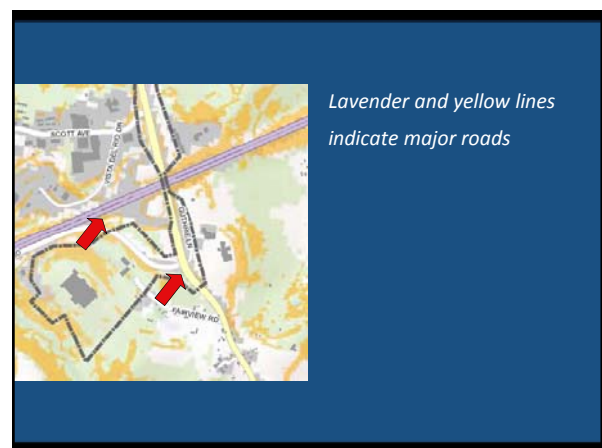
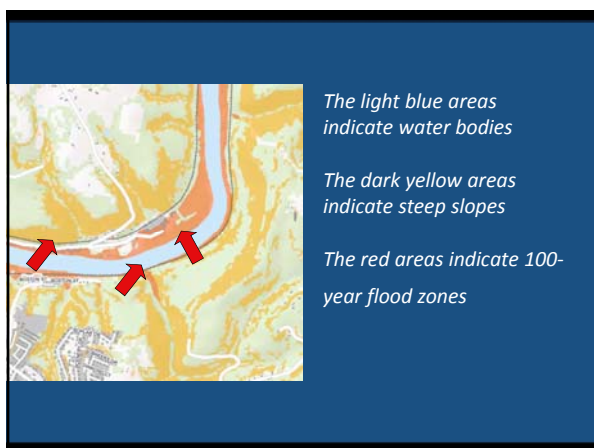
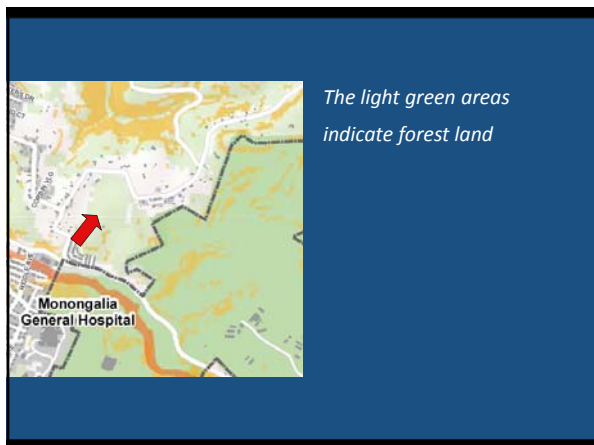
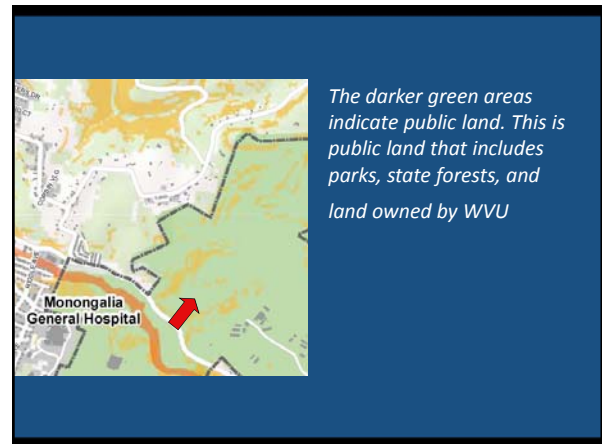
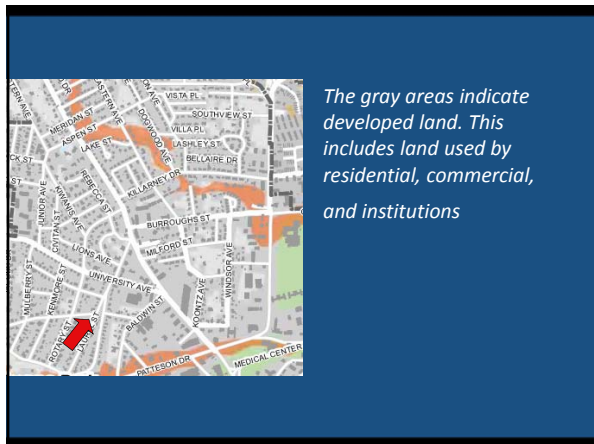
- Introductions (Before general presentation starts)
- Mapping Future Growth
- Impacts on the Region
- Group Reporting

### Purpose

- To recommend where future growth should occur









### Quantifying Future Growth

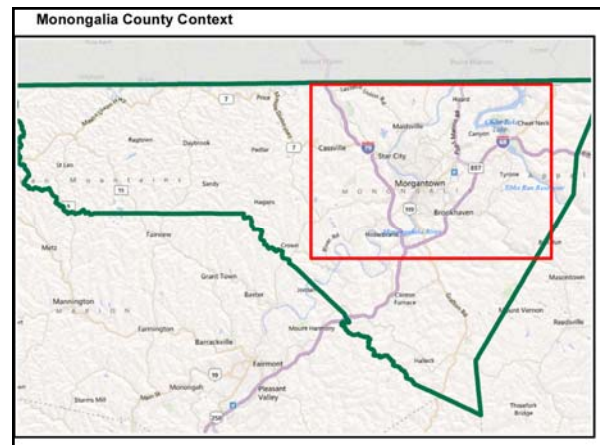
- Forecasting population growth to 2040
- Identifying an average per-capita land consumption rate

### Population Growth

- The county is projected to add approximately 41,880 people by the year 2040 (Based on a population projection prepared by WVU)

### Land Consumption in the Map Area

- How much land will be needed to accommodate the projected population growth?



### Population Change in County 2000-2010

#### County

|                         |               |
|-------------------------|---------------|
| Population 2000         | 81,866        |
| Population 2010         | 96,189        |
| <b>Change 2000-2010</b> | <b>14,323</b> |

### Population Change in Map Area 2000-2010

#### Map Area

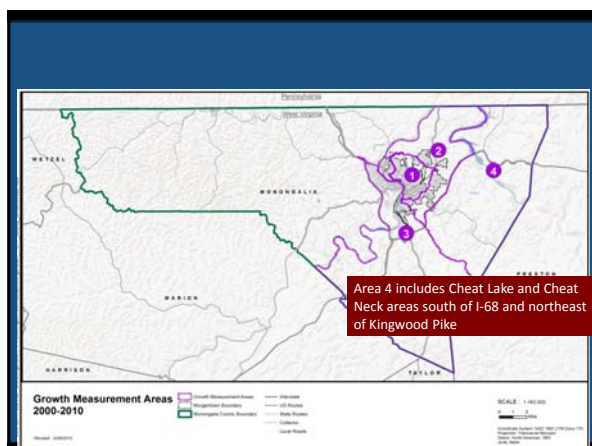
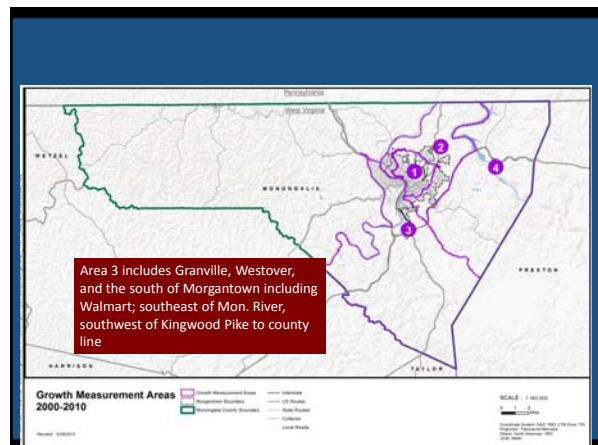
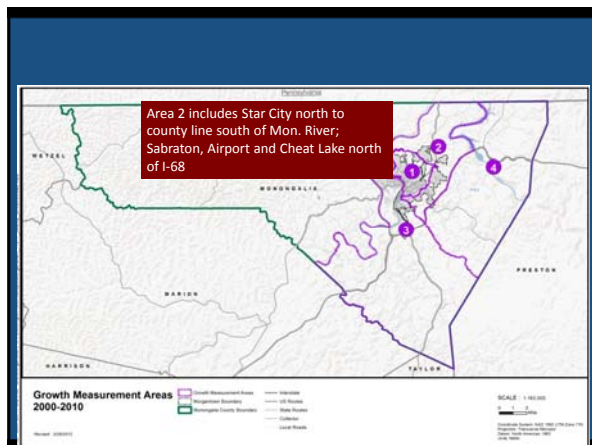
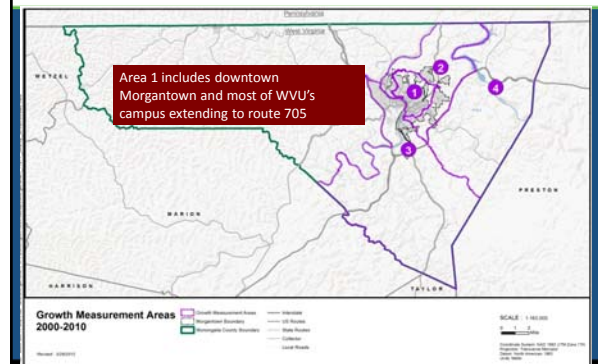
|                         |               |
|-------------------------|---------------|
| Population 2000         | 70,905        |
| Population 2010         | 96,189        |
| <b>Change 2000-2010</b> | <b>14,494</b> |

## Comparison

- County Change 2000-2010 14,323
- Map Area Change 2000-2010 14,494

A reasonable expectation is that  
this trend will continue

## Measuring Development



## Land Consumption Rate in the Four Areas

- Population Change 2000-2010 15,336
- Acres Developed 2000-2010 3,259
- Average acre per new person 0.21

### Projected Land Needs

- The county is projected to add approximately 41,880 people by the year 2040
- Assuming 0.21 acres per person, this growth will require 8,800 acres of land to accommodate the projected population, if current trends continue

### Projected Land Needs

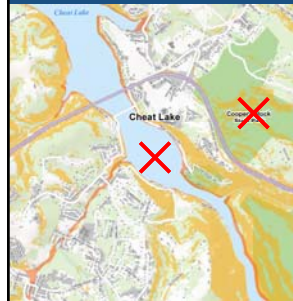
- 8,800 acres equal nearly 14 square miles, or...
- 314 acres per year or  $\frac{1}{2}$  square mile per year for the 28-year span of this plan

### Land Into "Chips"

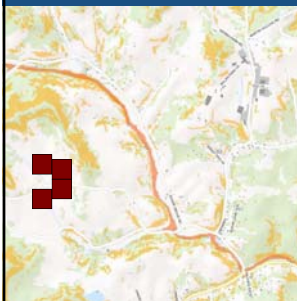


- We have translated 8,800 acres into 220 chips, each the equivalent of 40 acres, or approximately 200 people
- Each of you will receive a share of the 220 chips – the equivalent of 8,800 acres

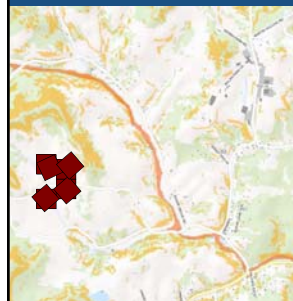
### Using the "Chips"



*Chips can go anywhere on the map except on those areas that are public land and on water*

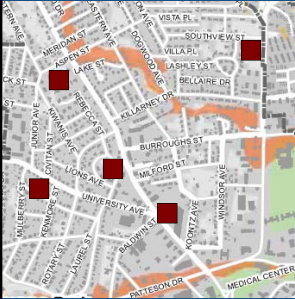


*Chips can be placed on any undeveloped land*



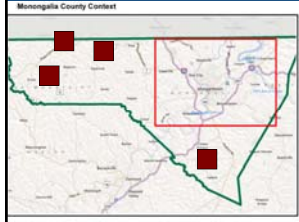
*Chips can be placed on top of one another, indicating the desire to increase intensity of development in one area and use less land overall*

*When stacking, please offset chips so we can determine how many chips are in the stack*



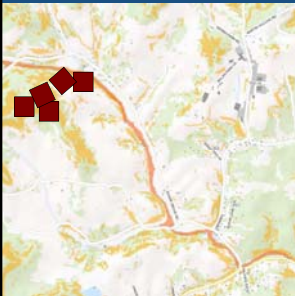
*Chips can be placed on areas already developed, indicating a desire for redevelopment, infill development, or increasing intensity of development in existing communities*

*It's ok if chips overlap onto some blue or green areas and if they cover a road*




*Chips can also be placed outside of the large map (using the 11x17 map of the county), indicating the desire to accommodate future growth further into the county.*

*They will be out of scale but the point you are making will not be lost*



*Careful consideration should be given to placing chips on steep slopes or 100-year flood zones*

**Let's Start!**



- Is this rate sustainable
- Are there better ways to accommodate growth?



---

**Memo**

April 23, 2012

To: Regional Vision Group, Bill Austin, Chris Fletcher, Mayor Sharp  
From: Michael Curtis  
Cc: Gianni Longo, Jamie Greene, Steve Thieken, Jamie Snow  
Re: Idea Gathering Meeting Results

---

This memorandum provides a preliminary summary the Understanding Future Growth meeting conducted for the Crossroads process. It is organized into the following structure:

- I. Overview
- II. What did we learn?
- III. Who did we hear from?

Attached to this memo is a collection of all the input gathered from the public meetings.

## **I. OVERVIEW**

On March 28<sup>th</sup>, 2012 a public meeting was conducted to engage the public in Crossroads, a process to develop a vision for the Morgantown region. The results of the understanding future growth workshop will provide the foundation for prioritizing future development locations, which will help build the framework for three plans: The Comprehensive Plan for the City of Morgantown, The Comprehensive Plan for the Town of Star City and the Long Range Transportation Plan for the Morgantown Monongalia Metropolitan Planning Organization.

### **Workshop format**

The understanding future growth workshop consisted of a brief assembly to update participants on past meetings and a future growth mapping activity.

**Presentation.** Following a brief recap of the vision process to-date, the consultant team introduced the “Where do we grow” map activity and underlying assumptions. These assumptions\* included:

- A County population growth projection for the year 2040 provided by WVU (41,660 new residents)
- A per capita rate of land consumption over the last decade (acres developed for each new resident) (0.2 acres per person)
- A total amount of land that would be needed to accommodate the population projection if recent land consumption rates continued. (8,800 acres of land)

\*Details of the assumptions are attached to this memo.

**“Where do we grow” mapping activity.** The mapping activity asked participants to allocate the projected growth in the county in 40 acre increments. Groups ranging in size from five to eight participants, led by a trained facilitator, were given a total of 220 ¾-inch stickers (each representing 40 acres, for a total of 8,800 acres) and asked to place them on a table-size map. Participants could place their growth chips where they felt growth should occur, while considering the draft regional goals that had been previously developed. The map



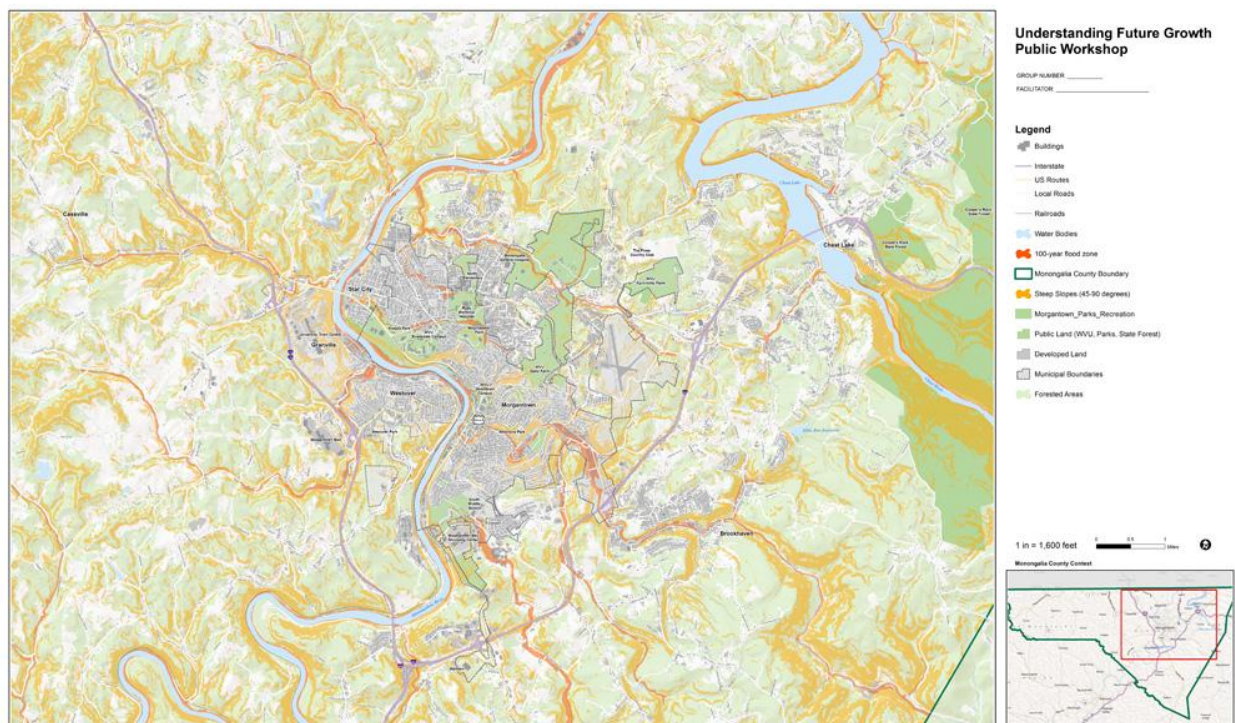
(shown below) covered the area of Monongalia County that contained most of the existing development and population. They featured data layers showing protected land, developed areas, undeveloped land, and land constrained by steep slopes or floodprone areas. Participants could place the paper “chips” anywhere on the map except in those areas preserved or unbuildable (the lakes). They could also place “chips” on land already developed indicating a preference for redevelopment, infill development, or increasing intensity of development in existing communities.

One important ground rule was that each table had to place all chips representing the projected amount of future growth. There could be no leftovers. As participants soon recognized that this was a serious constraint, they began placing chips on top of one another, doubled, tripled, etc. indicating the desire to increase intensity of development, use less land, or use land in a smarter way.

**Discussion.** Once each group had placed all of their growth on the map, they discussed the positive and negative aspects of their particular growth pattern and the facilitator recorded their comments on flipchart paper.

**Reporting.** Following the discussions, each group showed their map with the distribution of future development and described the key points of their discussion to the larger assembly.

**Comment Cards and Exit Questionnaires.** The final activity included a comment card and exit questionnaire. The comment card provided an opportunity to capture participants’ reactions to the draft goals, the growth projections, or other thoughts. The exit questionnaire asked about participant opinions about the workshop and personal demographic characteristics. Both forms were anonymous.



## II. WHAT DID WE LEARN?

Six groups participated in the workshop activities. The following summary identifies patterns among the group maps and comments. Complete comments are attached as Appendix 1.

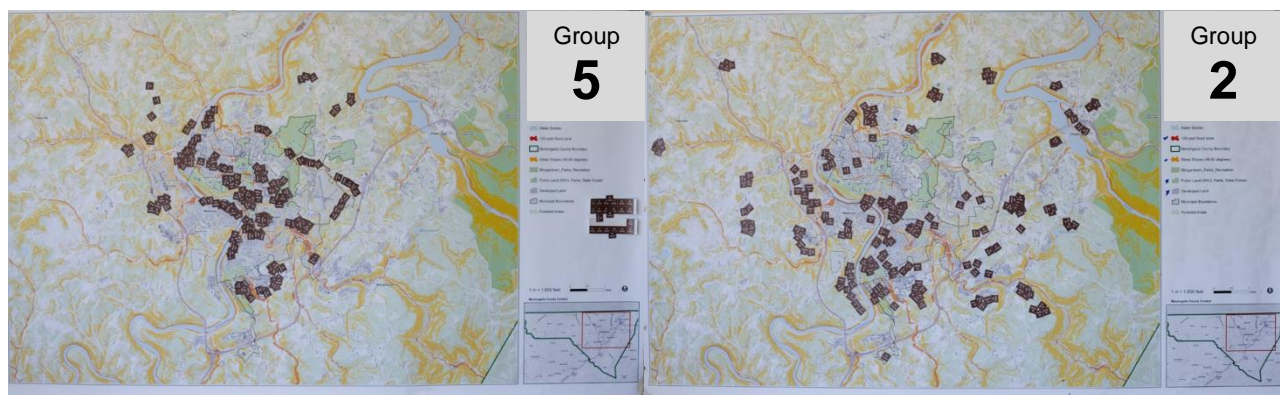
### A. Where do we grow mapping

The following patterns were present in three or more of the groups:

#### 1. *Redevelopment at higher intensities*

All six of the groups placed at least half of their chips on areas with existing development, which indicates a clear preference for redevelopment over growth in currently undeveloped areas. Many of the chips were stacked on specific sites that participants felt had strong redevelopment potential, indicating that future development should occur at higher intensities. Specific sites with concentrations of development chips include: Downtown, Mountaineer Mall, Star City riverfront, Wharf District area, Westover riverfront, and older student-dominated areas of Morgantown.

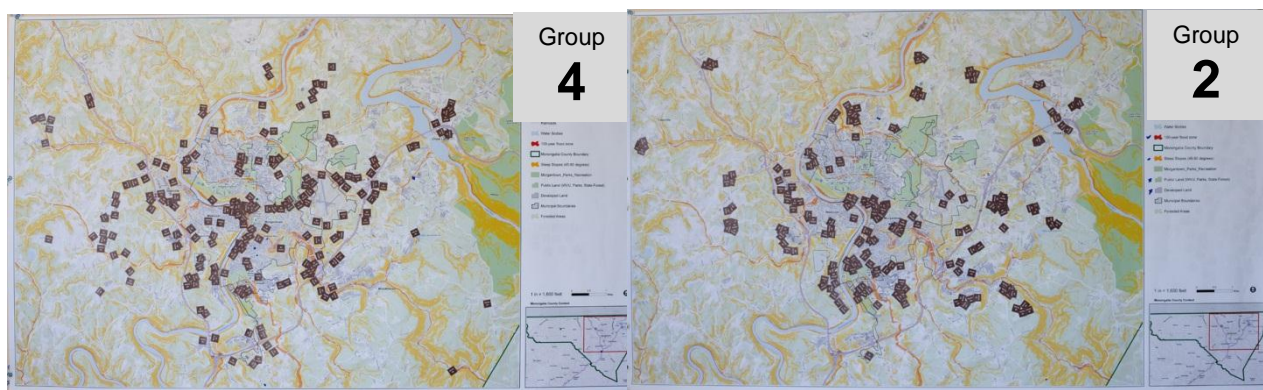
**Examples:**



#### 2. *Infill Development*

Rather than continued outward expansion of the city, most of the groups placed development in undeveloped areas near existing development. This infill pattern of development would plug holes in the urban fabric, placing development in areas already served by existing infrastructure, and allowing the urban area to expand in a contiguous pattern.

**Examples:**

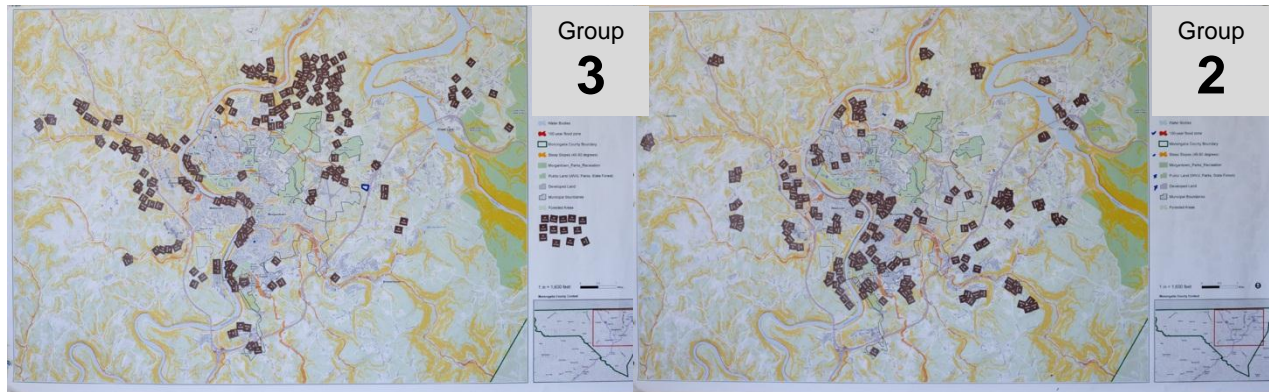




### ***Greenfield development is limited and clustered***

Groups understood the difficulty in limiting all greenfield development but were very specific about the pattern and quality these fringe developments should exhibit. Greenfield development is development occurring at the edge of an urban areas - that is not surrounded by similar development or existing infrastructure. It is often characterized by the replacement of an agricultural or rural use with a more intense use (generally residential or commercial). Several groups indicated that any development happening in currently undeveloped areas surrounding Morgantown should be both near existing development and/or clustered to “minimize sprawl” and “preserve open space” rather than occur in a haphazard “leap-frog” pattern.

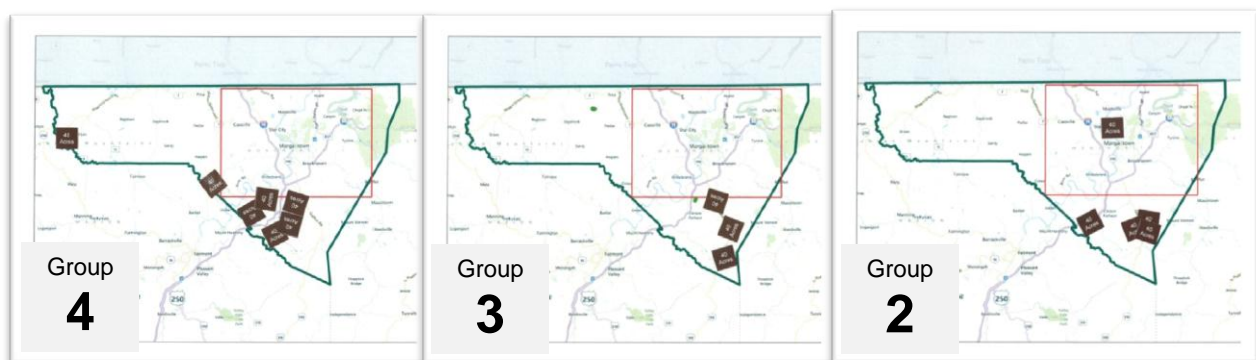
#### ***Examples:***



### ***3. Very limited development within the outlying areas***

Zooming out of the urban area and focusing on the outlying parts of the county, groups allocated very limited growth for the surrounding region. Some identified areas south, along I-79 as suitable for some development, while fewer placed development in the western part of the county.

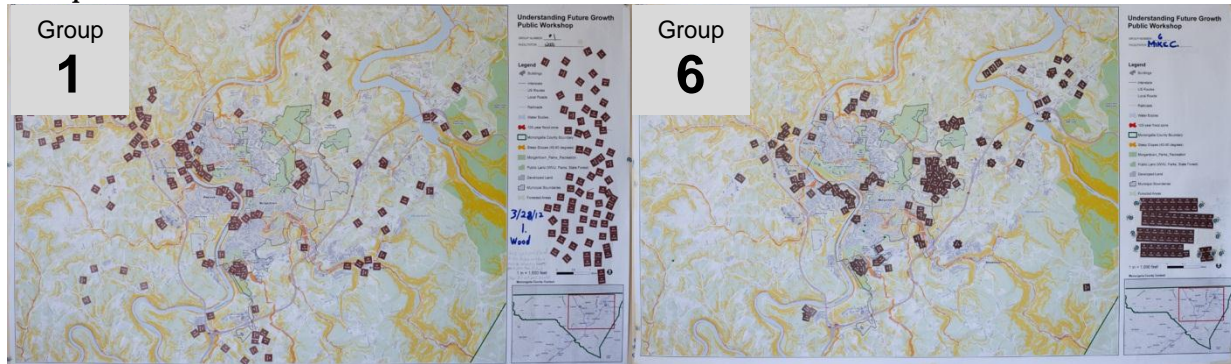
#### ***Examples:***



### ***4. Not all growth placed***

Several groups did not place all their development chips on the map. Rather than place all development on the map, many group's indicated that the city was simply not prepared to accept these levels of growth without significant improvements to infrastructure and/or a rethinking of its development patterns. The projected increase in population could not be responsibly contained within the city and therefore its related development should not be allocated in areas unsuitable to accept this growth.



**Examples:****Quantifying the development allocations**

The following table shows the approximate percentage of chips for each group that appear to indicate redevelopment, infill, or greenfield development, and the percentage of unplaced chips. Overall, of these three types of development, the maps indicate that redevelopment was the strongest, followed by greenfield and infill. However, participants' comments mostly indicate a preference for redevelopment and infill before greenfield development. The relative emphasis on greenfield development depicted in the maps may largely be due to the availability of land, specifically the relative abundance of "greenfield" land versus of "infill" land.

| Group Number | Redevelopment | Infill | Greenfield | Unplaced |
|--------------|---------------|--------|------------|----------|
| 1            | 40%           | 5%     | 25%        | 30%      |
| 2            | 20%           | 50%    | 30%        | 0%       |
| 3            | 5%            | 15%    | 75%        | 5%       |
| 4            | 40%           | 25%    | 35%        | 0%       |
| 5            | 70%           | 15%    | 5%         | 10%      |
| 6            | 70%           | 5%     | 5%         | 20%      |
| Average      | 41%           | 19%    | 29%        | 11%      |

**B. Summary of group discussions**

Participants created a summary for their development allocations that reflected their group's approach to their development patterns. Each of the group's justified their patterns with a summary set of concerns for the city's future. The following is a summary of the groups' findings:

**Common thoughts expressed by the groups**

Based on the summaries provided by the groups these were some the most important opinions:

1. **Concerns about the city's ability to support large numbers of new residents**
2. **Existing infrastructure will not support continued growth without major, costly upgrades**
3. **Current development patterns are unsustainable**
4. **Protection for open space and farmland is important**
5. **There should be a focus on aesthetics and design in all future development**
6. **Existing stable neighborhoods should be protected**

### C. Comment Cards

Comment cards were provided to allow participants to contribute other thoughts about the meeting process or content that may not have been captured during the group activity. In total, 12 comment cards were collected. Below is a summary of the comments.

#### *Comments on Draft Goals*

- Respondents approved of the draft goals as written and are enthusiastic about the direction of the process. There were no critical comments on the draft goals.
- Excited by the results thus far and confident that the planning effort is worthwhile.

#### *Comments on Future Growth*

- Sprawling development is a major concern. Growth should be managed responsibly and not precede relevant improvements to infrastructure.
- Redevelopment should be prioritized over new development.

#### *General Comments*

- Cooperative planning is important to the long-term vitality and success of the larger community.
- Absorbing 40,000 new residents will be difficult with current infrastructure.

## III. WHO DID WE HEAR FROM?

The Understanding Future Growth Meeting gathered input from approximately 46 participants. That number does not include volunteers, facilitators, or participants who did not sign an attendance sheet. The following are key points about workshop participation based upon exit questionnaire responses about participant satisfaction and demographic characteristics. The observations are general and do not reflect all participants since only 35 participants filled out an exit questionnaire.

### Characteristics of participants

#### *Residency*

- **Most participants live in Morgantown.** Over 58% of respondents were from the City of Morgantown; 32% of the respondents were from other areas of Monongalia County (not Star City).
- **Low representation from Star City.** Only three respondents to the exit questionnaire (2%) said they were from Star City.
- **Most are longtime residents.** 80% claimed to have lived within the county for 10 or more years. 45% claimed to have lived there longer than 30 years.

#### *Employment and Property Ownership*

- **Most work in the county.** Over 62% of the respondents work within the county; 38% are retired.
- **A significant number of respondents owned businesses in the county.** 79% of respondents own a business within the county.
- **Most are property owners.** 88% of respondents own property within the county.

### *Age*

- **Participants mostly middle-age or older.** 47% were between the ages of 45 and 64; 30% were age 65 or older.
- **Younger demographic under-represented.** 12% of participants were between the age of 35 and 44 (4 respondents). There was no representation for young people under the age of 24. This group constitutes 60% of the county's population.

### *Gender*

- **Slightly higher attendance from men.** 62% of participants were male, while 53% of Morgantown's total population is male.

### *Race*

- **Racial composition matches that of entire community.** 91% of respondents were white; 3% were black; 3% were African American; These racial distributions match that of the County and City according to the 2010 US Census.

### *Income*

- **Diverse representation from various income levels with the highest representation from those earning more than \$100,000 in family household income.** The distribution of household income for respondents closely mirrored that of Morgantown and the county. However, households with income totaling more than \$100,000 a year were the only group with noticeably high representation.

### *Educational Attainment.*

- **Participants generally have high levels of education.** 65% of respondents have a master's degree or Ph.D. while that group makes up only about 28% of the entire Morgantown population; 92% of respondents had some college or a degree in their background compared with about 81% of the entire Morgantown population.

### **Opinions About the Workshops**

The exit questionnaires polled participants about their interests and opinions about the meetings. The results indicate overwhelmingly high levels of satisfaction.

#### ***1. How did you hear about this workshop?***

- A majority of respondents were informed about the meeting through electronic resources. These sources included Email, Facebook, Twitter and other city/community websites.
- Word of mouth also played a smaller role in attracting respondents to the meeting. Many people mention hearing about the meetings from multiple sources.

#### ***2. What interests or concerns caused you to attend this workshop?***

- Respondents attended meeting for various reasons but a majority were concerned creating a unified version for the city and its growth. Respondents were interested in several issues related to this vision:
  - Coordinated Growth
  - Sprawl and congestion
  - Planning and quality of life
- Other commonly mentioned reasons relate to transportation and/or development:

- Unplanned growth
- Housing
- Community aesthetics
- Transit

### 3. *Did you attend an Idea Gathering Meeting in January 2012?*

- 63% of respondents had attended the Idea Gathering Meetings in January

| <b>Satisfaction</b>                                       | <b>YES</b> |
|---|------------|
| Were you comfortable working in tonight's small group?    | 91%        |
| Did you have an opportunity to fully express your ideas?  | 89%        |
| Were your ideas received and recorded appropriately?      | 97%        |
| Was the process fair to everyone in your small group?     | 91%        |
| Were you exposed to new ideas and concerns?               | 83%        |
| Will you continue to participate in the planning process? | 100%       |

|                           | <b>Too Long</b> | <b>Too Short</b> | <b>About Right</b> |
|---------------------------|-----------------|------------------|--------------------|
| Rate the workshop length. | 0%              | 6%               | 94%                |



---

***Memo***

June 13, 2012

To: Bill Austin, Chris Fletcher, Mayor Sharp

From: Michael Curtis

Cc: Gianni Longo, Jamie Greene, Steve Thieken, Jamie Snow

Re: Community Choices Meeting Results

---

This memorandum provides a preliminary summary the Community Choices meeting conducted for the Crossroads process. It is organized into the following structure:

- I. Overview
- II. What did we learn?
- III. Who did we hear from?

Attached to this memo is a collection of all the input gathered from the public.

## **I. OVERVIEW**

On June 6<sup>th</sup>, 2012 a public meeting called Community Choices was conducted to engage the public in Crossroads, a process to develop a vision for the Morgantown region. The purpose of the Community Choices workshop was to engage the public to receive feedback on the draft vision and to get input on growth preferences that will help provide direction for three plans: The Comprehensive Plan for the City of Morgantown, The Comprehensive Plan for the Town of Star City and the Long Range Transportation Plan for the Morgantown Monongalia Metropolitan Planning Organization.

## **Workshop format**

The Community Choices Workshop consisted of three parts:

**Part 1.** During the first part of the workshop, the planning team presented “What we learned” from the Idea Gathering Meetings and Understanding Future Growth Workshop conducted in January and March 2012 respectively. Following “What we learned,” participants were introduced to the Vision Statements. Vision Statements are the broadest way to express the aspirations of the community. They were drafted from work by the Regional Vision Group who reviewed the input of “Ideas for the Future” offered by the community at the Idea Meetings in January. In a worksheet-based activity, participants were asked to indicate their level of support for each Vision Statement and provide written comments to refine them.

**Part 2.** During the second part of the workshop, participants heard three brief presentations from the consulting team that provided context for the third part of the workshop. In the first segment participants were introduced to the draft Conceptual Development Map, which is a graphic depiction of the vision. It shows conceptually where growth should be focused in the region based on public input. It will be refined based on the results of this workshop and the ongoing market analysis. Participants were then introduced to the Principles, which are statements that broadly describe the intent for how the physical environment should be treated in the future.

They were drafted based upon the results of the Strong Places, Weak Places activity in the Idea Gathering Meetings and the Understanding Future Growth Workshop. In another worksheet-based activity, participants were asked to indicate their level of support for each principle and provide written comments to refine them. Following the Principles rating activity, participants heard presentations about the region's economic projections and transportation conditions.

**Part 3.** During the third part of the workshop, participants were introduced to three scenarios that described how the majority of growth would occur in the future. For each scenario, participants discussed the advantages and disadvantages at their table while a facilitator made notes of the conversation. Then using worksheets, each participated rated how strongly they support each scenario. Finally, after all three scenarios had been considered, participants ranked the three in order of their preference. The three scenarios were:

1. The majority of future development will be in the form of infill and redevelopment within the primary urban area.
2. The majority of future development will be in the form of new development contiguous to the primary urban area.
3. The majority of future development will continue the growth patterns we have seen in the past 10 years.

## II. WHAT DID WE LEARN?

The following is a detailed summary of the input from each part of the workshop. Complete comments are attached as Appendix 1.

### Overall

Participants strongly supported the vision statements, and provided insightful comments to refine them. The comments support minor refinements to each of the five statements, which are proposed below. Likewise the principle statements received strong support. Most comments on the Principles pertain to how the concept is implemented. Minor refinement is proposed for one of the Principle statements.

The scenario activity confirmed previous public input, which suggested that growth should be managed to balance redevelopment within existing areas and development in new areas contiguous to the existing urban area. Overall the Scenarios were ranked with Scenario 1 as most preferred followed by Scenario 2. Scenario 3 was nearly unanimously ranked as least preferred.

### A. Vision Statements

#### *Overall ratings*

Ratings used a five point scale where “1” indicated “no support” and “5” indicated “strongly support.” Overall, each of the Vision Statements was supported, but the strength of support varied. The ratings follow these general patterns:

- ALL of the Vision Statements received average ratings higher than 3.5, ranging from 3.9 to 4.4;
- One of the five Vision Statements received average ratings less than 4.0;
- The remaining four Vision Statements scored 4.2 or higher;
- Four of the five Vision Statements received more “5” ratings than any other single rating.

***Ratings and comments on each Vision Statement***

**Growing:** *Managed growth that is efficient and attractive, supported by appropriate infrastructure, and that balances land consumption with redevelopment while protecting and preserving open space, local agriculture, energy resources and the environment*

Average Score: 4.3

*Comments: The feedback varied greatly. Some responses advocated incorporating alternative energy, protecting the environment and conserving land for green space. Other comments focused on a need to enforce zoning laws to control growth. Still, others concentrated on preserving neighborhoods and buildings in the midst of redevelopment.*

**Moving:** *A balanced, safe and attractive transportation system will reduce congestion, improve connectivity and support and direct future growth integrating private vehicles, public transportation, biking, and walking*

Average Score: 4.4

*Comments: Respondents voiced the need to include accessibility, especially for the disabled, into the vision statement. Many others favored a greater emphasis be put on pedestrian, bicycle and mass transit systems rather than private automobiles.*

**Living:** *Job and income growth, improved community services, support for the arts, accessible and connected parks and recreational facilities, good schools, desirable and diverse housing, and safe neighborhoods that have access to local shops and markets.*

Average Score: 4.4

*Comments: Accessibility for pedestrians and the disabled, affordability and safety of housing and neighborhoods were the focus of most responses. Several other respondents focused on building neighborhood schools and increasing funding for parks.*

**Competing:** *A regional approach to economic development and infrastructure investments will make the region competitive and capable of attracting and supporting existing and new businesses*

Average Score: 3.9

*Comments: Respondents encouraged partnerships and cooperation as necessities for creating economic sustainability. Others expressed that business recruiting should be strategic toward specific kinds of businesses like those focused on green technology.*

**Collaborating:** *Leadership that embraces continued community engagement and stronger collaboration among municipalities, the county, the State and WVU will enable the sharing of resources and successful regional growth*

Average Score: 4.2

*Comments: This statement garnered widespread support, but respondents wanted to see even more people included in discussions. Many people felt that West Virginia University maintains too much authority and influence. Some respondents were reluctant to believe this type of cooperation is achievable.*

### ***Proposed improvements to the Vision Statements***

Participants were asked to recommend revisions to the vision statements if they thought the phrase could be improved. The vision statements are rewritten below incorporating the suggested changes, which are underlined.

**Growing:** *Managed growth that is efficient, ~~and~~ attractive, ~~supported by~~ and well-connected through appropriate infrastructure, will balances land consumption with redevelopment while protecting and preserving open space, local agriculture, energy resources and the environment.*

**Moving:** *A balanced, safe, attractive, and accessible transportation system will reduce congestion, improve connectivity and support and direct future growth integrating private vehicles and expanding public transportation, biking, and walking networks.*

**Living:** *Job and income growth, improved community services, support for the arts, accessible and connected parks and recreational facilities, good schools, desirable, diverse, and affordable housing, and safe neighborhoods that have access to local shops and markets, will be hallmarks of our region's quality of life.*

**Competing:** *A regional approach to economic development and infrastructure investments that is founded on cooperative relationships will make the region competitive and capable of attracting and supporting existing and new businesses*

**Collaborating:** *~~Leadership~~ An engaged community with leaders that embraces continued community citizen engagement and stronger collaboration among municipalities, the county, the State, WVU, neighborhoods and major employers will enable the sharing of resources and lead to successful implementation ~~regional growth~~*

## **B. Principles**

The Principle statements describe the general intent for “how” and “where” the community should develop in the future. Each of the 10 draft Principles were read aloud. Using worksheets, participants were asked to rate the level of support for each principle and provide written comments to help refine the statement. The following is a summary of the ratings and comments on each draft Principle.

### ***Overall ratings***

Ratings used a five point scale where “1” indicated “no support” and “5” indicated “strongly support.” Overall, each of the principles was supported, but the strength of support varied. The ratings follow these general patterns:

- ALL of the principles received an overall average rating higher than 4;
- Six of the 10 principles received average ratings less than 4.5;
- The remaining four principles scored 4.5 or higher;
- Nine of the principles received more “5” ratings than any other single rating. The one remaining principle was rated mainly “4.”



**Average rating by principle****It is our intent that...**

1. *Infill development and redevelopment of underutilized and/or deteriorating sites takes a priority over development in greenfield locations.*

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.1</b> | <b>4.3</b>           | <b>3.6</b>          | <b>4.2</b>       |

*Comments:* Respondents saw zoning as a necessity for limiting development to brownfield sites. Others thought development should only occur where the existing infrastructure has capacity and not happen where infrastructure would be burdened by development.

2. *Expansion of the urban area will occur in a contiguous pattern that favors areas already served by existing infrastructure.*

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.1</b> | <b>4.2</b>           | <b>3.8</b>          | <b>4.1</b>       |

*Comments:* Dissent for this statement came from respondents feeling that the existing infrastructure is inadequate for its current capacity and needs improved before adding any additional strain.

3. *Future growth in rural areas will conserve open space, preserve sensitive natural features, and respect significant viewsheds.*

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.2</b> | <b>4.4</b>           | <b>4.2</b>          | <b>3.8</b>       |

*Comments:* Respondents generally favored this statement but doubted its likelihood without stricter zoning laws. Others saw growth in rural areas as inevitable.

4. *Quality design is emphasized for all uses to create an attractive, distinctive public (streets, sidewalks, parks, and street trees, etc.) and private (building faces, lawns and landscaping, parking lots and driveways, etc.) realm and to promote positive perceptions of the region.*

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.6</b> | <b>4.9</b>           | <b>4.8</b>          | <b>4.0</b>       |

*Comments:* The comments did not produce consistent themes, but respondents suggested considerations like involving developers in discussions, encouraging the use of green building materials, ADA compliance for accessibility, and developing design standards.

5. *Development that integrates mixed uses (residential, commercial, institutional, civic etc.) and connects with the existing urban fabric will be encouraged to enhance the region's vitality.*

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.1</b> | <b>4.0</b>           | <b>3.8</b>          | <b>4.1</b>       |

*Comments: The responses were varied. Some people felt this approach would improve accessibility and walkability. Others favored a separation of uses suggesting that businesses adversely affect the neighborhood feel and would increase commercial traffic.*

6. A broad range of housing types, price levels and ownership options will provide desirable living options for a diverse population.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.1</b> | <b>4.3</b>           | <b>3.8</b>          | <b>3.9</b>       |

*Comments: There was general support for increasing the low-income housing stock, improving compliance with ADA standards and abiding by fair housing laws.*

7. Residential development will support the formation of complete neighborhoods with diverse housing options, pedestrian-scale streets, integrated public spaces, connection to adjacent neighborhoods, access to transportation alternatives and easy access to basic retail needs.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.5</b> | <b>4.8</b>           | <b>4.0</b>          | <b>4.2</b>       |

*Comments: The comments were receptive toward the walkability and convenience of this approach.*

8. Places will be better connected to improve the function of the street network and create more opportunities to walk, bike and access public transportation throughout the region.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.6</b> | <b>4.9</b>           | <b>4.4</b>          | <b>3.8</b>       |

*Comments: The feedback for this principle was pragmatic. There were suggestions like improving crossings at intersections for bikes and pedestrians, expanding the trail network, implementing park-and-ride and right-of-way divisions for each mode of transportation.*

9. Parks, open space, and recreational areas are incorporated as part of future development.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.6</b> | <b>4.9</b>           | <b>5.0</b>          | <b>3.9</b>       |

*Comments: Respondents said this is a necessity for maintaining high quality of life standards, but it does not seem to be the historical trend.*

10. Environmentally sensitive and sustainable practices will be encouraged in future developments.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>4.4</b> | <b>4.6</b>           | <b>4.8</b>          | <b>3.8</b>       |

*Comments: Almost all responses pointed to a necessity for having some sort of top-down control to make this effective.*

### ***Proposed improvements to the Principles***

Participants were asked to suggest revisions to the principles if they thought the phrase could be improved. Most of the comments related to how principles might be implemented, rather than their intent, so changes to only one of the principles are proposed. Comments of clarification will be incorporated into the final vision narrative that explains more about each principle.

8. *Places will be better connected to improve the function of the street network, facilitate movement and safety for all users, and create more opportunities to walk, bike and access public transportation throughout the region.*

## **C. Scenarios**

### ***Overall Ratings and general comments***

Ratings used a five point scale where “1” indicated “no support” and “5” indicated “strongly support.” Support for all three scenarios varied widely without any of the three having clear strong support. The ratings follow these general patterns:

- ALL three scenarios received average ratings of 3.5 or lower;
- The highest rated scenario, Scenario 1, had more 5 ratings than any other single rating;
- Scenario 3, which had the lowest average rating, received more 1 ratings than any other rating.

### ***Rating and comments of each scenario***

Scenario 1: The majority of future development will be in the form of infill and redevelopment within the primary urban area.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>3.5</b> | <b>3.5</b>           | <b>3.3</b>          | <b>3.7</b>       |

*Comments: Most concerns arose from the current infrastructure's inability to withstand increased burdens, but some people saw that as an opportunity for upgrades and for encouraging multimodal transit. Others were concerned that infill means developing existing green space. Many people advocated for reusing and rehabilitating existing structures.*

Scenario 2: The majority of future development will be in the form of new development contiguous to the primary urban area.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>2.9</b> | <b>2.7</b>           | <b>3.0</b>          | <b>3.1</b>       |

*Comments: Some concerns suggested that this will not transform currently blighted areas; zoning and design standards will require an overhaul because current methods are ineffective; this could eliminate existing green space; and transportation networks need to be expanded to move people farther out of the city. One potential advantages is dispersal of economic benefits throughout the county.*

Scenario 3: The majority of future development will continue the growth patterns we have seen in the past 10 years.

|                | Overall    | Morgantown Residents | Star City Residents | County Residents |
|----------------|------------|----------------------|---------------------|------------------|
| Average Score: | <b>1.7</b> | <b>1.4</b>           | <b>2.3</b>          | <b>2.3</b>       |

*Comments: The feedback reflected the average ratings. Many respondents objected to this style of development saying it creates ugly developments, increases traffic congestion, and strains emergency services and utilities. A common demand that was again evident here is that respondents want greater land use regulation and stricter zoning laws.*

### **Rankings and general comments**

Participants ranked the scenarios relative to each other where “1” was “most preferred” and “3” was “least preferred.” The rankings follow these general patterns:

- Scenario 1 and Scenario 2 were the most preferred respectively. Scenario 1 received 24 “1” rankings while Scenario 2 received 14 “1” rankings.
- Only two of the 40 respondents identified Scenario 3 as their most preferred;
- 22 of the 40 respondents assigned ranks 1, 2 and 3 respectively for Scenarios 1, 2 and 3;
- Morgantown residents clearly preferred Scenario 1 over the other two; 17 out of 23 Morgantown residents chose scenario 1 as their most preferred;
- Star City residents and residents from the greater county had a slight preference for scenario 2 over scenario 1 with 9 people choosing scenario 2 versus 6 people selecting scenario 1. None of these residents chose Scenario 3 as most preferred.

| <b>Occurrence of each ranking combination</b> |            |                 |  |           |
|---|------------|-----------------|--|-----------|
| Most Preferred                                |            | Least Preferred |  | Count     |
| Scenario 1                                    | Scenario 2 | Scenario 3      |  | <b>22</b> |
| Scenario 2                                    | Scenario 1 | Scenario 3      |  | <b>8</b>  |
| Scenario 2                                    | Scenario 3 | Scenario 1      |  | <b>4</b>  |
| Scenario 1 & 2                                |            | Scenario 3      |  | <b>2</b>  |
| Scenario 3                                    | Scenario 2 | Scenario 1      |  | <b>2</b>  |
| Scenario 1                                    | Scenario 3 | Scenario 2      |  | <b>1</b>  |
| Scenario 1                                    |            |                 |  | <b>1</b>  |
| Scenario 3                                    | Scenario 1 | Scenario 2      |  | <b>0</b>  |

**Scenario 1:** The majority of future development will be in the form of infill and redevelopment within the primary urban area.

| Participants who said... | Overall   | Morgantown Residents | Star City Residents | County Residents |
|--------------------------|-----------|----------------------|---------------------|------------------|
| Most Prefer              | <b>24</b> | <b>17</b>            | <b>1</b>            | <b>5</b>         |
| Least Prefer             | <b>6</b>  | <b>4</b>             | <b>0</b>            | <b>2</b>         |

**Scenario 2:** The majority of future development will be in the form of new development contiguous to the primary urban area.

| Participants who said... | Overall   | Morgantown Residents | Star City Residents | County Residents |
|--------------------------|-----------|----------------------|---------------------|------------------|
| Most Prefer              | <b>14</b> | <b>4</b>             | <b>2</b>            | <b>7</b>         |
| Least Prefer             | <b>1</b>  | <b>1</b>             | <b>0</b>            | <b>0</b>         |

**Scenario 3:** The majority of future development will continue the growth patterns we have seen in the past 10 years.

| Participants who said... | Overall   | Morgantown Residents | Star City Residents | County Residents |
|--------------------------|-----------|----------------------|---------------------|------------------|
| Most Prefer              | <b>2</b>  | <b>2</b>             | <b>0</b>            | <b>0</b>         |
| Least Prefer             | <b>33</b> | <b>18</b>            | <b>3</b>            | <b>10</b>        |

*Comments: People want to see changes from the current development practices. Issues that people want to see change involved fair housing, conserving green space, becoming less reliant on automobiles by encouraging other transit options, and revising building and zoning codes. People suggested that current growth patterns are unsustainable and need to change. Some respondents also suggested development patterns should involve a mix of scenarios 1 and 2.*

### III. WHO DID WE HEAR FROM?

The Community Choices Meeting gathered input from approximately 40 participants. That number does not include volunteers, facilitators, or participants who did not sign an attendance sheet. On each input form, participants were asked to indicate where they live (either in the City of Morgantown, the Town of Star City, or elsewhere). Based on these responses attendees live in the following locations:

City of Morgantown: 25

Town of Star City: 3

Other location: 12

- Bakers Ridge Manor
- Cheat Lake
- County-Grafton Road
- Fraffor Road
- Monongalia County
- North Hills
- Stewartstown
- Suncrest



**Community Choices**  
*Public Workshop*

*Morgantown, June 6, 2012*



**BURGESS & NIPLE**  
Engineers • Architects • Planners

**ACP**  
ARCHITECTURAL CONSULTING PARTNERS

**KUTTELBOHN & ASSOCIATES, INC.**  
TRANSPORTATION ENGINEERING & PLANNING

### Tonight's Agenda

- Part 1: Regional Vision
- Part 2: Background
- Part 3: Scenarios



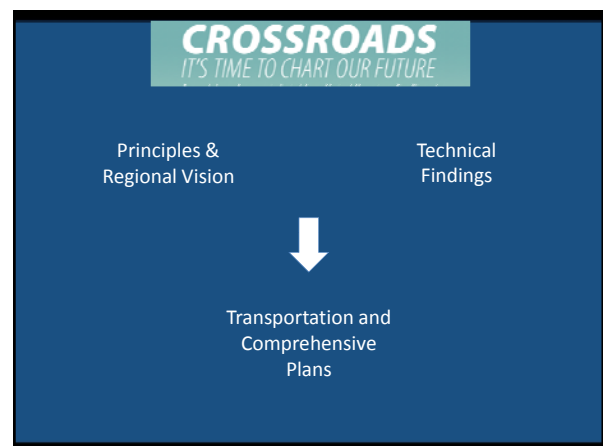
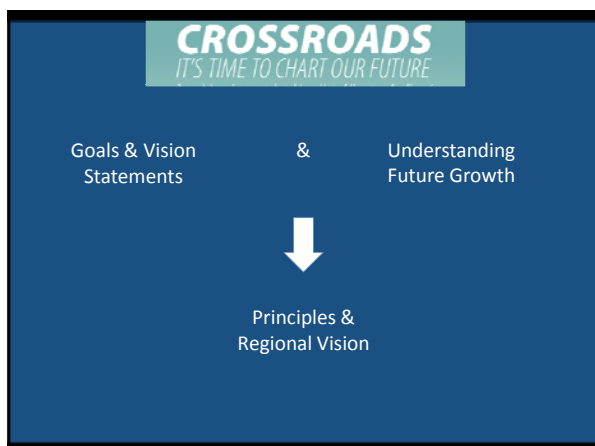

**Part 1: Regional Vision**  
*Idea Gathering*  
*Understanding Future Growth*  
*Community Choices*  
*Rating Vision Statements*

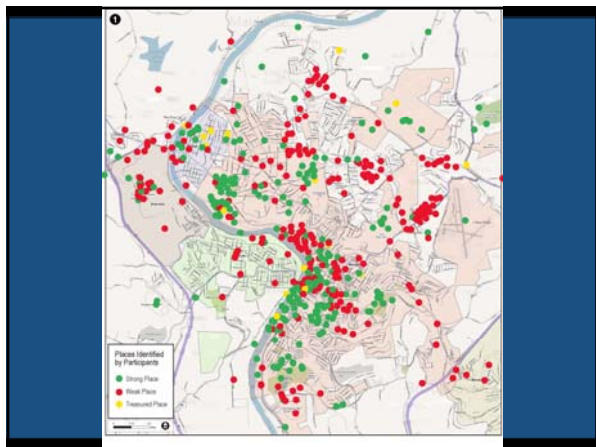
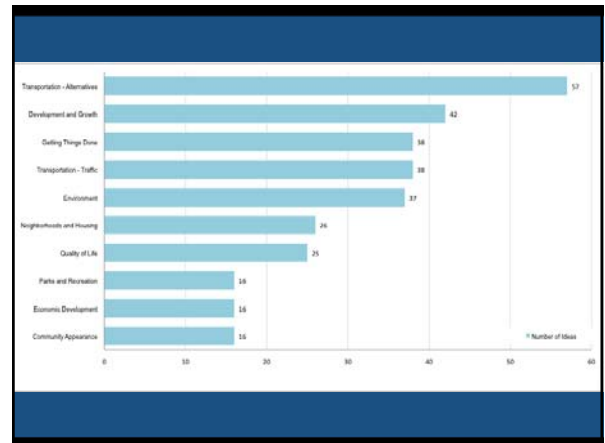


**BURGESS & NIPLE**  
Engineers • Architects • Planners

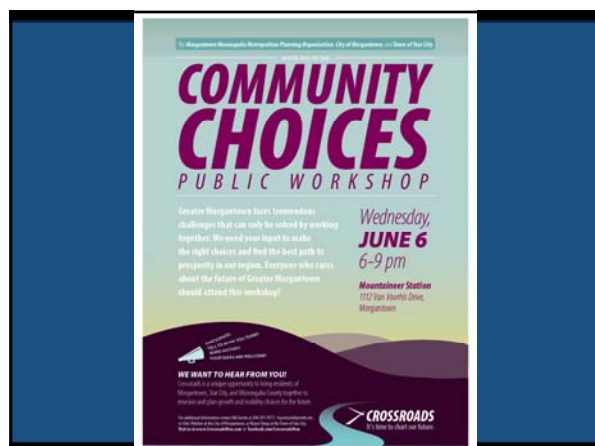
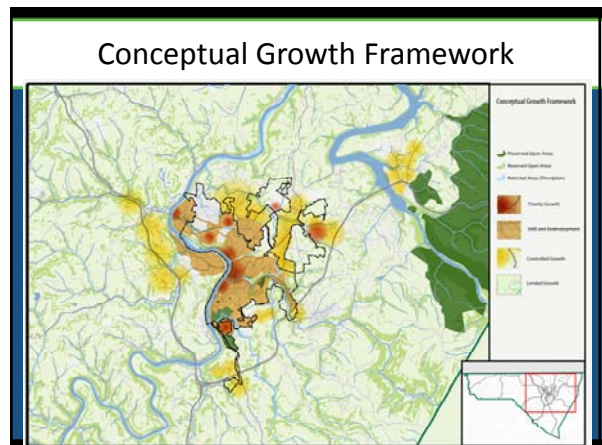
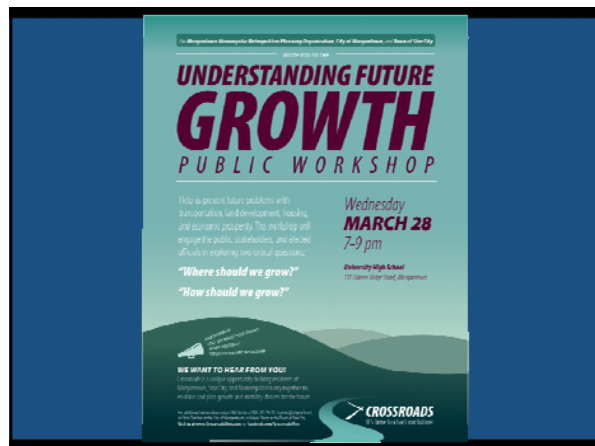
**ACP**  
ARCHITECTURAL CONSULTING PARTNERS

**KUTTELBOHN & ASSOCIATES, INC.**  
TRANSPORTATION ENGINEERING & PLANNING









### Community Choices: Purpose

1. To present Regional Vision and measure support for its vision statements and principles
2. To obtain more specific public input in support of the Comprehensive and Transportation Plans



### Rating Vision Statements

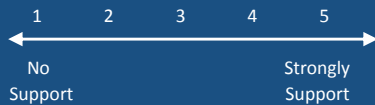
**Vision statements** are the broadest expression of a community vision

**Goals** express a desired outcome for each of the elements of a plan. They must reflect and be consistent with the vision statements but also include technical considerations as well as the input of planning or technical advisory committees



### Vision Statements: Growing

Managed growth that is efficient and attractive, supported by appropriate infrastructure, and that balances land consumption with redevelopment while protecting and preserving open space, local agriculture, energy resources and the environment.



### Vision Statements: Moving

A balanced, safe and attractive transportation system will reduce congestion, improve connectivity and support and direct future growth integrating private vehicles, public transportation, biking, and walking.



### Vision Statements: Living

Job and income growth, improved community services, support for the arts, accessible and connected parks and recreational facilities, good schools, desirable and diverse housing, and safe neighborhoods that have access to local shops and markets.



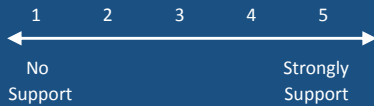
### Vision Statements: Competing

A regional approach to economic development and infrastructure investments will make the region competitive and capable of attracting and supporting existing and new businesses.



## Vision Statements: Collaborating

Leadership that embraces continued community engagement and stronger collaboration among municipalities, the county, the State and WVU will enable the sharing of resources and successful regional growth.



**Part 2: Background**

*Conceptual Framework Map*

*Rating Principles*

*Preliminary Economic Findings*

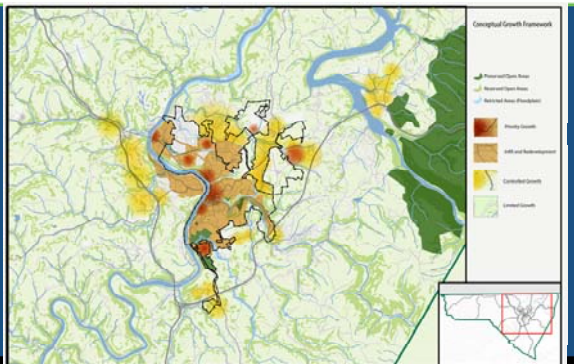
*Preliminary Transportation Findings*

**BURGESS & NIPLE**  
Engineers • Architects • Planners

**ACP**  
ARCHITECTURAL PLANNING

**KUTTER & ASSOCIATES, INC.**  
ARCHITECTURAL PLANNING

## Conceptual Framework Map



## Conceptual Framework Map

A visual representation of the Vision

Preliminarily based on:

1. Results of Understanding Future Growth workshop
2. Work with Comprehensive Plan Committees

### Patterns we found in the Understanding Future Growth Workshop: Redevelopment at higher intensities

Examples:



- All of the groups placed at least half of their chips on areas with existing development
- Many chips were stacked on specific sites that participants felt had redevelopment potential, indicating that development should occur at higher intensities.

### Patterns we found in the Understanding Future Growth Workshop: Infill Development

Examples:



- Most of the groups placed development in undeveloped areas near existing development.
- This infill pattern of development would plug holes in the urban fabric, placing development in areas already served by existing infrastructure, and allowing the urban area to expand in a contiguous pattern.

### Patterns we found in the Understanding Future Growth Workshop: Greenfield development is limited and clustered

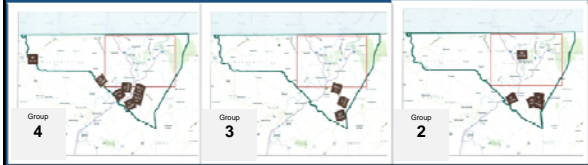
Examples:



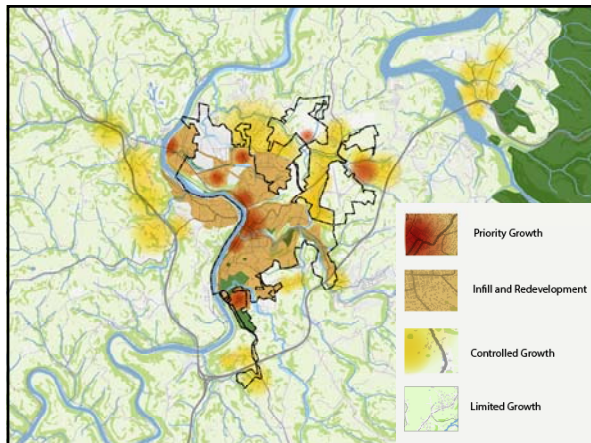
- Groups understood the difficulty in limiting all “greenfield” development.
- Development happening in currently undeveloped areas should be both near existing development and/or clustered to “minimize sprawl” and “preserve open space” rather than occur in a haphazard “leap-frog” pattern.

### Patterns we found in the Understanding Future Growth Workshop: Very limited development in outlying areas

Examples:



- Groups allocated very limited growth for the surrounding region.
- Some identified areas south, along I-79 as suitable for some development, while fewer placed development in the western part of the county.



## Concepts

**Preserve Open** – Areas that are permanently protected from development (parkland)

**Reserve Open** – Areas of steep slopes that are subject to development but should be protected.

**Restricted (floodplain)** – Areas that are subject to development, but where development is restricted due to a high risk of flooding.

**Priority Growth** – Areas where development should be encouraged. Includes growth in new areas and redevelopment within existing areas. Development should be consistent with the Principles (enhance the community's vitality, provide for a greater mix of uses, improve mobility, expand housing choices, and attractive)

**Infill and Redevelopment** – Existing developed areas where additional growth, consistent with the Principles is generally appropriate, but not a strategic priority.

**Controlled Growth** – Developing areas, or currently undeveloped land where more growth is likely due to proximity to existing thoroughfares, infrastructure and adjacency to recent development. Growth in these areas generally expands the footprint of the urban area and should be controlled to minimize negative impacts.

**Limited Growth** – All other areas of that are subject to development, but where increased intensity is generally not desired. These areas include both existing open space and existing development.

## Conceptual Framework Map

A visual representation of the Vision

Will be refined based on:

1. Results of Community Choices
2. Market analysis and forecasts

## Conceptual Framework Map

A visual representation of the Vision

- Represents the intended approach to growth in the region.
- Policy recommendations of the Comprehensive Plans and Long Range Transportation Plan will aim to make this reality.

### Rating Principles

**Principles** reflect community values, in this case related to the character of the physical environment in the region. The principles describe the community's intent about "how" (character attributes) and "where" (conceptual location) land development should occur.

### Rating Principles

1. Infill development and redevelopment of underutilized and/or deteriorating sites takes priority over development in remote greenfield locations.



### Principles

2. Expansion of the urban area will occur in a contiguous pattern that favors areas already served by existing infrastructure.



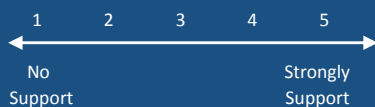
### Principles

3. Future growth in rural areas will conserve open space, preserve sensitive natural features, and respect significant views



### Principles

4. Quality design is emphasized for all uses to create an attractive, distinctive public (streets, sidewalks, parks, and street trees, etc.) and private (building faces, lawns and landscaping, parking lots and driveways, etc.) realm and to promote positive perceptions of the region



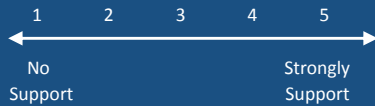
### Principles

5. Development that integrates mixed uses (residential, commercial, institutional, civic etc.) and connects with the existing urban fabric will be encouraged to enhance the region's vitality.



### Principles

6. A broad range of housing types, price levels and ownership options will provide desirable living options for a diverse population



### Principles

7. Residential development will support the formation of complete neighborhoods with diverse housing options, pedestrian-scale streets, integrated public spaces, connection to adjacent neighborhoods, access to transportation alternatives and easy access to basic retail needs



### Principles

8. Places will be better connected to improve the function of the street network and create more opportunities to walk, bike and access public transportation throughout the region



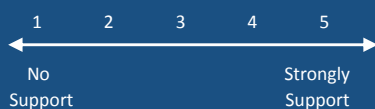
### Principles

9. Parks, open space, and recreational areas are incorporated as part of future development.



### Principles

10. Environmentally sensitive and sustainable practices will be encouraged in future developments.



### Preliminary Economic Findings

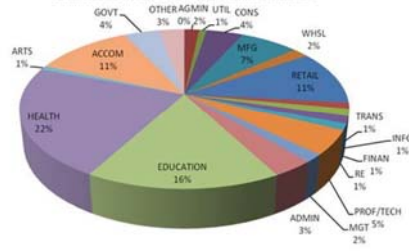
## PART 1. Baseline Economic Conditions & Opportunities



Randall Gross / Development Economics

### Monongalia County Economic Base (2011 Employment)

Sources: US Bureau of the Census and RAND Corp., Development Economics



### Major Employers

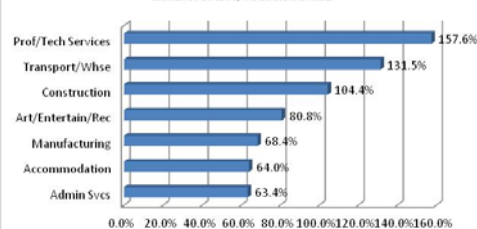
- West Virginia University
- Hospitals
- Mylan Pharmaceuticals
- Swanson Plating Company
- Mining & Construction
- Government
  - Local Schools
  - Federal labs: US DOE, DOA, CDC
- Other:
  - Teletch Customer Care Management (telemarketing)-800
  - Waterfront Place Hotel
  - United Biosource Corporation (data processing)
  - Gabriel Bros (warehouse/corp office)
  - Urgent Care, Washington Group, WV Choice, Allegheny Power



### Economic Trends

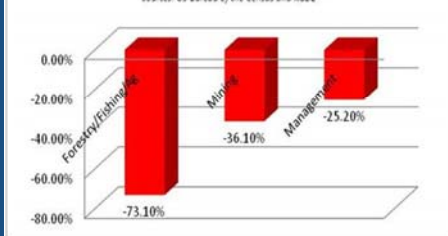
#### High-Growth Sectors, Monongalia County, 1998-2011

Sources: US Bureau of the Census and RODE



### Declining Sectors, Monongalia County, 1998-2011

Sources: US Bureau of the Census and RODE



Note: Mining has made a comeback since 2006.

### Key Indicators

- Metro Labor Force: 70,000
- Unemployment 5%
  - Well below state and national averages
  - 9<sup>th</sup> lowest among metro areas in the South
- Housing Prices
  - Remained stable despite national dip
- Core Economic Stability:
  - College Town: Employment in WVU/education & health care
  - Large government R&D facilities
  - Dominance of large/growing pharmaceutical company
  - Re-birth of mining industry



## Economic Clusters and Concentrations

### Education

#### Health Care Cluster

Government/R&D  
Pharmaceuticals  
Information Technology  
Scientific Consulting

#### Energy /Resources Cluster

Government/R&D  
Mining & Utilities  
Engineering Services  
Tech Consulting

#### IT Cluster

Computers, marketing, management services

#### Tourism Cluster

Recreation services, accommodation, foodservice



## Business Stakeholder Input

### Primary Advantages of Area Location

- Location/Market Access
- Available Bldg / Site
- Near Owner's Home

### Primary Disadvantages of Area Location

- High real estate costs
- High taxes

### Employment Issues

- Dearth of skilled workers with higher degrees
- Lack of available service workers – lack of affordable housing

## Key Planning & Development Issues

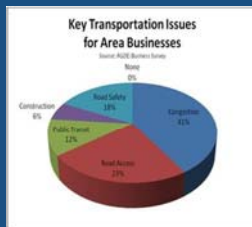
- Traffic Congestion & Road Safety
- Appearance
- Available Infrastructure
- Lack of developable land
- Cost of development
- Parking

## Quality of Life Issues

- Air Quality (25%)
- NONE (25%)
- Public Services (16%)

## Business Needs

- Address road & infrastructure issues
- Address tax structure to improve business climate (esp B&O)
- Improve physical appearance – better enforcement, licensing



## Competitive Advantages

- West Virginia University
- Federal Laboratories and Innovation Base
- Skilled Professional Base (catching up)
- Regional Health Care Center
- Proximity to Pittsburgh and Washington, DC
- Access to Natural Resources & Rec. Amenities
- Historic Downtown & Riverfront Amenities

## Comparable Communities

### ▪ Asheville, North Carolina

*Arts, mountain-based tourism; professional/tech services*

### ▪ Blacksburg, Virginia

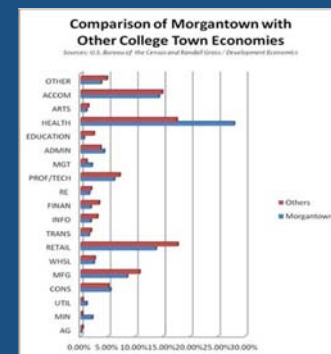
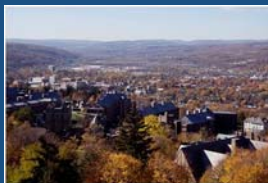
*Engineering services, R&D, manufacturing*

### ▪ Ithaca, New York

*Manufacturing, high-tech, tourism*

### ▪ State College, Pennsylvania

*Information/Intelligence R&D*



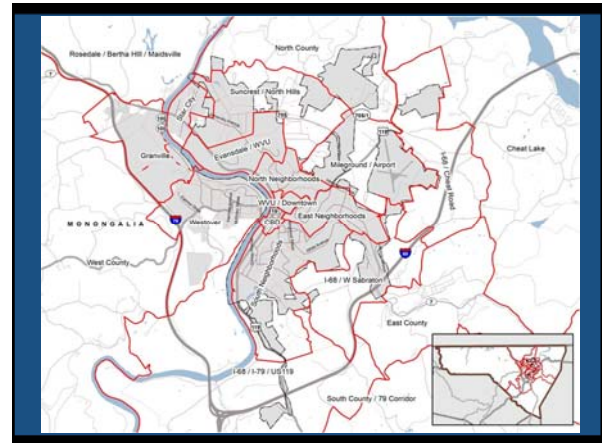
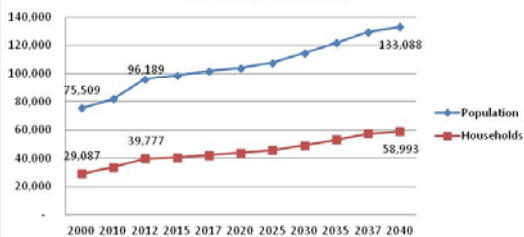
## PART 2. Land Use Projections

### Purpose, Methodology and Assumptions

- **Purpose:**
  - Inform Land Use Planning and Policy
  - Provide Basis for Long-Range Transportation Forecasting and Planning
- **Basis for Projections**
  - WVU Monongalia County Population Projections through 2040
  - Workforce West Virginia WIA Employment Projections through 2020
- **Overall Methodology**
  - Extrapolated Demographic Forecasts from State Sources
  - Examine Economic Trends and Market Conditions
  - Develop County-wide Land Use Forecasts
  - Allocate Land Use Demand by Sub-Area (using Transportation Analysis Zones)
  - Re-Allocate Land Use Based on Community Principles
- **Caveats**
  - Absence of inventories, market trend data, and long-term demographics

### Monongalia County Population and Household Projections

Sources: WVU Bureau of Business and Economic Research, U.S. Bureau of the Census, Claritas Inc., and Randall/Quinn / Development Economics



### How was Growth Apportioned by Sub-Area?

- **Market-Based Trend**
  - Past trends
  - Occupancy & vacancy patterns
  - Market conditions & forecasts (i.e., expenditure potentials)
  - Location, access and competitive features
- **Policy-Based on Community Principles, if Applied**
  - Incentives and regulation
  - Encourage infill and densification in existing developed areas
  - Discourage "sprawl" in outlying & under-served areas
  - Promote mixed-use development in key corridors and nodes
    - Focus on mix of jobs and housing

### Market Considerations

- **Housing**
  - Cheat Lake Area amenities have attracted move-ups
  - Desirable historic neighborhoods / South Park, Suncrest
  - Strong rentals, stable for-sale market
  - Cost of land & development can be higher due to physical constraints
- **Key Market Drivers**
  - Hospitals and Mylan employees, young professionals & students, university faculty, federal employees
- **Retail**
  - Shift underway from mall formats to town center/boxes
  - Downtown desirable and successful, but limited space for expansion
  - Lack of east-west connector impacts on retail market efficiency
- **Industrial**
  - Land available in industrial parks but limited building space
  - Oil/gas driving current demand
- **Office**
  - University and hospitals drive demand
  - Few office "parks," but performing well

## Countywide Land Use Projections

– general findings, impact of policies

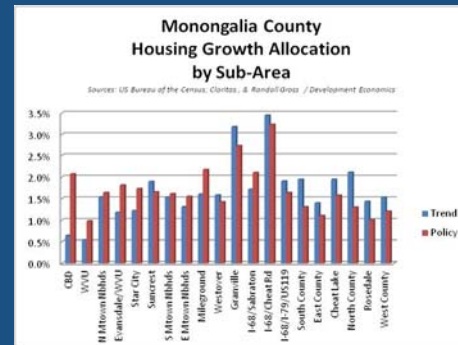
### •Housing

- Demand for almost **17,200 more housing units** by 2037
- Increase of 42.9% in 25 years (1.6% per year)
- There are **11,700 more housing units in 2012 than in 1990**
- Increase of 37.0% in 22 years (1.7% per year)

### •Retail

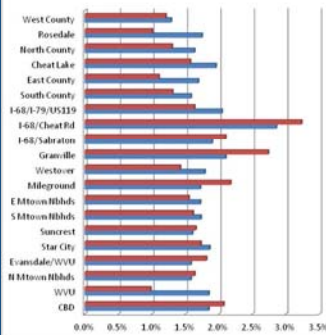
- Demand for **2.8 million square feet of retail space** by 2037
- Increase of 47.1% in 25 years (1.9% per year)
- Translates into 4,115 more retail & restaurant jobs
- There are about 3,200 more retail & restaurant jobs in 2012 than in 1998
- Increase of 37.7% in 14 years (2.7% per year)

## Sub-Area Projections



## Monongalia County Retail Growth Allocation by Sub-Area

Sources: US Bureau of the Census, Claritas, and Randol/Grass / Development Economics



## Issues and Questions for Consideration

- How to reduce effective development costs in targeted areas
- How to enhance or create “amenity value” as a spur for infill and redevelopment in urbanized areas
- How to use transportation as an incentive for development
- How to reduce dependency on several large employers
- How to encourage a balanced approach to jobs and housing
- How to create the appropriate mix of “carrots” and “sticks” to balance development

## Preliminary Transportation Findings

## Transportation System

- Walking
- Automobile
- Bicycling
- Bus
- PRT

### Roadways Characteristics

- Nearly 17% of roadway “arterials” are at, or over capacity with numerous “bottlenecks” in the system
- Many “substandard” roadways
  - Steep grades
  - Sharp turns/curves
  - Narrow lane widths
  - Narrow shoulder widths

### Roadway Challenges

- Very difficult to widen existing or construct new roads due to limited right-of-way availability and the area’s topography
- Uncontrolled development patterns and lack of improvements to transportation infrastructure or access control over the years have lead to many capacity/safety problems
- Lack of local consensus has stymied past attempts to construct roadway/highway improvements

### Automobile Traffic Characteristics

- Peak travel times and traffic operations highly influenced by WVU schedule
- Travel patterns influenced by parking availability and locations

### Primary Public Transit Service Providers

- Mountain Line Transit Authority
  - Focus on the urban core with reach into the County
  - Major service expansions are planned but not funded
- WVU
  - Focus on shuttle service connecting campuses
  - Operates PRT
    - Excellent reliability record
    - Undergoing maintenance and technology upgrades
    - No plans/funding for expansion of system

### Transit Characteristics

- Good transit service coverage in key populated areas
- Frequency of service is deficient in most areas
- Hours of day of service also deficient in most areas
- Lacks consistent stop locations with quality amenities and good pedestrian environments

### Pedestrian System Characteristics

- Primarily sidewalks and multi-use trails
- Grade/topography a major concern
- Sidewalk coverage/connectivity deficient in most areas
- Narrow sidewalks adjacent to high speed traffic
- Lack of crosswalks
- Many existing sidewalks are substandard with utility poles and other impediments blocking the pathway

## Pedestrian Safety

- 1998 through 2008
  - 226 reported pedestrian injuries
  - Consistently 20 to 25 pedestrian injuries per year

*Leading pedestrian accident locations*

|                              |                                  |
|------------------------------|----------------------------------|
| Spruce & Walnut (9)          | University/Beechurst/Fayette (5) |
| High & Willey (8)            | Beechurst & Campus (5)           |
| S. University & Pleasant (8) | Chestnut Ridge/Van Voorhis (5)   |
| University & College (8)     | High & Walnut (4)                |
| N. Willey & Prospect (7)     | High & Fayette (4)               |
| Spruce & Pleasant (5)        | University & Prospect (4)        |

West Virginia University Injury Control Research Center January 1998 – June 2008

## Pedestrian Demand

- Local demographics lead to:
  - Walking more prevalent in Morgantown than anywhere else in WV
  - Significant demand for walking/running for exercise
  - University connections to off-campus residential areas especially important

## Bicycling Characteristics

- On-street travel:
  - Narrow lanes and steep grades can make bicycling difficult on many roadways
  - Few streets with paved shoulders
  - No on-street bike lanes exist
  - Steep side slopes and narrow rights-of-way make bike lane improvements difficult
  - “Bikeable” routes exist (see Morgantown Bicycle Board’s “Commuter Map”)

## Bicycling Characteristics

- Trails
  - Excellent opportunities for cycling (recreational and commuting) on trails
  - Nearly 10-miles of paved trails
    - Caperton Trail
    - Decker’s Creek Trail
  - Many more miles of nature surface trails at City and County parks

## Bicycling Characteristics

- Parking
  - Numerous racks in City and WVU Campus
  - Parking rings already added to several downtown parking meters with possibly more in the future



### Part 3: Scenarios

Scenario #1  
Scenario #2  
Scenario #3  
Ranking Scenarios





### Summary Points

The region will continue to grow

There are natural and man made challenges to transportation and mobility

We heard about choices on WHERE to accommodate future growth

HOW should that growth occur?

### Three Scenarios

1. The majority of future development will be in the form of infill and redevelopment within the primary urban area.
2. The majority of future development will be in the form of new development contiguous to the primary urban area.
3. The majority of future development will continue the growth patterns we have seen in the past 10 years.

### Scenario #1

1. The majority of future development will be in the form of infill and redevelopment within the primary urban area.

### Definitions

Redevelopment means erecting new buildings in the place of old ones

Infill is building to occupy an empty space between buildings, the empty portion of a block, or an empty block or area

Reuse is changing the way an existing building is used

### Implications

Densities will increase

May require regulation changes in some areas

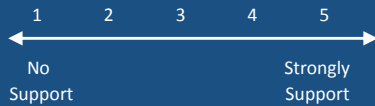
May need upgrading of the service infrastructure

Requires rethinking of transportation priorities



### Rating Scenario #1

The majority of future development will be in the form of infill and redevelopment within the primary urban area.



### Scenario #2

2. The majority of future development will be in the form of new development contiguous to the primary urban area.

### Implications

Development is directed toward areas adjacent to ones already developed

May require additional and or new regulations outside of the two jurisdictions and in the county

Requires investment in new service infrastructure

May require limited extension of the road network

### Rating Scenario #2

2. The majority of future development will be in the form of new development contiguous to the primary urban area.



### Scenario #3

3. The majority of future development will continue the growth patterns we have seen in the past 10 years.

### Implications

Development can occur anywhere there is buildable land

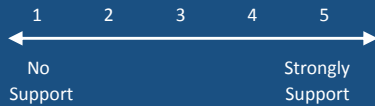
Development patterns are harder to predict

Larger investments in service infrastructure and roads

No needs to change regulations

### Rating Scenario #3

3. The majority of future development will continue the growth patterns we have seen in the past 10 years.



### Ranking the Scenarios

1. Please rank the three scenarios relative to each other where rank 1 is most preferred and rank 3 is least preferred.
2. After considering the possible scenarios, what do you think is the best outcome for the future of this region?

Thank you!

