

Appendix B

Public Involvement

The following documents summarize each public input opportunity during the Crossroads regional vision process and the Comprehensive Plan Open House.

- 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***
- 8. *Comprehensive Plan Open House Summary***
- 9. *Comprehensive Plan Open House Verbatim Comments***

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 29th.

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 WVDOH'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 Thielen, 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?

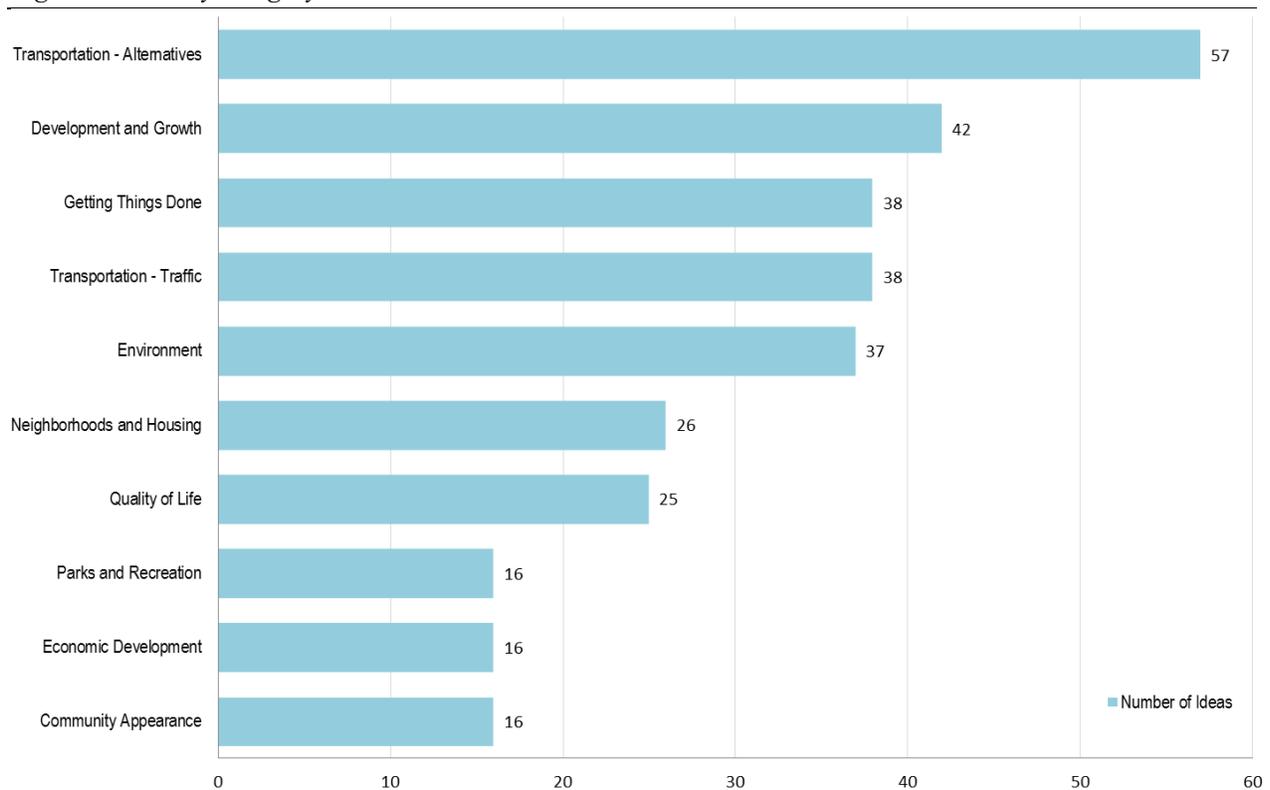
A. Ideas For The Future

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.

Satisfaction	YES
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%

	Too Long	Too Short	About Right
Rate the workshop length.	1%	1%	98

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

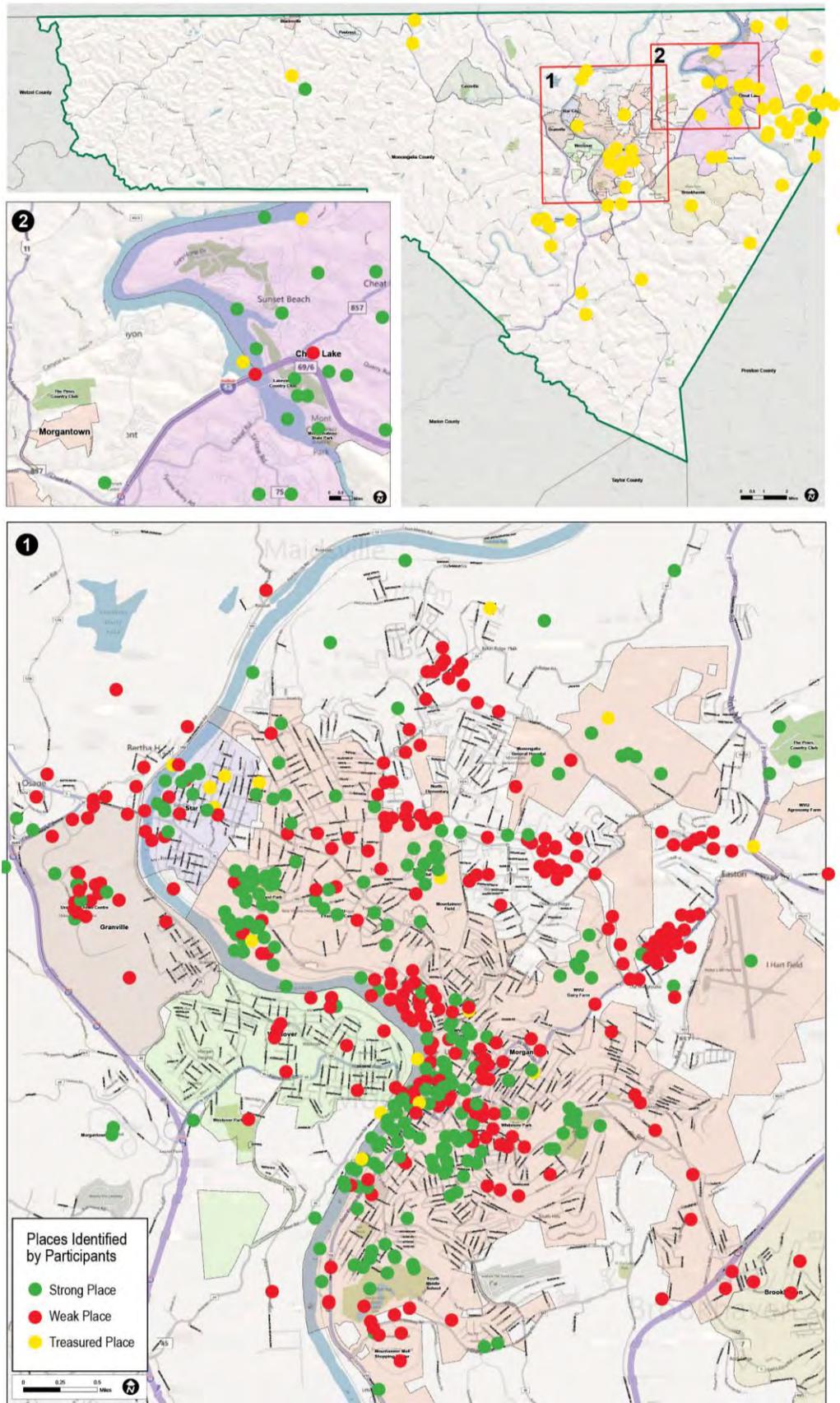


Figure 2 is a composite of all the small group maps from the Strong Places, Weak Places activity. Refer to Page 2 for description of this activity. An 11x17 inch version of this map along with images of each of the eleven group maps is attached to this memo.

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

Key: NE: North Elementary SMS: South Middle School

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 (cosswalks, 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, saftety and sustainability
14	Citizen	13-Feb	Promote telework
15	Citizen	13-Feb	Improve air quality
16	Suncrest Neighborhood Assoc.	24-Jan	Access and interface with commercial services (garbage pickup, recycling)
17	Suncrest Neighborhood Assoc.	24-Jan	Expansion of transportation options to jobs, university, shools
18	Suncrest Neighborhood Assoc.	24-Jan	Pedestrian accessibility (sidewalk repair, replacement, development, bridges, park & trail access
19	Suncrest Neighborhood Assoc.	24-Jan	Bicycling transportation options
20	Suncrest Neighborhood Assoc.	24-Jan	Schools and Education (retention of existing schools, changes, additions, older adult, children, intergenerational)
21	Suncrest Neighborhood Assoc.	24-Jan	Street lighting to enable year-round pedestrian and cycling travel
22	Suncrest Neighborhood Assoc.	24-Jan	Housing goals (code enforcement, long-term affordability, affordable housing, home repair loans, building green)
23	Suncrest Neighborhood Assoc.	24-Jan	Traffic (speeding, traffic calming, truck traffic, bus idling, air quality, parking)
24	Suncrest 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

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

ID #	Source	Date	Idea
64	Woodburn Association of Neighbors	25-Jan	Explore forming a limited liability company 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 (Marilla/White/Suncrest)	Make City nice to live in
42	1/25/2012	4	Nye, R	Towns/Parks (Marilla/White/Suncrest)	Public Recreation
206	1/26/2012	2	Reinke	Cheat Lake	Recreation, Restaurant access
207	1/26/2012	2	Reinke	Cheat Lake	Good quality of life housing
205	1/26/2012	2	Reinke	Downtown/South Park/WVU downtown campus	Pedestrian friendly
203	1/26/2012	2	Reinke	Downtown/South Park/WVU downtown campus	Vitality, services, streetscape
204	1/26/2012	2	Reinke	Downtown/South Park/WVU downtown campus	South Park historic 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 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 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 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 (rail trail)	Parking, buses, PRT, boats
147	1/26/2012	1	Stout	Downtown/Wharf/Amphitheater (rail trail)	Restaurants, pedestrian access to businesses
146	1/26/2012	1	Stout	Downtown/Wharf/Amphitheater (rail trail)	Community activities
150	1/26/2012	1	Stout	Downtown/Wharf/Amphitheater (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 Residential	Retain school inside

Idea gathering Meetings Verbatim Comments

200	1/26/2012	5	D. Williams, D.	Residential Suncrest and Star City Residential	neighborhoods in City limits Crossing guards
196	1/26/2012	5	Williams, D.	Suncrest and Star City Residential	Peaceful, quite residential 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	Noisy
73	1/25/2012	2	Clow	Mileground	Overdeveloped

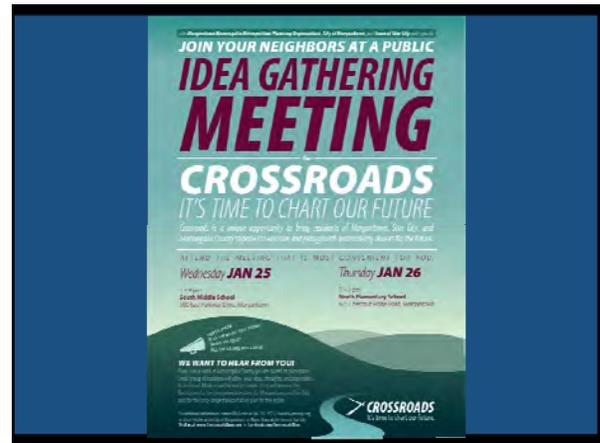
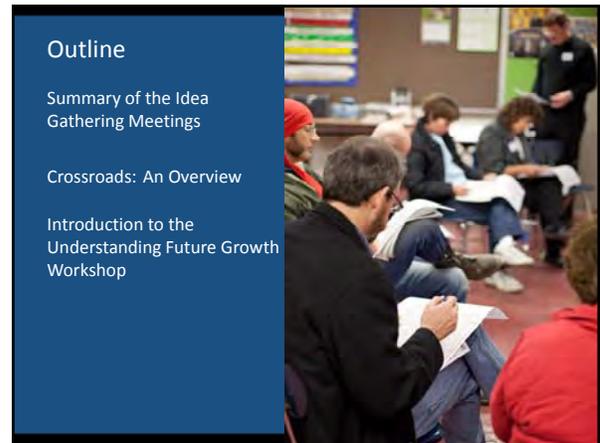
74	1/25/2012	2	Clow	Mileground	Only way out
75	1/25/2012	2	Clow	Mileground	Traffic control synchronization
76	1/25/2012	2	Clow	Downtown	Dilapolated housing/student housing
77	1/25/2012	2	Clow	Downtown	Lack od accessibility
78	1/25/2012	2	Clow	Downtown	POOR BIKE/PEDESTRIAN ACCOMODATIONS
79	1/25/2012	2	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 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 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 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 Avenue	Traffic congestion
98	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Road do not support the traffic
99	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Residential blight
100	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Dangerous
101	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Aesthetically displeasing and depressing
102	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Unregulated development
103	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	No organized group of people that care about the place
104	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Non-owner occupied
105	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Not enough emphasis upon people housing instead of student housing
106	1/25/2012	1	Kierig	Brockway/Pennsylvania Avenue	Too much paving/concrete
107	1/25/2012	1	Kierig	Sunnyside/Beechurst	Traffic congestion

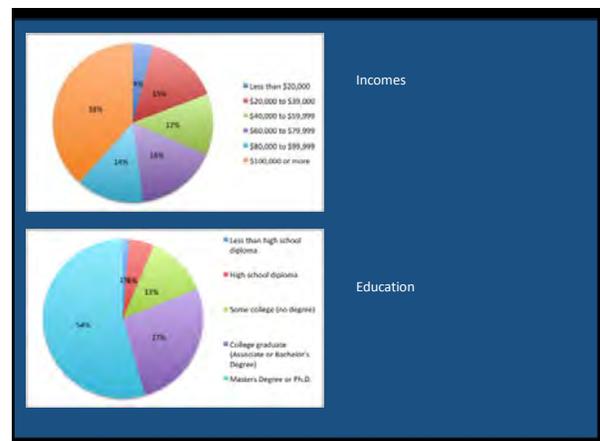
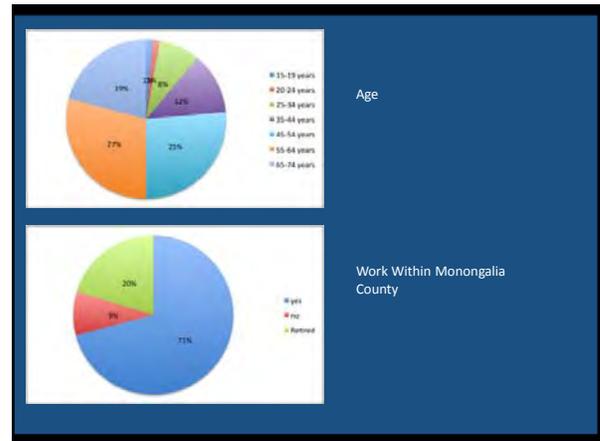
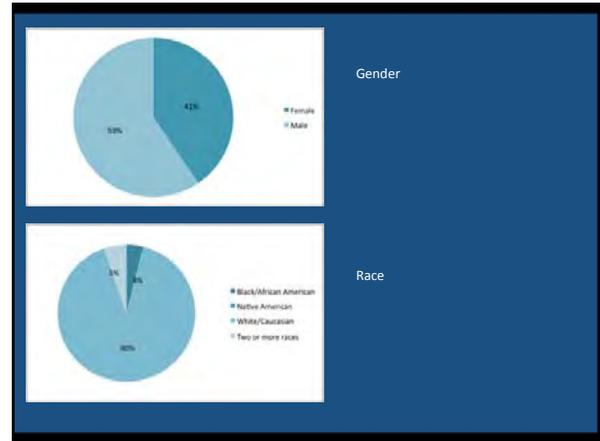
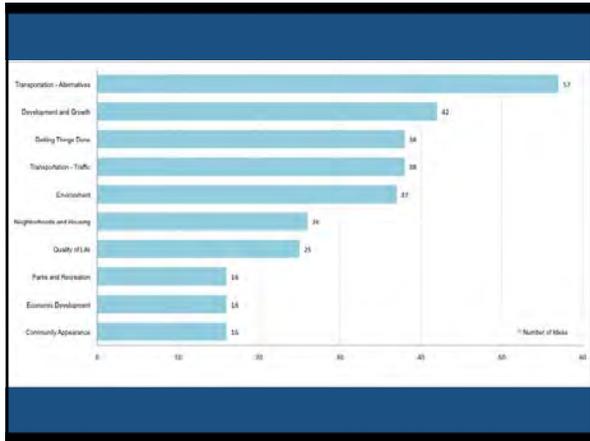
				Corridor	
108	1/25/2012	1	Kierig	Sunnyside/Beechurst Corridor	Road do not support the traffic
109	1/25/2012	1	Kierig	Sunnyside/Beechurst Corridor	Residential blight
110	1/25/2012	1	Kierig	Sunnyside/Beechurst Corridor	Dangerous
111	1/25/2012	1	Kierig	Sunnyside/Beechurst Corridor	Aesthetically displeasing 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

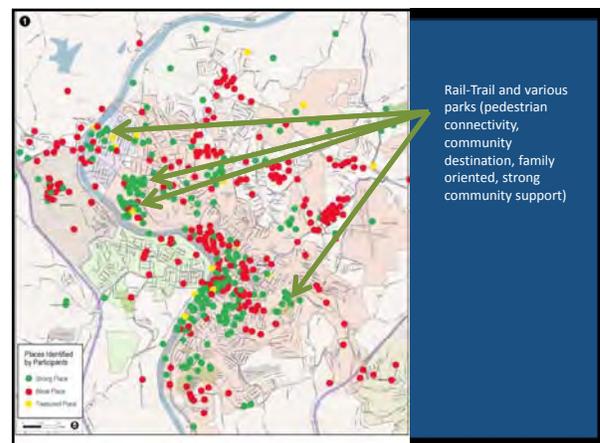
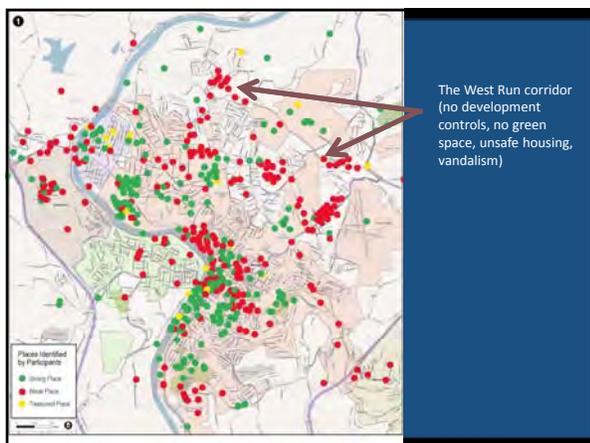
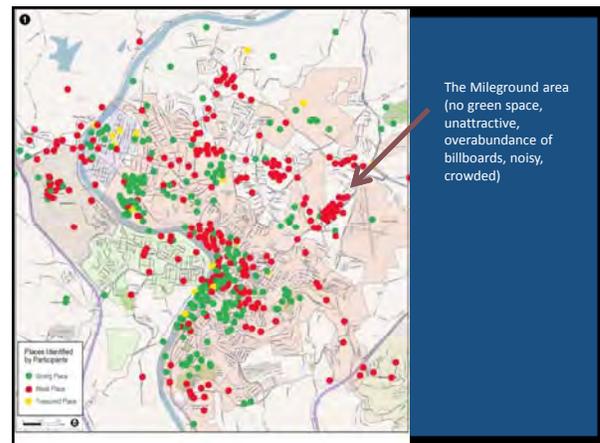
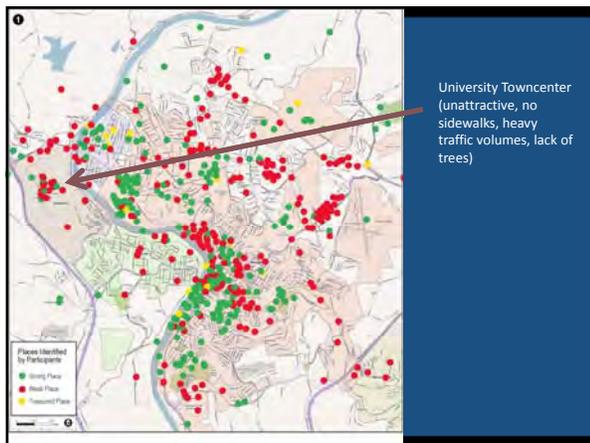
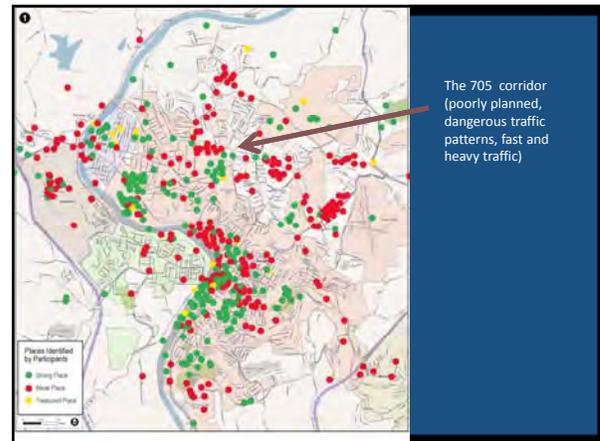
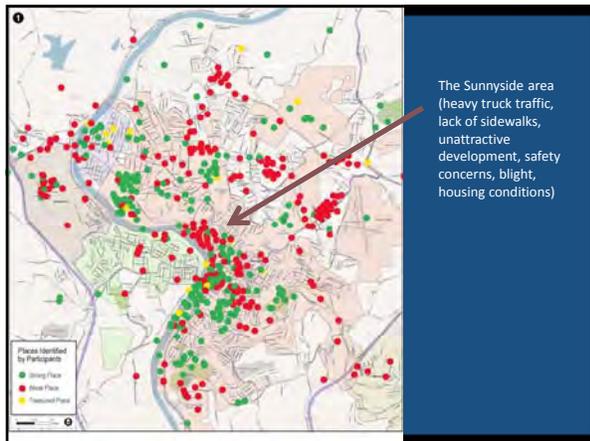
144	1/26/2012	6	Kierig	Beechurst/Sunnyside	Truck traffic (dump trucks to power plants)
145	1/26/2012	6	Kierig	West Run Road	Design doesn't respect[natural environment
146	1/26/2012	6	Kierig	West Run Road	Development without planning
147	1/26/2012	6	Kierig	West Run Road	No greenery/green space
148	1/26/2012	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

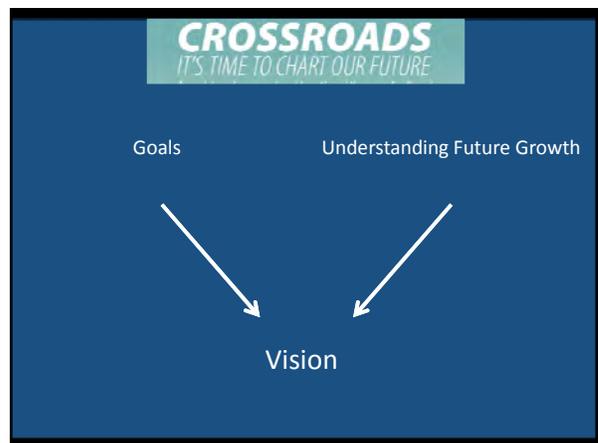
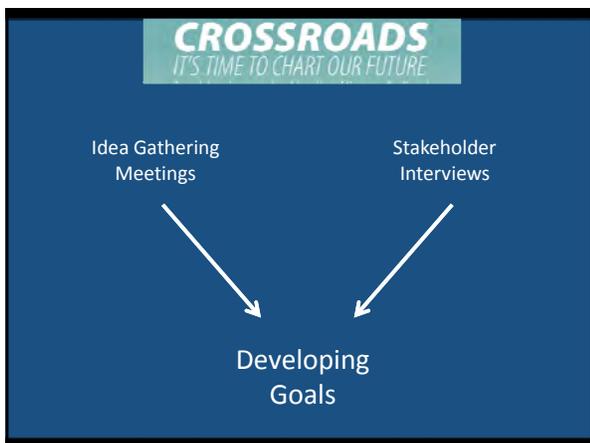
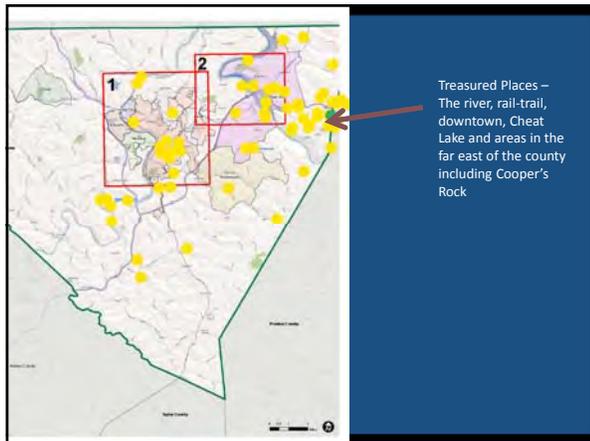
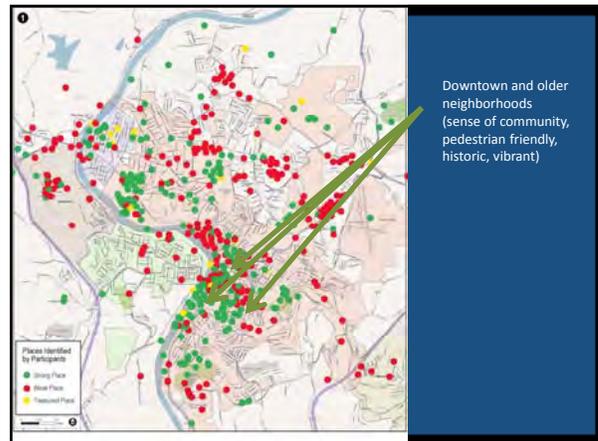
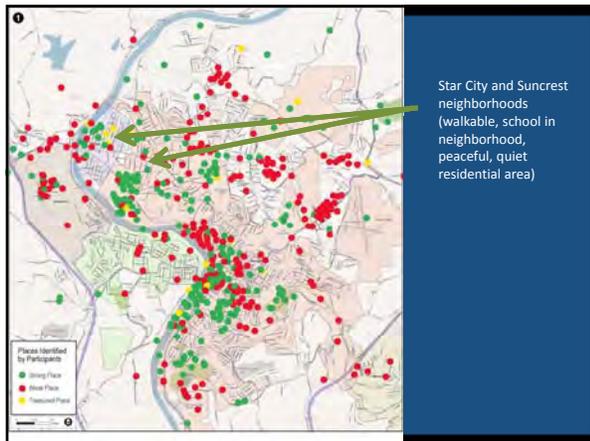
180	1/26/2012	4	Richmond	Chestnut Ridge Road Area	high traffic area
181	1/26/2012	4	Richmond	705/Suncrest Town Center	Lack of planning
182	1/26/2012	4	Richmond	705/Suncrest Town Center	Lack of pedestrian usability
183	1/26/2012	4	Richmond	705/Suncrest Town Center	Dangerous driving
184	1/26/2012	4	Richmond	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

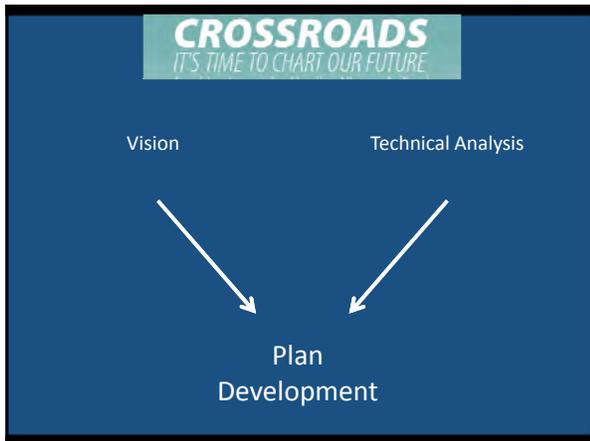
208	1/26/2012	5	Williams, D.	2 (Uncontrolled development/Haphazard)	Overlapping properties/build on other peoples properties (air-born- decks on other peoples side
209	1/26/2012	5	Williams, D.	University Town Center/Granville	Disjointed/non-continuous
210	1/26/2012	5	Williams, D.	University Town Center/Granville	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









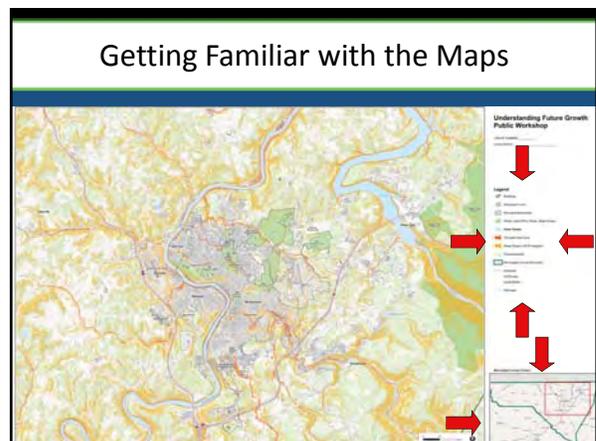


- ### Next Step
- Two Hands-on Planning workshops
 - Early June
 - To consider discrepancies between the vision and the technical analysis



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

- ### Purpose
- To recommend where future growth should occur





The gray areas indicate developed land. This includes land used by residential, commercial, and institutions

This map shows a detailed street grid with various colored overlays. A red arrow points to a specific location within the grid.



The darker green areas indicate public land. This is public land that includes parks, state forests, and land owned by WVU

Monongalia General Hospital

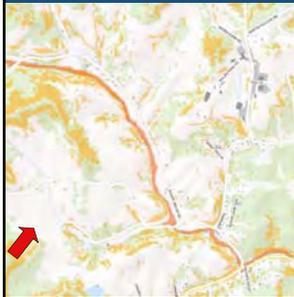
This map shows a broader area with green and orange tones. A red arrow points to the Monongalia General Hospital.



The light green areas indicate forest land

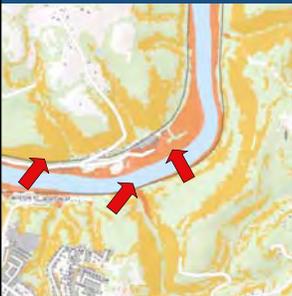
Monongalia General Hospital

This map shows a similar area to the previous one, with a red arrow pointing to a specific location.



The white areas indicate undeveloped land

This map shows a similar area to the previous one, with a red arrow pointing to a specific location.



The light blue areas indicate water bodies

The dark yellow areas indicate steep slopes

The red areas indicate 100-year flood zones

This map shows a river and surrounding areas with various colored overlays. A red arrow points to a specific location.



Lavender and yellow lines indicate major roads

This map shows a similar area to the previous one, with a red arrow pointing to a specific location.

Quantifying Future Growth

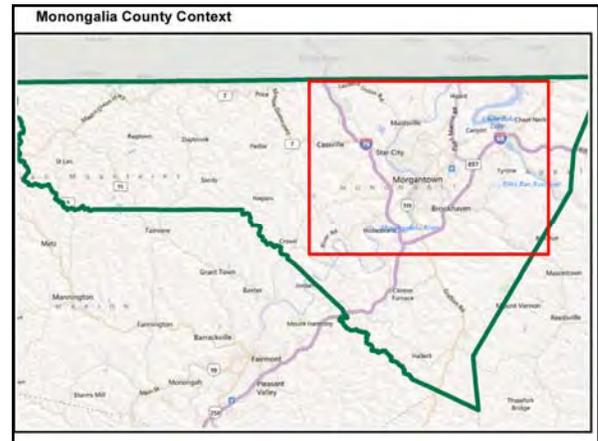
- Forecasting population growth to 2040
- Identifying an average per-capita land consumption rate

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
Change 2000-2010	14,323

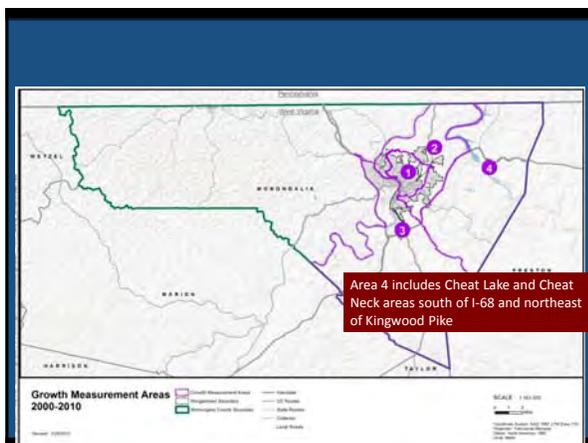
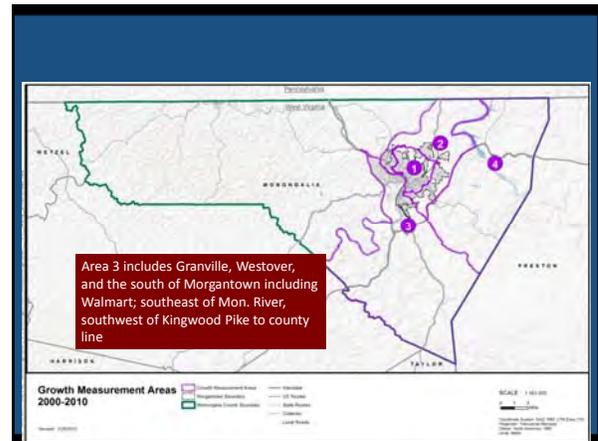
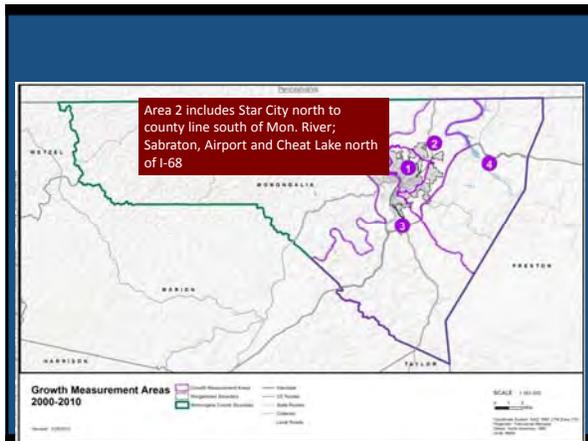
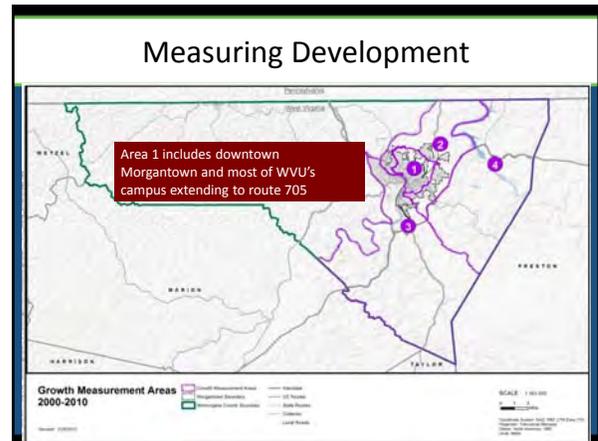
Population Change in Map Area 2000-2010

Map Area	
▪ Population 2000	70,905
▪ Population 2010	96,189
Change 2000-2010	14,494

Comparison

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

A reasonable expectation is that this trend will continue



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 ½ 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

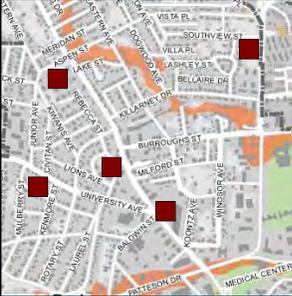


Chips can be placed on any undeveloped land



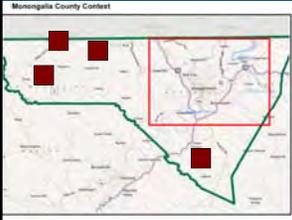
Chips can be placed on top of one another, indicating the desire to increase intensity of development in one area and use less land overall

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 Thielen, 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 28th, 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

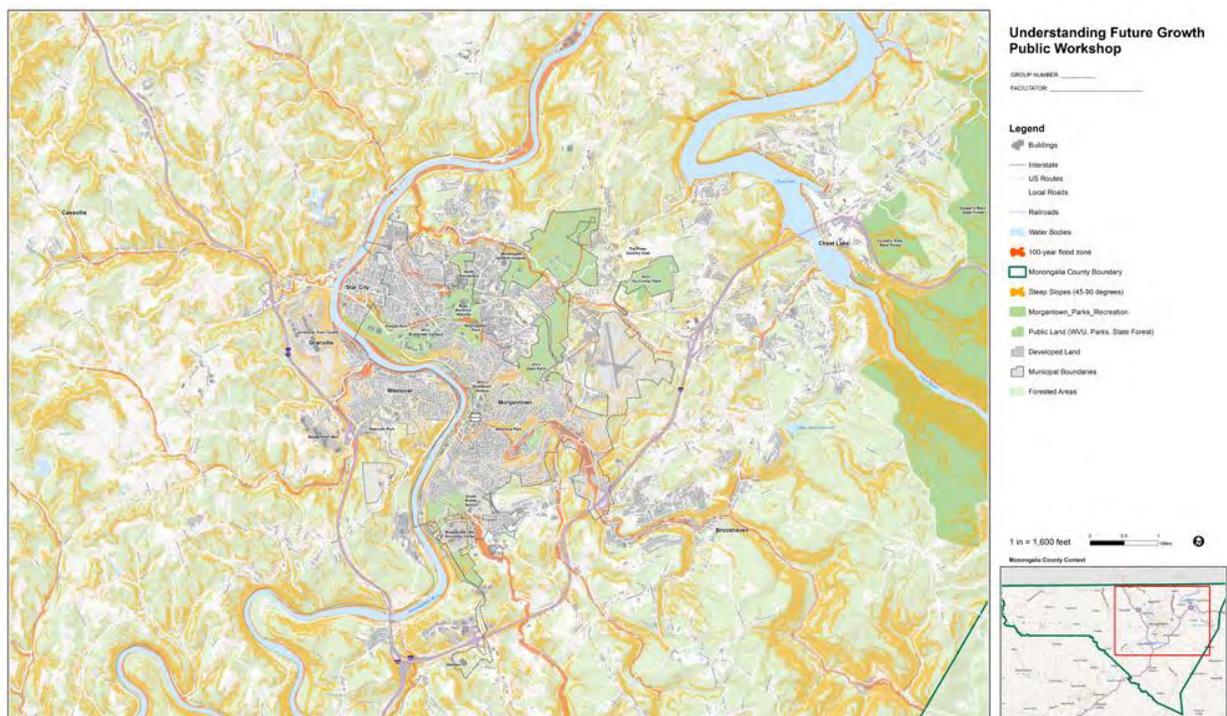
(shown below) covered the area of Monongalia County that contained most of the existing development and population. They featured data layers showing protected land, developed areas, undeveloped land, and land constrained by steep slopes or floodprone areas. Participants could place the paper “chips” 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.

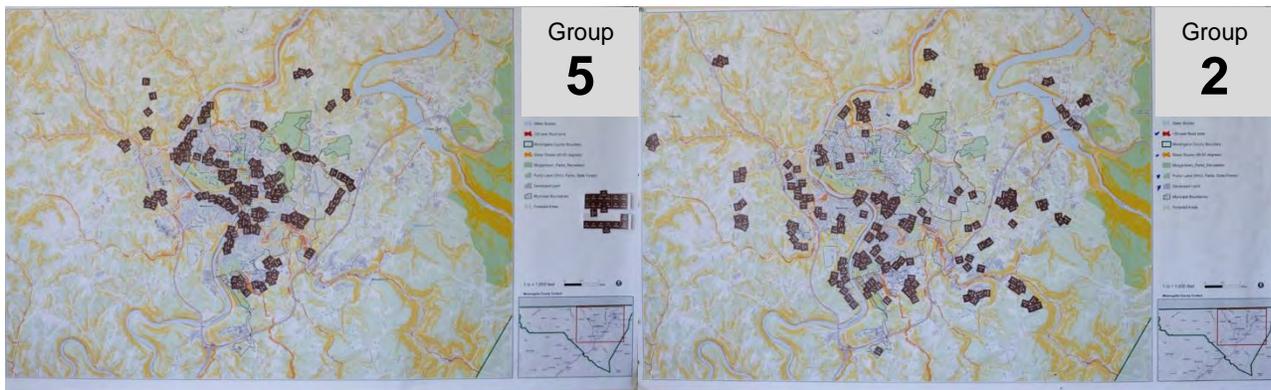
A. Where do we grow mapping

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.

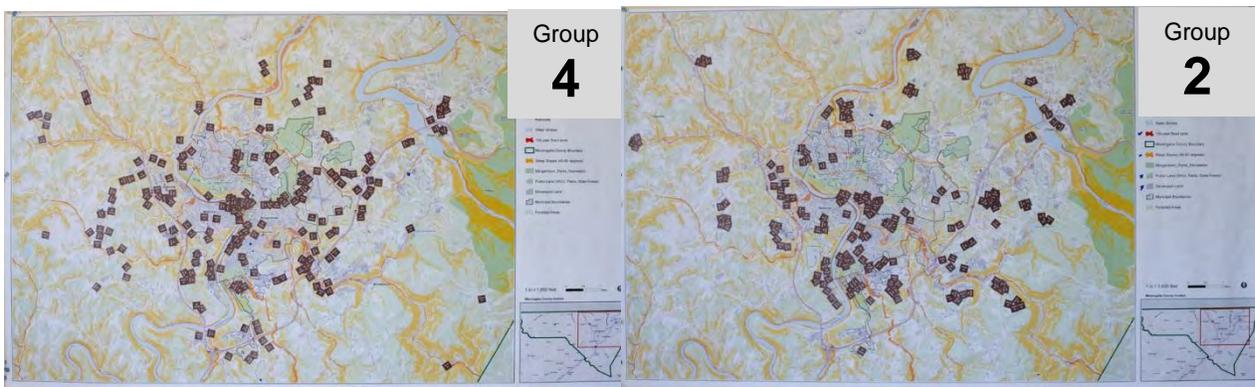
Examples:



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.

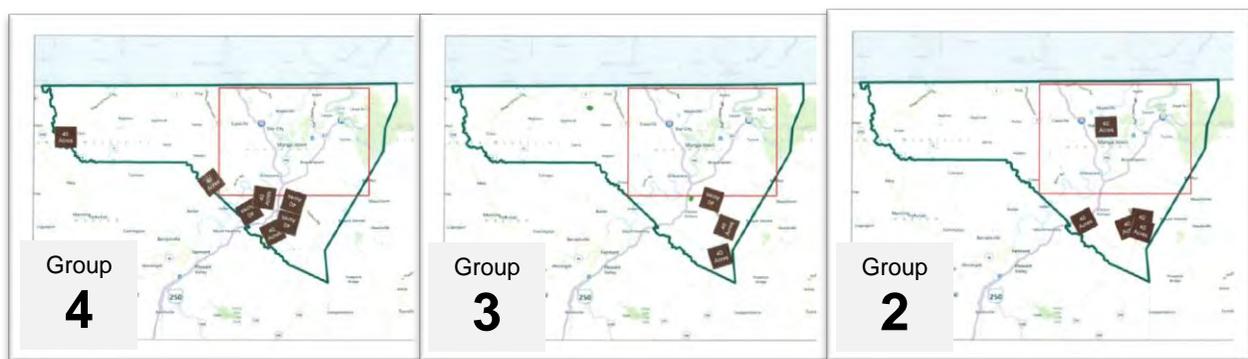
Examples:



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.

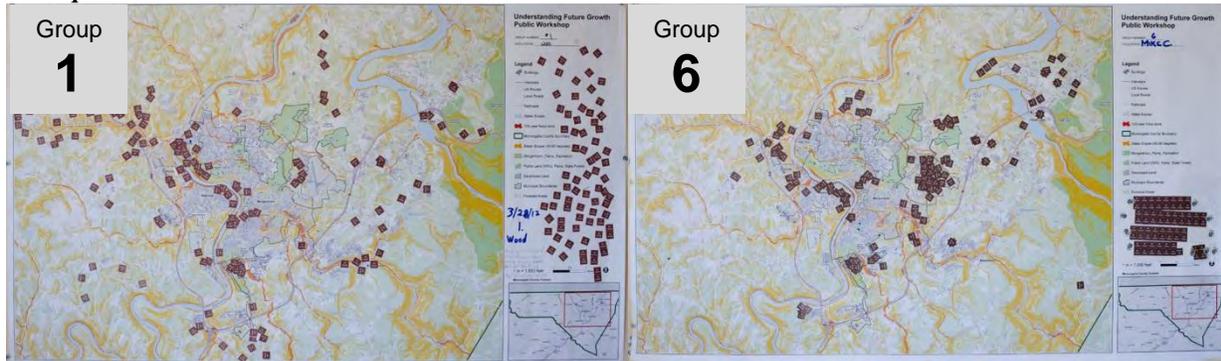
Examples:



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

Satisfaction	YES
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%

	Too Long	Too Short	About Right
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 Thielen, 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 6th, 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 balance 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...**

- 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:	4.1	4.3	3.6	4.2

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.

- 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:	4.1	4.2	3.8	4.1

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.

- 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:	4.2	4.4	4.2	3.8

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

- 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:	4.6	4.9	4.8	4.0

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.

- 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:	4.1	4.0	3.8	4.1

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:	4.1	4.3	3.8	3.9

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:	4.5	4.8	4.0	4.2

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:	4.6	4.9	4.4	3.8

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:	4.6	4.9	5.0	3.9

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:	4.4	4.6	4.8	3.8

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:	3.5	3.5	3.3	3.7

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:	2.9	2.7	3.0	3.1

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 advantage 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:	1.7	1.4	2.3	2.3

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.

Occurrence of each ranking combination				
Most Preferred		Least Preferred		Count
Scenario 1	Scenario 2	Scenario 3		22
Scenario 2	Scenario 1	Scenario 3		8
Scenario 2	Scenario 3	Scenario 1		4
Scenario 1 & 2		Scenario 3		2
Scenario 3	Scenario 2	Scenario 1		2
Scenario 1	Scenario 3	Scenario 2		1
Scenario 1				1
Scenario 3	Scenario 1	Scenario 2		0

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	24	17	1	5
Least Prefer	6	4	0	2

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	14	4	2	7
Least Prefer	1	1	0	0

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	2	2	0	0
Least Prefer	33	18	3	10

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 & NIPLÉ
Engineers • Architects • Planners

ACP

K Consulting & Architecture, Inc.
TRANSPORTATION & INFRASTRUCTURE

Logos for MMPO, WV Dept of Transportation, State of West Virginia, and West Virginia University are at the top. A photo of a street scene with a bus and a pedestrian crossing sign is on the right.

Tonight's Agenda

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

A photograph showing a group of people sitting around a table in a meeting room, looking at documents.

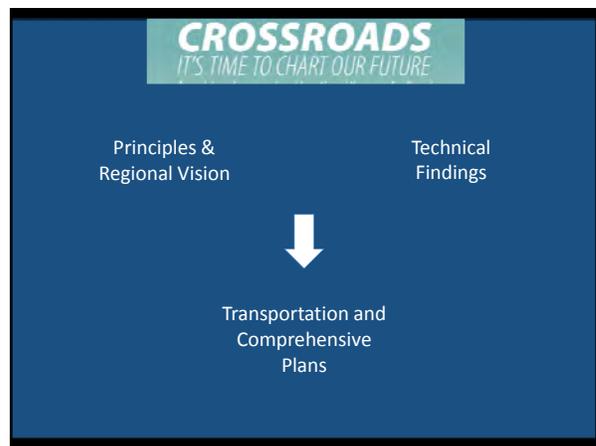
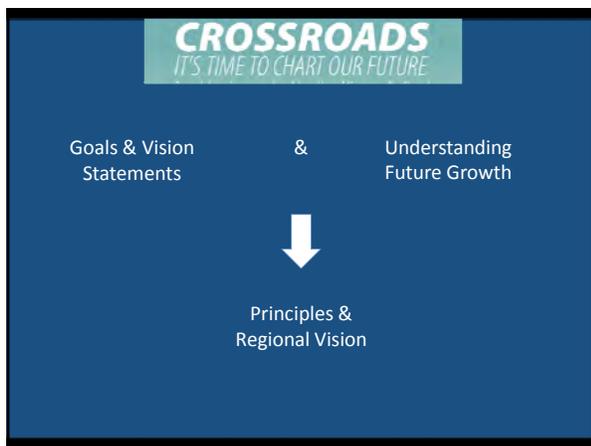
Part 1: Regional Vision
Idea Gathering
Understanding Future Growth
Community Choices
Rating Vision Statements

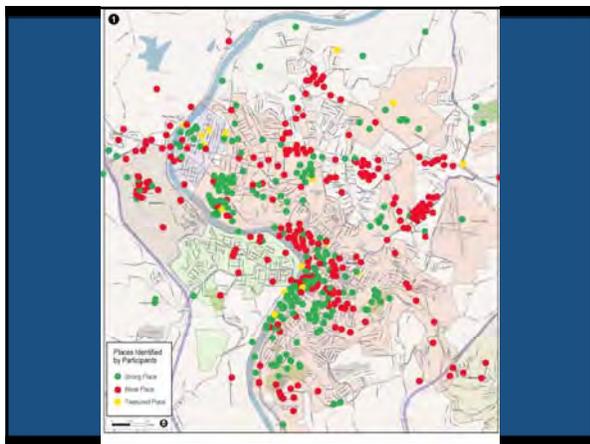
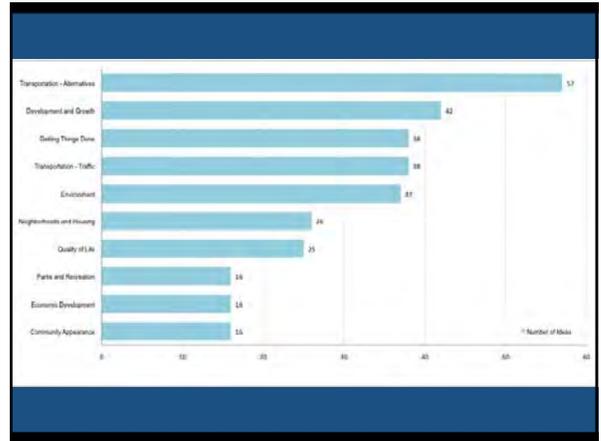
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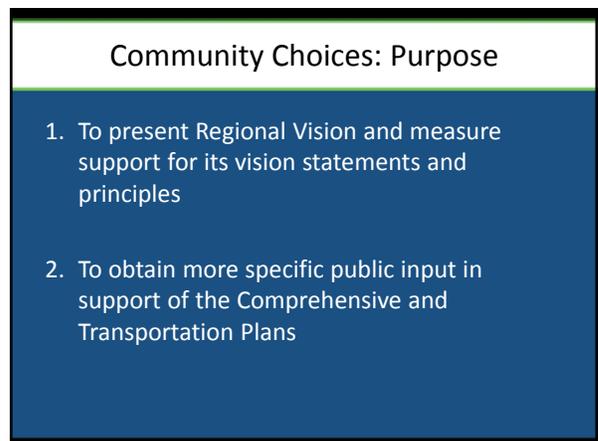
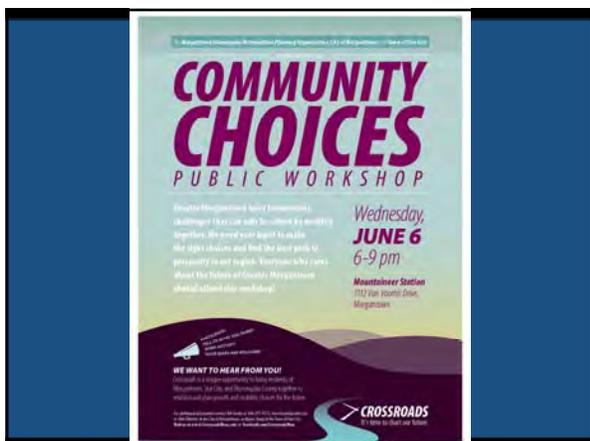
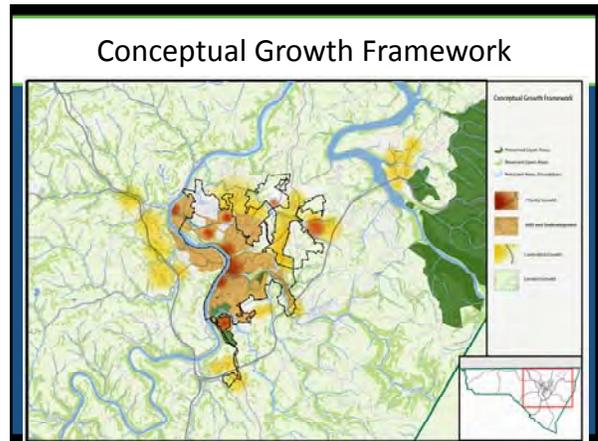
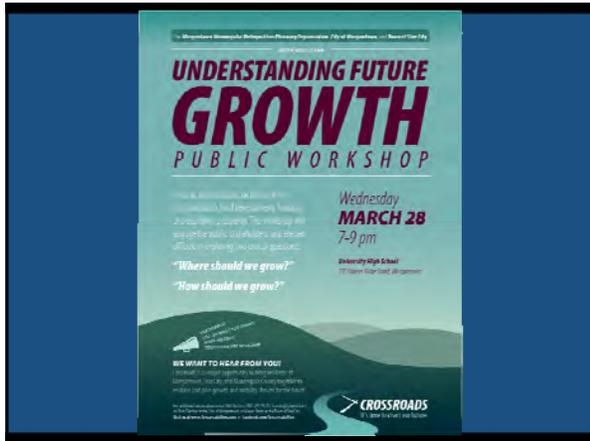
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Logos for MMPO, WV Dept of Transportation, State of West Virginia, and West Virginia University are at the top. A photo of a street scene with a bus and a pedestrian crossing sign is on the right.



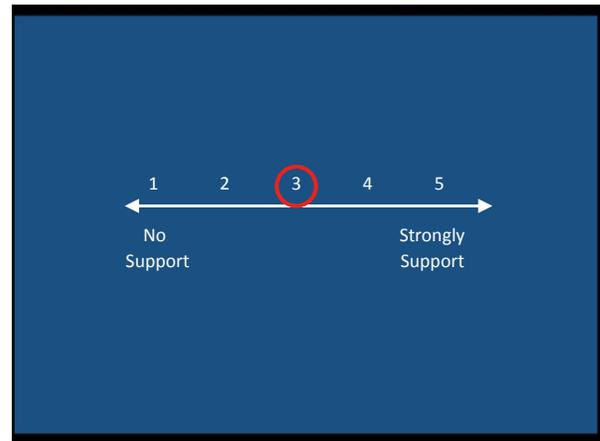




Rating Vision Statements

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.

1 2 3 4 5

No Support Strongly Support

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.

1 2 3 4 5

No Support Strongly Support

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.

1 2 3 4 5

No Support Strongly Support

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.

1 2 3 4 5

No Support Strongly Support

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.

1 2 3 4 5

← No Support Strongly Support →



Part 2: Background

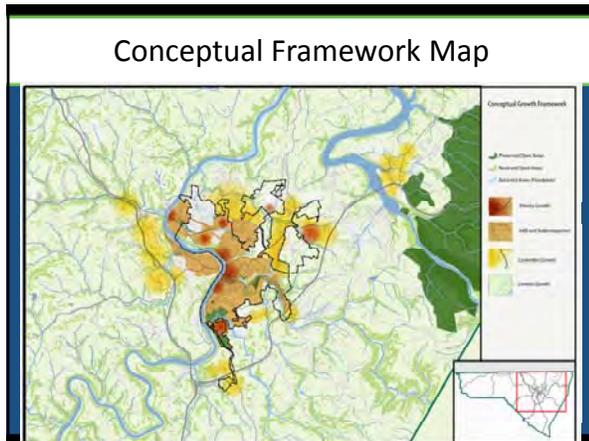
- Conceptual Framework Map
- Rating Principles
- Preliminary Economic Findings
- Preliminary Transportation Findings



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Healthy Community

Community & Environmental Planning



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

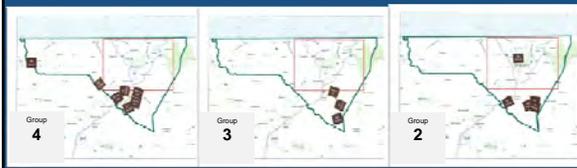
Examples:



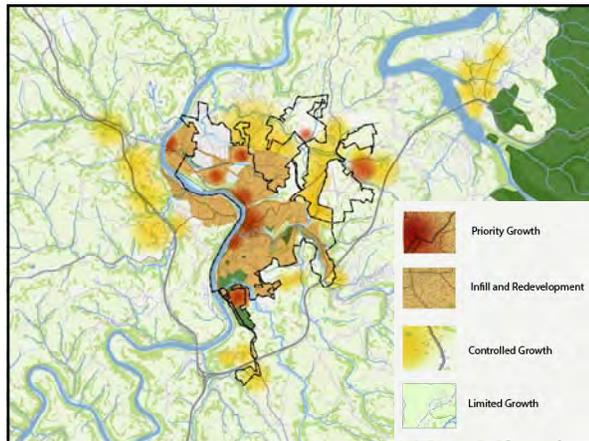
- Groups understood the difficulty in limiting all “greenfield” development.
- Development happening in currently undeveloped areas should be both near existing development and/or clustered to “minimize sprawl” and “preserve open space” rather than occur in a haphazard “leap-frog” pattern.

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

1 2 3 4 5

No Support Strongly Support

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

1 2 3 4 5

No Support Strongly Support

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

1 2 3 4 5

No Support Strongly Support

Principles

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

1 2 3 4 5

No Support Strongly Support

Principles

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

1 2 3 4 5

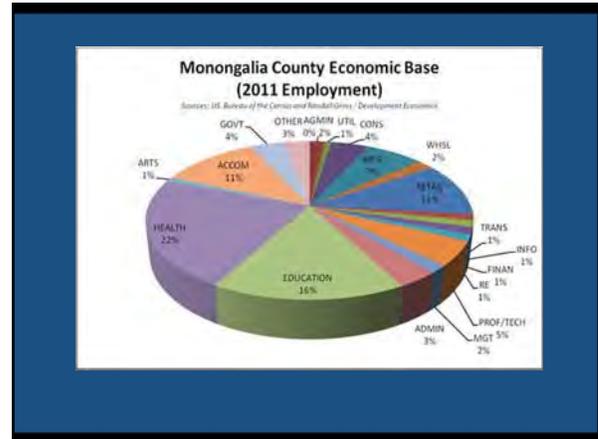
No Support Strongly Support

Preliminary Economic Findings

PART 1. Baseline Economic Conditions & Opportunities



Randall Gross / Development Economics

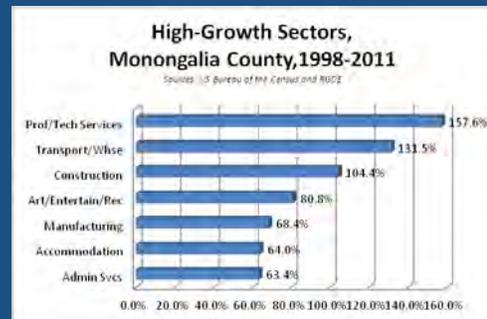


Major Employers

- 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

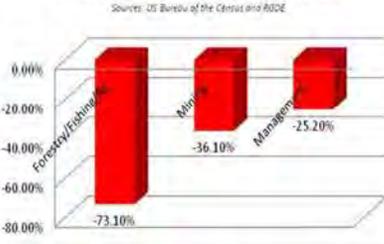


Economic Trends



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
 - 9th 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

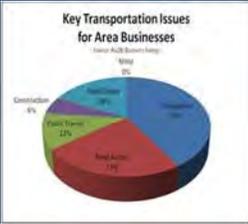
- Traffic Congestion & Road Safety
- Appearance
- Available Infrastructure
- Lack of developable land
- Cost of development
- Parking

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

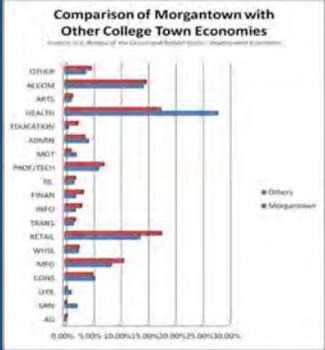
Comparable Communities

- 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



Comparison of Morgantown with Other College Town Economies

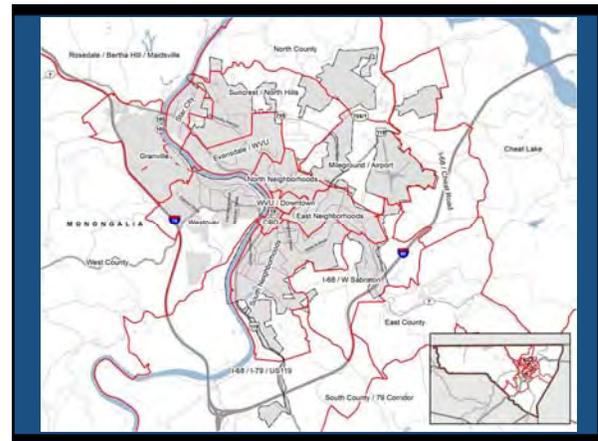
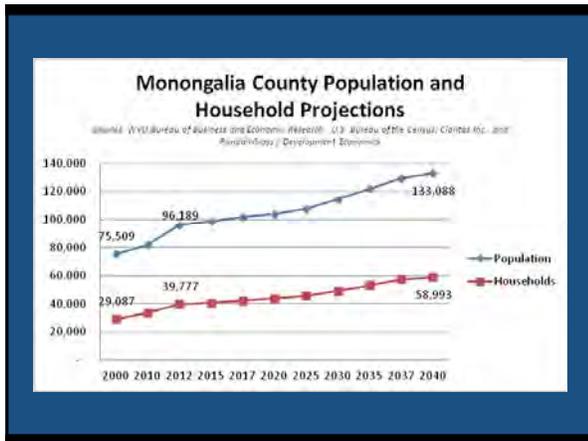
Relative to a percentage of GDP (Gross Domestic Product) from development activities



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



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-serviced 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

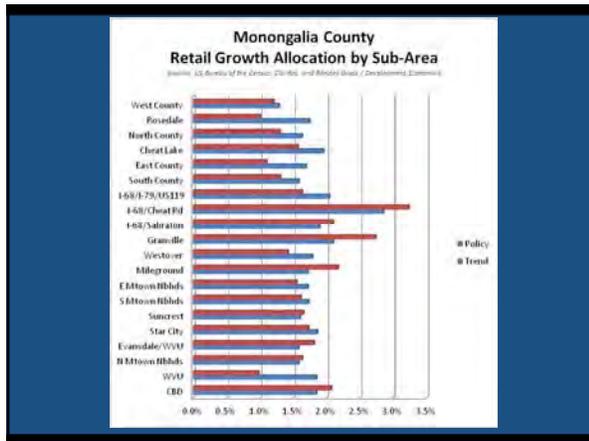
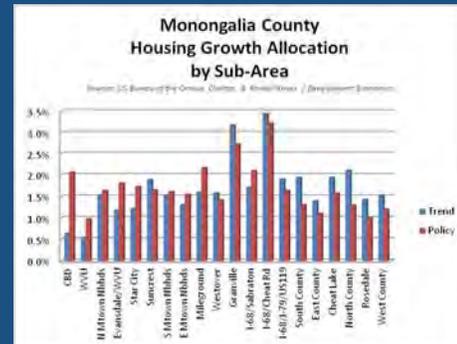
Housing

- 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



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.

1 2 3 4 5
No Support Strongly Support

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.

1 2 3 4 5
No Support Strongly Support

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

Memo

February 15, 2013

To: Steering Committee, Morgantown Comprehensive Plan

From: Michael Curtis

Cc: Christopher Fletcher, Jamie Greene

Re: Summary of Open House

On January 14, 2013 a public open house was conducted for the Comprehensive Plan process. The purpose of the open house was to bring the draft Comprehensive Plan to the public for deliberation and prioritization. This memo summarizes the open house format and results. It is organized into three parts:

- 1. Open House Format and Attendance**
- 2. Actions**
- 3. Summary of Public Input**

Attached to this memo is a draft plan document dated February 15, 2013 and verbatim comments from the public Open House.

1. OPEN HOUSE FORMAT AND ATTENDANCE

The Open House was hosted at the Morgantown Public Library on January 14, 2013, and continued to be on exhibit through January 28, 2013. The open house consisted of an exhibit of the Draft Comprehensive Plan summarized on display boards. The exhibit began with an introductory board (About the Plan), a summary of the Crossroads vision process, and followed with one or more displays for each plan element. Each plan element had a goal, supported by objectives and strategies. Participants at the Open House were asked to identify six objectives they feel are most important to Morgantown's future, provide written comments by filling out comment cards; and consider whether the Plan captures what needs to be done for the community to realize its potential. Based on sign-in sheets, 76 people attended the open house on January 14.

2. ACTIONS

Updates to the Draft Plan

Based on the open house input and staff comments, several edits were made to the draft plan. A new draft plan document is attached to this memo. All new content or any substantial changes to the draft material are identified in the document with yellow highlights. Other edits to improve clarity, accuracy or readability were made throughout the document, and are generally not tracked. The following is a partial list of edits that were made in response to specific comments.

- *Clarified the distinction between principles in chapter 2 and in chapter 3*

- **Principle 11: no change made.** Incentives for “green building” are included in strategies, for example EN 5.2
- **Minor corrections to the land management map**
- **Revised strategy EN 1.2 to address** “Should the air quality objective read more like the ground and surface water quality objective? Specifically, should the City be involved in monitoring air quality at the airport or should this remain a function/role/responsibility of WVDEP?”
- **Awaiting response from MUB:** Page 68 “Should MUB’s continued monitoring of the gas well site in the Morgantown Industrial Park be mentioned here? Should hydraulic fracturing be mentioned here as it relates to monitoring surface and groundwater contamination?”
- **Added strategy (NH 1.5)** Continue to monitor and respond to housing market trends that may lead to studentification of stable, less transient single-family neighborhoods.
- **Added a new objective CF 4 and strategies:** Broaden efforts to reduce homelessness.
- **Added a new objective LM 8 and strategies:** Encourage preservation of historic properties and adaptive reuse of existing buildings.

Plan Priorities

Based on the public input gathered at the open house, the following **objectives and strategies** should be considered for prioritization in the Plan.

Objectives

The following **objectives** received the most dots from the public voting activity during the open house and may be regarded as community priorities.

- 1) **TR 7.** Support changes to the roadway network to alleviate traffic congestion. (31 dots)
- 2) **CF 2.** Maintain and expand the parks and recreational facilities and programming. (26 dots)
- 3) **LM 6.** Improve community appearance, particularly at city gateways. (22 dots)
- 4) **TR 2.** Reduce presence of freight trucks within city limits. (19 dots)
- 5) **NH 1.** Preserve integrity of existing neighborhoods, particularly single-family areas while encouraging compatible infill development. (19 dots)
- 6) **ED 1.** Promote investment in infrastructure. (19 dots)

Strategies

The following **strategies** received a significant number of supportive comments from the public, but may not have been within the highest ranked objectives.

TR 6.1. Implement the Pedestrian Safety Plan.

EN 5.2 Create a Green Building Program that provides incentives for use of “green” building techniques that are energy efficient and environmentally friendly (using LEED or another best practice benchmark).

CF 2.3 - Explore the feasibility of developing a community recreational center that offers facilities and programming like fitness rooms; gymnasiums; swimming pools; sauna, whirlpool, steam rooms; tennis courts, racquetball/handball courts; weight training room; banquet/meeting rooms and kitchen; craft rooms; preschool/child care rooms; computer labs; teen center/game room; etc.

ED 1.1 - Implement innovative strategies to diversify revenue and financing mechanisms that fairly, equitably, and expeditiously fund infrastructure improvements and expansions (examples include user-fees, business improvement

districts, tax increment financing (TIF), public-private partnerships (P3s), impact fees, assessments, state and federal grants, etc.)

LM 1.7 - Create incentives that encourage the adaptive reuse of historic buildings.

TR 8.1 - Implement the 2012 Morgantown Municipal Airport Plan.

EN 6.2 - Evaluate the success of the Clean Community Concept Recycling program.

CF 2.2 - Evaluate how well the city's parks and recreational facilities serve the needs of citizens, looking specifically at the quality of each park or facility and their accessibility to surrounding neighborhoods.

ED 1.2 - Lobby the state for a larger share of road improvement funds by demonstrating local revenue commitments to augment state investments.

ED 5.3 - Develop a specific target marketing plan for the Morgantown Airport Technology Park in concert with Federal Laboratories and other major employers that positions the park for technology tenants that are not already accommodated in the market.

3. SUMMARY OF PUBLIC INPUT

Participant Priorities

After the Open House, ACP compiled and counted the number of dots that were posted next to each objective. 409 dots were placed (out of a possible 456 based on 76 participants). The following is a summary of the objectives that received the most dots.

Ranking the Plan Elements. The six plan elements are ranked below based on the total number of dots that each received. Reflective of the Plan's structure, Transportation and Land Management received the most attention combining for 50 percent of the dots. These two elements also include more objectives than the other four elements and contain some of Morgantown's most significant issues (based on previous public input).

- 1) **2.** Transportation (110 dots)
- 2) **1.** Land Management (99 dots)
- 3) **4.** Neighborhoods and Housing (55 dots)
- 4) **3.** Environment (50 dots)
- 5) **5.** Economic Development (49 dots)
- 6) **6.** Community Facilities and Services (46 dots)

Top 5 Overall Objectives:

Out of all the priority actions within the Four Initiative Areas, six were most often identified as priorities (there was a tie for third, fourth and fifth place). These highest ranked actions are:

- 1) **TR 7.** Support changes to the roadway network to alleviate traffic congestion. (31 dots)
- 2) **CF 2.** Maintain and expand the parks and recreational facilities and programming. (26 dots)
- 3) **LM 6.** Improve community appearance, particularly at city gateways. (22 dots)
- 4) **TR 2.** Reduce presence of freight trucks within city limits. (19 dots)
- 5) **NH 1.** Preserve integrity of existing neighborhoods, particularly single-family areas while encouraging compatible infill development. (19 dots)
- 6) **ED 1.** Promote investment in infrastructure. (19 dots)

Top 5 Objectives – Land Management

- 1) 6. Improve community appearance, particularly at city gateways. (22 dots)
- 2) 1. Strengthen Downtown
- 3) 3. Facilitate the creation of residential areas with strong neighborhood qualities. (12 dots)
- 4) 2. Promote strategic infill and redevelopment of underutilized or functionally obsolete areas. (11 dots)
- 5) 7. Expand the areas of protected open space. (11 dots)
- 6) 9. Promote orderly and well-managed regional growth patterns. (11 dots)

Top 5 Objectives – Transportation

- 1) 7. Support changes to the roadway network to alleviate traffic congestion. (31 dots)
- 2) 2. Reduce presence of freight trucks within city limits. (19 dots)
- 3) 6. Encourage walking by expanding pedestrian networks and improving pedestrian safety and accessibility. (18 dots)
- 4) 5. Increase bicycle use through infrastructure improvements and education. (15 dots)
- 5) 4. Work with West Virginia University to manage university-related traffic. (11 dots)

Top 5 Objectives – Environment

- 1) 5. Promote energy conservation and “green” building. (12 dots)
- 2) 4. Improve the urban tree canopy and greenway network. (10 dots)
- 3) 2. Maintain quality ground and surface water quality. (9 dots)
- 4) 1. Support efforts to improve air quality locally and regionally. (6 dots)
- 5) 3. Protect environmentally significant areas and natural resources. (6 dots)

Top 5 Objectives – Neighborhoods and Housing

- 1) 1. Preserve integrity of existing neighborhoods, particularly single-family areas while encouraging compatible infill development. (19 dots)
- 2) 4. Promote the development of a broad range of housing types and prices. (16 dots)
- 3) 3. Improve the safety and appearance of all neighborhoods. (9 dots)
- 4) 2. Improve conditions in neighborhoods surrounding downtown and WVU. (7 dots)
- 5) 5. Support housing assistance programs and ensure compliance with Fair Housing policies. (4 dots)

Top 5 Objectives – Community Facilities and Services

- 1) 2. Maintain and expand the parks and recreational facilities and programming. (26 dots)
- 2) 4. Provide appropriate social services and facilities to meet the changing needs of the community in concert with the City’s Five-Year consolidated plan, annual action plans, and annual performance reports. (8 dots)
- 3) 1. Maintain high quality utility services to meet growing needs of the community. (7 dots)
- 4) 3. Support quality educational programs and facilities. (3 dots)
- 5) 6. Encourage healthy lifestyles. (2 dots)

Top 5 Objectives – Economic Development

- 1) 1. Promote investment in infrastructure. (19 dots)
- 2) 4. Stimulate and support small business and entrepreneurial activity. (14 dots)
- 3) 3. Capitalize on Morgantown’s competitive advantages and attract new business to diversify the City’s economic base. (6 dots)

- 4) **2.** Retain and grown existing business. (5 dots)
- 5) **6.** Strive for a balanced approach to economic development that considers the fiscal impacts of growth. (4 dots)

Participant Comments

Outlined below is a summary of the comments for all elements that could warrant modification to the draft plan. Themes have been identified by reviewing the three-part structure of the comment card: Comments of Support; Comments of Concern; and General Comments. For all elements, there are insightful and specific comments that should be considered—even if they do not belong to a theme. (The definition we are using for “theme” is a recurring idea—this typically means three or more times.)

Number of Participant Comments by Type

	Comments of Support	Comments of Concern	General Support	Sum
Land Management	13	14	10	37
Transportation	14	16	11	41
Environment	12	11	3	26
Neighborhoods and Housing	12	13	7	32
Community Facilities and Services	8	9	5	22
Economic Development	7	10	7	24
Implementation	9	4	7	20
Total	75	77	50	202

Themes from the comments

Land Management

- 1) Support for improvement of downtown Morgantown.
- 2) Support of infill development.
- 3) Support for maintaining and creating greenspace.
- 4) Concern about the absence of strategies to promote historic preservation.
- 5) Concern about changes that have taken place in neighborhoods. More specific neighborhood preservation strategies are needed.
- 6) Concern that the Plan does not clearly promote redevelopment/densification of the Willey Street area (it should)
- 7) Affirmation of the importance to improve pedestrian spaces.

Transportation

- 1) Support for increasing pedestrian and cyclist safety.
- 2) Support for complete streets and mixed-use development.
- 3) Support for WVU collaborating with the city in finding a solution for traffic problems.
- 4) Support for priorities in the MMMPO Plan
- 5) Concern about the character and narrowness of Van Voorhis Rd.

- 6) Concern about the disconnect between the Rail Trail and residential neighborhoods.
- 7) Concern about road widening making streets unfriendly to bikes and pedestrians.
- 8) Apparent resentment between bike/pedestrian advocates and road/car advocates.

Environment

- 1) Support for prioritizing clean air and water.
- 2) Support for developing an urban forest as well as planting trees throughout the city.
- 3) Support for reusing old buildings for new purposes.
- 4) Support for continuation and maintenance of the recycling program.
- 5) Concern about fracking and its effects on air and water quality.
- 6) Concern about the trash at the dam being released periodically into the stream.

Neighborhoods and Housing

- 1) Support for maintaining neighborhoods close to downtown.
- 2) Support of promoting housing and income diversity.
- 3) Concern about the protection of single-family neighborhoods.
- 4) Concern about the need for historic preservation.
- 5) Concern about perceived weaknesses in the zoning code, its application and enforcement.

Community Facilities and Services

- 1) Support for recreational and non educational facilities for non students.
- 2) Support of expansion of parks and trails as a way to encourage healthy lifestyles.
- 3) Support for assisting special needs populations
- 4) Support for an increase in greenspace, particularly in neighborhoods.
- 5) Concern about limiting sprawl, and instead, encouraging dense development.

Economic Development

- 1) Support for encouraging small business development.
- 2) Support for promoting new development that will attract new business.
- 3) Support for improvement of infrastructure.
- 4) Support for building the community brand.
- 5) Concern about too much development focus being on downtown.
- 6) Concern about local developers competing with non-local developers.
- 7) Concern about the growing land holdings of WVU.
- 8) Concern about the growth of national chains over local businesses.

Implementation

- 1) Support of strengthening downtown Morgantown.
- 2) Support for collaboration with WVU.

Specific Strategies Mentioned. Participants were asked to list any specific strategies in the Plan that they feel should be emphasized. Although few participants provided this input, the following were strategies were mentioned by several participants.

4-5 mentions:

TR 6.1 - Implement the Pedestrian Safety Plan.

EN 5.2 - Create a Green Building Program that provides incentives for use of “green” building techniques that are energy efficient and environmentally friendly (using LEED or another best practice benchmark).

CF 2.3 - Explore the feasibility of developing a community recreational center that offers facilities and programming like fitness rooms; gymnasiums; swimming pools; sauna, whirlpool, steam rooms; tennis courts, racquetball/handball courts; weight training room; banquet/meeting rooms and kitchen; craft rooms; preschool/child care rooms; computer labs; teen center/game room; etc.

ED 1.1 - Implement innovative strategies to diversify revenue and financing mechanisms that fairly, equitably, and expeditiously fund infrastructure improvements and expansions (examples include user-fees, business improvement districts, tax increment financing (TIF), public-private partnerships (P3s), impact fees, assessments, state and federal grants, etc.)

3 mentions:

LM 1.7 - Create incentives that encourage the adaptive reuse of historic buildings.

TR 8.1 - Implement the 2012 Morgantown Municipal Airport Plan.

EN 6.2 - Evaluate the success of the Clean Community Concept Recycling program.

CF 2.2 - Evaluate how well the city's parks and recreational facilities serve the needs of citizens, looking specifically at the quality of each park or facility and their accessibility to surrounding neighborhoods.

ED 1.2 - Lobby the state for a larger share of road improvement funds by demonstrating local revenue commitments to augment state investments.

ED 5.3 - Develop a specific target marketing plan for the Morgantown Airport Technology Park in concert with Federal Laboratories and other major employers that positions the park for technology tenants that are not already accommodated in the market.

PUBLIC OPEN HOUSE COMMENTS

Land Management

Comments of Support	Comments of Concern	General Support
1 I support improving downtown area and appearance of gateways.		
2 I believe the plan does a great job outlining and explaining the opportunities and road blocks that faces Morgantown.	My fear with this plan is that any major changes that I believe need to be made will require more public support than there is amongst interest in the plan.	
3 Agree with the need to use preservation practices. Agree with infill and redevelopment. Agree with mixed use development.		
4		#4 Transportation-the airport is a key contributing factor and catalyst to our local economy. We need more focused attention to resources to make it the best and biggest in north central West Virginia.
5 Agree with many more of the principles/ideas than I had green dots for! Agree with maintenance of greenspace and green corridors while clustering and concentrating development. Like emphasis on developing existing inhabited wharf and downtown to keep them vibrant, inhabited and safe as well as redeveloping areas that are blighted for some purpose.	Emphasis would be my chief concern; environment related principles/actions should be integrated as part and parcel of many other actions should be underlying principle to seek to be a sustainable city that reduces its impacts on local, regional, national and global levels including carbon emissions. Should not just be another category without detail as how developed. Very important to inventory and protect existing natural areas however small with significant native species of plants and animals and link these with green spaces to avoid their degradation.	Very important to encourage alternative modes of transportation that use less energy. Can concentrate on development that is full service so don't have to go far for basics. ie; full service supermarket was wharf for neighborhood to access.
6		Continue to promote developments downtown, with primary emphasis on infill and connections.
7 Revitalization can be a good thing but not if it only in values construction.	I am very concerned and disappointed that there is no mention of historic preservation of our downtown historic district and historic neighborhoods. Tearing down old things just because they are old is not a solution as replacements are bound to be inferior. A good plan would include stricter protections for our historic districts as well as help to property owners to assist in preserving their property. Every other city worth anything has design review protecting its historic district. Why doesn't Morgantown?	

PUBLIC OPEN HOUSE COMMENTS

Land Management

Comments of Support	Comments of Concern	General Support
<p>8 Agree with higher density projects in the downtown area.</p>	<p>I felt did not include enough of the area specifically in the Willey St area from Wells/Fife/Price. I feel these areas are priority high density priorities. The WVU campus development should include Fife and Corwell. The map was a bit confusing, I wish the differentiation between higher density and single family homes would have been more robustly defined.</p>	
<p>9 Protect/ expand open space</p>	<p>Developers will not have any checks on their plans- no assessment for their impact on traffic and quality of life.</p>	
<p>10</p>		<p>All of these objectives are important and should be implemented cohesively. Morgantown, in spite of its impressive growth, is still quaint and highly livable. In order to keep this quality of living, land management is priority #1.</p>
<p>11</p>	<p>Believe in drawing circle around the city and supporting the core of city development. Sprawl should not be supported as a positive development but rather an ever costly and environmentally unfriendly system that requires more infrastructure at the cost of green space, farmland, and clean air and water.</p>	
<p>12</p>	<p>Morgantown has become an ugly city because the city has allowed property owners to fail to maintain their property. There is no pride of ownership by certain owners. Shame on them!!</p>	
<p>13 Very Important: 8.3, 2.1, 2.6, 1.7, 2.3, 2.7, 8.2, 8.1, 6.4, 9.2, 9.3, 9.5, 9.6, 9.8</p>	<p>LM 4.2, and 6.1 and EN 5.2, should not be too cumbersome so as to make projects financially infeasible.</p>	<p>Do not just annex for the sake of it. City needs to prove it can control and manage its current boundaries and enforce current regulations. City needs to use its own funds for many of the LM objectives.</p>
<p>14 I really like the idea of land use described in pattern and character.</p>	<p>Need for more specific ideas for neighborhood preservation-commercial encroachment-good commercial in neighborhoods vs. mega mall expansion.</p>	<p>Issue of retirement housing has not been addressed except in the notion of diverse housing. Aging population needs single level housing-group, more heritage type housing that is affordable for more than just a few.</p>

PUBLIC OPEN HOUSE COMMENTS

Land Management

Comments of Support	Comments of Concern	General Support
<p>15 LM 1.6 this should replace LM1.5 completely. If you tear down downtown, you will end up with no traditional downtown.</p>	<p>LM 1.5 existing downtown structures should not be encouraged to be raised or destroyed. There is currently little vacant land downtown.</p>	<p>Land Management has been the most mismanaged aspect to almost all development in Morgantown for at least the last 5 decades. This plan must encourage controlled community oriented development. Remember people live here, not out of town long developers.</p>
<p>16</p>	<p>Improve and monitor codes and development according to master plan.</p>	
<p>17 I would love to see the area more walkable and connected. There are so many areas I would walk to/bike to if I felt safety doing it. I also love the idea of using the areas that are already developed rather than creating more sprawl.</p>		
<p>18 Very well done. All very laudable efforts.</p>		<p>Good objectives now let's see how they are integrated into the plan.</p>
<p>19 LM1.1 Mainstreet Design Standards LM 6.1 Design Standard. LM 4.1-4.3 all of these. LM 7.1-7.3 develop open space. LM 9.1-9.8 All of these.</p>	<p>Morgantown historic landmarks committee should be involved in the development of design guidelines. Historic preservation of historic structures in the downtown area should be a primary goal.</p>	<p>The development of GIS is primary. The county must take the lead but cannot do it alone. It is an expensive proposition- help from the city, MUB and all municipalities needed.</p>
<p>20</p>	<p>I've watched two neighbors change their complete nature. The area of Jones Ave where the current new townhomes have been built essentially wiped out a neighborhood and the same thing is to occur in the Sunnyside area with the development planned there. These areas could have been preserved with emphasis on maintaining them as single family homes.</p>	<p>Can we address more plainly historic preservation? Without knowledge of our past can we appreciate our future?</p>
<p>21</p>	<p>Lack of county wide planning.</p>	

PUBLIC OPEN HOUSE COMMENTS

Transportation

Comments of Support	Comments of Concern	General Support
1 TR 2.1-2.4 all of these. TR 4.1-4.2- crossings. TR 8.1 Master plan.		
2	Need better sidewalks! Pedestrian Access!	
3	VanVoorhis road is very narrow and is always backed up during morning and rush hour so I would suggest widening the road.	
4	VanVoorhis Rd off 705 (from 1380 Benk) is very narrow, for grossly enlarged traffic following extensive developments on west run rd. and on VV rd. Vehicles turning left block traffic. Long trails of outgoing traffic in the morning-intending way back from BB&T bank.	Separate lanes needed to allow right turning traffic at the traffic lights.
6 Greatly support alternate modes of transportation.	Concerned that the language about rerouting trucks could be interpreted to read build bypass.	Road Maintenance upgrades and planning
7 I don't particularly mind the traffic as much as others. I would love to see more options of encouraging public transport/ ride share/ combined transportation.		
8	WVU has to get on board to help solve traffic/ parking problems.	
9 When the students are out of school, the town doesn't have traffic problems for the most part, except during games.		
10		Increase walking safety, discourage automobiles.
11	T 8.1-residents should be consulted. Many small areas do not need them nor want them.	VanVoorhis/705 BB&T is probably aware and willing to give up space for the 2 lanes needed and state could check over creek to widen Burroughs get ways out of congestion to a bypass.
12	Very concerned about residents that have no means of transportation yet have to walk on the edge of roads rather than having safe walkways or paths.	

PUBLIC OPEN HOUSE COMMENTS

Transportation

Comments of Support	Comments of Concern	General Support
<p>13 Love the regional cooperation!</p>		<p>Some northern highway is needed, but of course that is subject to costs. Continued emphasis on pedestrian, bike, etc. infrastructure and programs. Implementation of a regional bicycle plan is a must. Our rail trails are some of our greatest assets, but remain far too disconnected from residential areas. Connections to suncrest, star city, west run, and south park via a much needed bridge from Brockway across deeker's creek will help expand biking routes to people of all riding influences. Not exactly a strategy, but under the MPO's LRTP, a new bridge over the Mon is essential. Option 6B, while not the cheapest alignment, would create a direct route to commercial areas and the interstate. Plus, it would offer a chance to build a signature piece of architecture for the area.</p>
<p>14 I think better bicycle safety and perhaps PRT expansion is a good idea. Also some traffic changes that seemed minor have really improved congestion so explore that.</p>	<p>Try to keep traffic out of residential areas and encourage limited growth in these areas to avoid traffic.</p>	<p>Please-more sidewalks. New developments never have them and you can't walk safely anywhere even if you live close by. Why don't new businesses have to put in sidewalks? Its dangerous. Better walking and biking in urban shopping areas and new development.</p>
<p>15 Re route Beechurst-example of job well done.</p>		<p>I believe accommodation of auto traffic is likely a greater return on investment than paths for bike and walk, quite frankly.</p>
<p>16 All objectives are great.</p>	<p>1. Grumbein Island Solution: Gradual underpass for students overpass for traffic. 2. Pedestrian overpass-CAC</p>	<p>If parking/transportation is not addressed, downtown will be left to students, homeless, and lawyers. Everyone else will switch to suburbs.</p>
<p>17 It is great to support pedestrians/bikes more support please.</p>	<p>The public resents walkers/bikers. Long traffic lights add to the frustration. Re Route bus tracks away from downtown.</p>	
<p>18 Land Management</p>	<p>Develop downtown and business districts to reduce the need for auto transportation. Closer residential and light business centers to encourage walking.</p>	

PUBLIC OPEN HOUSE COMMENTS

Transportation

Comments of Support	Comments of Concern	General Support
19		This priority #2. The geography of WV is a liability and an asset. With all of Morgantown's growth, the infrastructure is lagging and lacking, but the topography makes it a challenge to improve, maintain and expand at the same pace of development. Not sure how to best resolve these challenges, but the solutions and initiatives should be made in conjunction with land management.
20	Encourage walking and biking, sidewalks, complete streets, and networks/connectors into the rail-trail.	City continues to struggle with DOH State roads and state failing to listen to local plans and voices. Roads continue to be widened with more bones (Beechurst Plan) at increasing speed and no foresight to bike/pedestrian safety.
21	Public Transportation	Increase community funding and support for alternative transportation involving mountain line, biking and walking.
22	TR 2.1, 2.4, 3.1, 4.2, 7.2, 7.3, 7.4, 8.3, 8.2 are very important! Pass a user fee and build roads.	Bicycle use should be on lowest concern. Let's be real! The streets are too narrow and sloped for bike riding. TR 6.4, 6.5 city should share in some cost.
23	I was thrilled to see the proposed west run artery on the transportation plan. This would de-pressure the daily in-flow/out-flow traffic pressure on Boxers/University and Monongahelia Blvd.	I noticed you proposed prioritizing 705 at Van Voorhis that is already true. The screaming need is to make the intersection wider, so that N/S/E/W traffic alternatives simultaneously instead of taking turns around the four sides.

PUBLIC OPEN HOUSE COMMENTS

Environment

Comments of Support	Comments of Concern	General Support
1	Can the new recycling program keep its momentum?	
2	Without clean water we will all die. Must keep this a priority.	
3	Strongly support green corridors of the development of a healthy and diverse urban forest.	air and water quality should be more of a priority.
4	I am for a greener Morgantown with green building practices and cleaner air and more recycling.	Remember that tearing down useful old buildings to build new ones is the most un green thing you can do. Focus on re-use should be key or at least salvage of building materials when things are destroyed. I support efforts for cleaner air, water, etc. I would support efforts to clean up litter in downtown park areas. More greenspace instead of filling every space with buildings.
5	More trees!	Clean air and water- we can do better.
6	All of those initiatives are great and diverse. I'm excited by the interest in LEED and urban tree canopy preservation and development.	Trees, Trees, Trees!!!
7	Re: Environment	Ensure safe water and air quality controls. Ban hydraulic fracking near water intakes and proper air monitoring.
8	Support healthy waterways and clean air. More funding and resources need to go to treatment plants for abandoned Richard mine which negatively impacts Decker's Creek.	Gas drilling/fracking near city water systems. Fracking may impact water outside of the city but impacts all downstream.
9	EN 2.2, 3.1-3.4, 6.4. These are the only worthwhile objectives. The rest are very low on the priority scale for the overall plan update.	Many objectives will hinder development and make projects financially infeasible.
10	I appreciate on behalf of Mon rowing association, the new no wake zone, the river is looking cleaner, and I see fish on the docks.	Could the trash that accumulates behind the dam be filtered out and not periodically released into the river?
11		Morgantown should be a strong leader in West Virginia on environmental issues. This is a perfect thing for us to help out state with.
12	The city it too noisy, too bright. The utilities need to be put underground.	

PUBLIC OPEN HOUSE COMMENTS

Environment

Comments of Support	Comments of Concern	General Support
13 I appreciate the new recycling-curb-side program. It seems that many people don't use it. Would love to see the pocket parks. EN 3.2!!!		
14	Improve air quality, commercial recycling for bars and businesses.	
15 EN 4.1- Tree replacement, EN 4.2 Tree species, EN 4.4 Pocket Parks, EN 5.2, 5.3, Green Buildings, LEED Standards, EN 6.1 Competing, EN 6.3,6.4 Recycling		
16 Addresses wide range of issues.	I recommend mentioning strategies like watershed protection planning, source water protection planning with stated intentions of preventing pollution, keeping polluting businesses out. Go beyond LEED and strive to phase out use of fossil fuel energy sources. Be bold!! Invest in renewable- set an example for the state and country.	

PUBLIC OPEN HOUSE COMMENTS

Neighborhoods and Housing

Comments of Support	Comments of Concern	General Support
1		Single home neighborhoods must be preserved and enhanced.
2		Large Developments such as copper ridge and the lofts do not create a sense of community and identity. Students living in Morgantown sprawl feel significantly less connected to the Morgantown community and have an overall lower opinion and experience in the town.
3	Important to maintain existing neighborhoods close to downtown to ensure they remain desirable and attract full time residents.	Closing Woodburn elementary affected livability of neighborhood for families.
4	Preservation practices	Woodburn is the original neighborhood in Morgantown and it is close to downtown. I encourage promoting community in this area as there is already a strong sense of it among the full time resident. Build on existing strengths.
5	I support protecting our single family neighborhoods but I am concerned about the "infill development" Does this mean tearing down more and more single family homes to build student dorms, apartments, and townhomes? Because tons of single family homes have been lost this way and if it continues only students will live in the city limits.	Re-Use where possible and if new apartments must be built, more effort to make them attractive and high quality and suitable with surrounding neighborhoods.
6	Appreciate the attention to accommodate persons with disabilities.	Morgantown has so many areas between properties that are terribly unkempt. RE: Nobody's responsibility. How can we promote and enforce a clean well kept city with livable neighborhoods with so many common properties that get no care? Please look at this fresh with fresh eyes-Thank you!
7	I support the single family homes and the areas.	I would have liked to see townhomes identified as a RIA option, while increasing density they offer affordable options to more people.
		I think the community groups have too much input into the development system. Solid redevelopment needs to have the same merit as community groups-redevelopment= Future.

PUBLIC OPEN HOUSE COMMENTS

Neighborhoods and Housing

	Comments of Support	Comments of Concern	General Support
8	In theory, what you're saying is good.	In reality, you only mean this for well connected neighborhoods. South Park will be fine. Wiles Hill? Not so much.	As long as you're willing to equally apply these ideas, great. But as it stands, some neighborhoods are sacrificed to protect others. That is highly problematic.
9	Aesthetics are important.	Landlords/owners who are not concerned about aesthetics.	
10	Promote green building as part of city code enforcement.	Use LEED Standards.	
11	Promote broad range of housing types and prices green building for lower incomes.		
12		Morgantown must take every effort possible to protect its neighborhoods, especially those that are stable but threatened by student housing.	
13	Important: 1.1, 1.3, 4.1 Good ideas: 2.3, 2.4		
14		This new plan must ensure that single family in Morgantown can still find a home in town to buy and own. It is very scary and worrying that so many homes are being purchased by large rental business.	
15	Neighborhoods need investment in owners hip, transportation, livability	Support walking on sidewalks/ alternate forms of transportation. Public transportation available more for outside city neighborhoods.	Sidewalks, public transportation, community schools maintenance, green single family
16	All of it!	In my neighborhood there are zoning exceptions that I am rather surprised by. Some of the rules seem easily beat.	
17		We need to do everything that can be done to enhance our residential neighborhoods.	
18	NH 1.1, Support renovations, 1.3, rehab and adaptive reuse. 4.1<4.4 all of these 3.1 street lighting	Morgantown historic landmarks committee should be consulted in the development of standards for neighborhood preservation- historic preservation vital to monitoring the integrity of older neighborhoods.	

PUBLIC OPEN HOUSE COMMENTS

Community Facilities and Services

Comments of Support	Comments of Concern	General Support
1	Concerned about limited accessible housing.	
2	There should be more recreational and educational facilities for non- students.	Encourage the preservation of our downtown area to keep it vibrant and healthy as well as a tourist and economic attraction. Once stuff is gone, it never comes back.
3		Preservation of a downtown area and historic district.
4	Assist special needs populations, especially homeless, individuals, detract from Morgantown's parks, library, courthouse, etc. Needs to be addressed in compassionate way.	BOPARC of facilities are excellent planning should incorporate park/recreation using a county wide perspective.
5		Need more meeting spaces- non church- with convenient parking. Schools not ideal. New library in North Morgantown would/ could be asset for many services for community.
6	The city needs more recreational facilities for residents that are not university connected.	
7	The plan is a good, thoughtful approach to our growing community.	Improve pedestrian access to parks.
7	Expand parks and trails. Encourage healthy lifestyles. Really like CF 6.3 Healthy initiative.	Do not continue to expand infrastructure to support sprawl development. Encourage dense development and reuse of current housing retail. Concern over retail restaurants outside of city limits-drawing down tax base for city.
8	7	Encourage green energy sources for utility services supplying the metro area.
9	3.3 charge fees to ensure proper maintenance. Important: 1.3,2.4, 3.4, 4.1. 2.2- if found not useful, enter into private public partnership for development.	Attract a YMCA
9	Recreation and park facilities need to be expanded and improved.	Neighbors isolated from use of whole facilities
10	Would love to see a public indoor recreation facility, after home at school, Waste collections.	Activities and investment needs to occur in city limits. Community sidewalks, greenspace and recreation.
11	We shouldn't take the education portion so lightly; education facilities and practices are a major contributor to community.	
12	2.1-2.5, All of them, Hazardous wastes events.	More involvement by county and other municipalities in development of parks and recreation.

PUBLIC OPEN HOUSE COMMENTS

Economic Development

Comments of Support	Comments of Concern	General Support
1		Denser, mixed use development will have a more positive and sustainable growth, both economic and physical, than Morgantown's rapid expansion- town cutters like Star City and Suncrest
2		Think regionally, Clarksburg to the PA-WV border. Some aspects of Community are municipality specific, but we may benefit from thinking about the I-79 corridor, eg. 30-45 minutes from Morgantown to Clarksburg.
3	Definitely need to improve infrastructure.	
4		I suggest a study sponsored by state to consolidate Morgantown, Westover, Star City, and Granville. This would result in more collaborative and shared investment in resources.
5	Is economic growth of big chain stores etc? Really a good thing if it puts our local businesses out of business? I am concerned if the university owns everything what happens to Morgantown and its income? We can't survive if the university owns everything tax free.	Controlled growth to avoid sprawl and destruction of current neighborhoods.
6	Appreciate support and promotion of new business parks, retail, restaurants, etc. Such a vibrant town!	An appropriate balance between WVU and WUOH interests and the interests of the city at large.
7	Objective #6- Balances approach that considers costs/ impacts of growth including loss of greenspace and farmland plus increases strain on infrastructure.	Let's not stake the economic development of our city or downtown on "Hot spots" or bars.
8	Like regional branding that defines us beyond WVU/ Football town.	Very important: 1.1, 1.2, 2.2, 6.2. Good: 3.2, 4.2, 5.3, 6.3
9	5.4 Tie into current intersection with Pierpont Centre Don't create a new traffic light.	This plan must do something to ensure that local middle class people can invest and own business in Morgantown. Too often, out of town or local "big wig" investors are the only parties that can compete.
10	Promote Infrastructure Investment	Encourage small business development through business incubator strategies.
11	Social Services	Small businesses and development impact mitigation.
12	Acknowledge importance of maintaining homeowner areas.	Roads, utilities, sidewalks. Those who develop must contribute to overall infrastructure.

PUBLIC OPEN HOUSE COMMENTS

Economic Development

Comments of Support	Comments of Concern	General Support
13	Development should not be dominated by WVU without consideration for the total community.	
14	Improvement and expansion of airport as in TR 8 and ED 5.3 vital to economic development plan.	1.1-1.2 revenue state and local for infrastructure. 4.1-4.2-incubator. 5.3, improvements at airport and 5.4-5.6, ED 6.1-6.3 fiscal impact all of these. ED 7 Workforce development.
15	I recommend using the word sustainable in relation to economic development. Tie economic development to environmental protection like you tie the economic development to fiscal impacts of growth. Economic development should consider the environment and public health impacts of growth.	